medical records have failed, despite billions spent. This is a significant contributing factor to many of the VA's problems.

Mr. Speaker, it is increasingly clear that the government is simply unable to procure IT products at a reasonable cost. With the Internet's growing role in nearly all commerce and communication, this is yet another reason to stop expanding the reach of the bureaucracy and return our government to its constitutionally defined limits.

RECOGNIZING THE EFFORTS OF LAUREN DABERKOW AND DAWSON PUBLIC POWER DISTRICT IN LEXINGTON, NEBRASKA

(Mr. SMITH of Nebraska asked and was given permission to address the House for 1 minute.)

Mr. SMITH of Nebraska. Mr. Speaker, I rise today to recognize the efforts of Lauren Daberkow, a retired mechanic at Dawson Public Power District in Lexington, Nebraska. For the third year in a row, Lauren traveled to Caracol, Haiti, as part of a rural electrification project through the National Rural Electric Cooperative Association.

Each year, Lauren transports the supplies necessary to service utility trucks, addresses maintenance concerns, and then offers hands-on training so local staff can address such issues in the future.

While only 13 percent of the people in Haiti have regular access to electricity, when this project is linked to other electrification efforts, approximately 20,000 customers over the next 3 years will have access to electricity. Electricity can improve the quality of life through access to vital services like health care, education, and clean water.

For this reason, I thank Mr. Daberkow and the National Rural Electric Cooperative Association for their efforts to electrify communities around the world.

REMEMBERING COLONEL JOE HART OF PEA RIDGE, ARKANSAS

(Mr. WOMACK asked and was given permission to address the House for 1 minute.)

Mr. WOMACK. Mr. Speaker, I rise today in remembrance of a member of the Greatest Generation—Colonel Joe Hart of Pea Ridge, Arkansas, who passed away on May 23 at the age of 93. Colonel Joe was known for many things. He was a decorated World War II hero, a B–17 pilot, a POW, a participant in January 1945's infamous Death March, a Purple Heart recipient, a test pilot for Boeing, a patent holder, and the author of a book, ''The Hart Dietary Procedure.'' He was a father and grandfather, a local radio commentator, and a frequent caller to my office.

Colonel Joe was not shy about his strong opinions, and his many visits to my Rogers office to share them were always welcomed by my staff. We—and the undoubtedly many others Colonel Joe touched throughout his long life—will certainly miss his presence.

My thoughts and prayers are with your family and friends. Rest in peace, Colonel Joe. We will miss you.

HONORING MR. JUDE HARRINGTON

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

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to honor Mr. Jude Harrington, supervisory park ranger at the U.S. Army Corps of Engineers Raystown Lake, located in Huntingdon County of the Pennsylvania Fifth Congressional District.

Mr. Harrington has been recognized as the recipient of the 2014 American Recreation Coalition's Legends Award.

For the past 30 years, Mr. Harrington's efforts have significantly contributed to the improvement of visitor recreational experiences and the enhancement of environmental, social, health, and economic benefits for people of all ages and backgrounds.

Jude's leadership helped to make Raystown Lake a national tourism destination through facility upgrades, coordination of widely publicized special events, and a strong partnership program.

Jude is a founding member of the Friends of Raystown Lake and a longtime adviser, which has led to more than $1.7 million in partnership contributions.

Mr. Speaker, without Mr. Harrington's high standards, customers and the surrounding community would not have such high quality camping facilities, roadways, trails, boat launches, and beaches to enjoy. He is a true professional, leader, and team member.

Congratulations, Jude, for your commitment to excellence as the 2014 Legends Award winner.

ER VISITS INCREASING AS A RESULT OF THE ACA

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

Mr. BURGESS. Mr. Speaker, imagine you have a medical emergency, you show up at the emergency department of your hospital, and you are treated in the waiting room. That is exactly what is happening in hospitals all over America. Overcrowding has become a reality.

A recent report by the American College of Emergency Medicine showed that more than half of all ER doctors have reported this trend. It is ironic that the main pillar of the Affordable Care Act, which was an increase in patients' access to care, is exactly the opposite of what is happening.

We are having a hearing on Thursday in the Energy and Commerce Subcommittee on Health. I am looking forward to it. We will discuss the impact of the President's health care law on access to health care.

It is my sincere hope that the administration is cooperative and forthcoming as we investigate yet another aspect of the Affordable Care Act that instead of helping is hurting patients, doctors, and hospitals and putting a strain on our system.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore (Mr. THOMPSON of Pennsylvania) laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, June 6, 2014.

Hon. JOHN A. BOEHNER,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on June 5, 2014 at 5:05 p.m.:

That the Senate passed S. 1044.

With best wishes, I am

Sincerely,

KAREN L. HAAS,
Clerk of the House.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2015

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. 4745, and that I may include tabular material on the same.

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 604 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. 4745.

The Chair appoints the gentleman from North Carolina (Mr. HOLDING) to preside over the Committee of the Whole.

□ 1409

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. 4745) making appropriations for the Departments of Transportation, Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2015, and for other purposes, with Mr. HOLDING 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 might consume.

I am pleased today to present to the House for consideration H.R. 4745, the Transportation, Housing and Urban Development Appropriations Act for fiscal year 2015.

The committee has put forth a bill that conforms to our 302(b) allocation of $52 billion in budget authority and is in line with the budget cap of $1.014 trillion. Under such an allocation, we prioritized programs and spending to achieve three very important goals: to continue the ob lim level funding levels of MAP–21 contingent upon reauthorization; keep the commercial air space running smoothly; and preserve the housing option for all current HUD-assisted families.

I think this is a good bill with the allocation that was given to us. We may hear today from some who say the bill spends too much money, and I am sure we will hear from those who believe we should be spending more money. However, this bill received a fair allocation under the Ryan-Murray budget agreement with a large, bipartisan majority, and, as such, we should continue that support.

Thanks to the return of regular order, the whole House of Representatives has the opportunity for full consideration of this legislation. It is imperative that we move this bill to final passage, reflecting the amendments adopted by the House, and move this bill to conference in time for the new fiscal year.

I would like to thank my good friend and fellow future retiree, the gentleman from Arizona and the T–HUD ranking member, Mr. PASTOR, for his ideas and support in drafting the bill. It has been a real pleasure to work with the gentleman, and I really do appreciate his friendship. I would also like to thank Chairman ROGERS and Ranking Member LOWEY, plus the members of the full committee, and especially the subcommittee, for the hours spent in hearings, markups, and meetings, working together to bring this bill to the floor and eventually have it signed into law.

Finally, I would like to thank the staff on both sides of the aisle. They have worked tirelessly to get this bill done to this point, and I urge the adoption of this bill.

I reserve the balance of my time.

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	107,000	109,916	103,000	-4,000	-6,916
Immediate Office of the Secretary	(2,652)	(2,696)	(2,600)	(-52)	(-96)
Immediate Office of the Deputy Secretary	(1,000)	(1,011)	(980)	(-20)	(-31)
Office of the General Counsel	(19,900)	(20,312)	(19,000)	(-900)	(-1,312)
Office of the Under Secretary of Transportation for Policy	(10,271)	(10,417)	(9,500)	(-771)	(-917)
Office of the Assistant Secretary for Budget and Programs	(12,676)	(13,111)	(12,500)	(-176)	(-611)
Office of the Assistant Secretary for Governmental Affairs	(2,530)	(2,567)	(2,500)	(-30)	(-67)
Office of the Assistant Secretary for Administration	(26,378)	(27,420)	(24,720)	(-1,658)	(-2,700)
Office of Public Affairs	(2,020)	(2,061)	(2,000)	(-20)	(-61)
Office of the Executive Secretariat	(1,714)	(1,746)	(1,700)	(-14)	(-46)
Office of Small and Disadvantaged Business Utilization	(1,386)	(1,414)	(1,400)	(+14)	(-14)
Office of Intelligence, Security, and Emergency Response	(10,778)	(11,055)	(10,600)	(-178)	(-455)
Office of the Chief Information Officer	(15,695)	(16,106)	(15,500)	(-195)	(-606)
Research and Technology	14,765	14,625	12,625	-2,140	-2,000
National Infrastructure Investments	600,000	1,250,000	100,000	-500,000	-1,150,000
Infrastructure Permitting Center	---	8,000	---	---	-8,000
Financial Management Capital	7,000	5,000	5,000	-2,000	---
Cyber Security Initiatives	4,455	5,000	5,000	+545	---
Office of Civil Rights	9,551	9,600	9,600	+49	---
Transportation Planning, Research, and Development	7,000	8,000	6,000	-1,000	-2,000
Rescission of unobligated balances	-2,750	---	---	+2,750	---
Subtotal	4,250	8,000	6,000	+1,750	-2,000
Working Capital Fund	(178,000)	---	(181,000)	(+3,000)	(+181,000)
Minority Business Resource Center Program	925	1,013	1,013	+88	---
(Limitation on guaranteed loans)	(18,367)	(18,367)	(18,367)	---	---
Minority Business Outreach	3,088	3,099	3,099	+11	---
Safe Transport of Oil	---	40,000	---	---	-40,000
Payments to Air Carriers (Airport & Airway Trust Fund)	149,000	155,000	149,000	---	-6,000
Total, Office of the Secretary	900,034	1,609,253	394,337	-505,697	-1,214,916
Federal Aviation Administration					
Operations	9,651,422	9,750,000	9,750,000	+98,578	---
Air traffic organization	(7,311,790)	(7,396,654)	(7,396,654)	(+84,864)	---
Aviation safety	(1,204,777)	(1,215,458)	(1,218,458)	(+13,681)	(+3,000)
Commercial space transportation	(16,011)	(16,605)	(16,000)	(-11)	(-605)
Finance and management	(762,462)	(765,047)	(762,652)	(+190)	(-2,395)
Staff offices	(296,600)	(296,147)	(296,147)	(-453)	---
NextGen	(59,782)	(60,089)	(60,089)	(+307)	---
Facilities and Equipment (Airport & Airway Trust Fund)	2,600,000	2,603,700	2,600,000	---	-3,700
Research, Engineering, and Development (Airport & Airway Trust Fund	158,792	156,750	156,750	-2,042	---
Rescission of unobligated balances	-26,184	---	---	+26,184	---

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,200,000)	(3,200,000)	(3,200,000)	---	---
(Limitation on obligations)	(3,350,000)	(2,900,000)	(3,350,000)	---	(+450,000)
Administration	(106,600)	(107,100)	(107,100)	(+500)	---
Airport cooperative research program	(15,000)	(15,000)	(15,000)	---	---
Airport technology research	(29,500)	(29,750)	(29,750)	(+250)	---
Small community air service development program	(5,000)	---	(3,000)	(-2,000)	(+3,000)
Rescission of contract authority	---	-256,000	-260,000	-260,000	-4,000
Pop-up contract authority	---	126,000	130,000	+130,000	+4,000
Total, Federal Aviation Administration	12,384,030	12,380,450	12,376,750	-7,280	-3,700
Limitations on obligations	(3,350,000)	(2,900,000)	(3,350,000)	---	(+450,000)
Total budgetary resources	(15,734,030)	(15,280,450)	(15,726,750)	(-7,280)	(+446,300)
Administrative Provision					
War Risk Insurance Program Extension	-100,000	---	---	+100,000	---
Federal Highway Administration					
Limitation on Administrative Expenses	(416,100)	(439,000)	(426,100)	(+10,000)	(-12,900)
Federal-Aid Highways (Highway Trust Fund):					
(Liquidation of contract authorization)	(40,995,000)	(48,062,248)	(40,995,000)	---	(-7,067,248)
(Limitation on obligations)	(40,256,000)	(47,323,248)	(40,256,000)	---	(-7,067,248)
Fixing and Accelerating Surface Transportation					
(Liquidation of contract authorization)	---	(500,000)	---	---	(-500,000)
(Limitation on obligations)	---	(500,000)	---	---	(-500,000)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
Total, Federal Highway Administration	---	---	---	---	---
Limitations on obligations	(40,256,000)	(47,823,248)	(40,256,000)	---	(-7,567,248)
Exempt contract authority	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources	(40,995,000)	(48,562,248)	(40,995,000)	---	(-7,567,248)
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund)(Liquidation of contract authorization)	(259,000)	(315,770)	(259,000)	---	(-56,770)
(Limitation on obligations)	(259,000)	(315,770)	(259,000)	---	(-56,770)
National Motor Carrier Safety Program (Highway Trust Fund) (Liquidation of contract authorization)	(13,000)	---	---	(-13,000)	---
(Limitation on obligations)	(13,000)	---	---	(-13,000)	---
Motor Carrier Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)	(313,000)	(352,753)	(313,000)	---	(-39,753)
(Limitation on obligations)	(313,000)	(352,753)	(313,000)	---	(-39,753)
Total, Federal Motor Carrier Safety Administration	---	---	---	---	---
Limitations on obligations	(585,000)	(668,523)	(572,000)	(-13,000)	(-96,523)
Total budgetary resources	(585,000)	(668,523)	(572,000)	(-13,000)	(-96,523)
National Highway Traffic Safety Administration					
Operations and Research (general fund)	134,000	152,000	134,000	---	-18,000
Operations and Research (Highway Trust Fund) (Liquidation of contract authorization)	(123,500)	(122,000)	(128,500)	(+5,000)	(+6,500)
(Limitation on obligations)	(123,500)	(122,000)	(128,500)	(+5,000)	(+6,500)
Subtotal, Operations and Research	257,500	274,000	262,500	+5,000	-11,500

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
Highway Traffic Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization)	(561,500)	(577,000)	(561,500)	---	(-15,500)
(Limitation on obligations)	(561,500)	(577,000)	(561,500)	---	(-15,500)
Highway safety programs (23 USC 402)	(235,000)	(241,146)	(235,000)	---	(-6,146)
National priority safety programs (23 USC 405)	(272,000)	(278,705)	(272,000)	---	(-6,705)
High visibility enforcement	(29,000)	(29,000)	(29,000)	---	---
Administrative expenses	(25,500)	(28,149)	(25,500)	---	(-2,649)
Total, National Highway Traffic Safety Administration	134,000	152,000	134,000	---	-18,000
Limitations on obligations	(685,000)	(699,000)	(690,000)	(+5,000)	(-9,000)
Total budgetary resources	(819,000)	(851,000)	(824,000)	(+5,000)	(-27,000)
Federal Railroad Administration					
Safety and Operations	184,500	185,250	185,250	+750	---
Railroad Research and Development	35,250	35,100	35,250	---	+150
Rail Service Improvement Program	---	2,325,000	---	---	-2,325,000
Northeast Corridor Improvement Program (rescission)	-4,419	---	---	+4,419	---
Next Generation High-Speed Rail (rescission)	-1,973	---	---	+1,973	---
National Railroad Passenger Corporation:					
Operating Grants to the National Railroad Passenger Corporation	340,000	---	340,000	---	+340,000
Capital and Debt Service Grants to the National Railroad Passenger Corporation	1,050,000	---	850,000	-200,000	+850,000
Current Rail Passenger Service	---	2,450,000	---	---	-2,450,000
Subtotal	1,390,000	2,450,000	1,190,000	-200,000	-1,260,000
Total, Federal Railroad Administration	1,603,358	4,995,350	1,410,500	-192,858	-3,584,850
Federal Transit Administration					
Administrative Expenses	105,933	114,400	103,000	-2,933	-11,400
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)	(13,800,000)	(9,500,000)	---	(-4,300,000)
(Limitation on obligations)	(8,595,000)	(13,800,000)	(8,595,000)	---	(-5,205,000)
Fixing and Acceleration Surface Transportation (Liquidation of contract authorization)	---	(500,000)	---	---	(-500,000)
(Limitation on obligations)	---	(500,000)	---	---	(-500,000)
Transit Research	43,000	---	15,000	-28,000	+15,000
Technical Assistance and Training	5,000	---	3,000	-2,000	+3,000
Transit Research and Training	---	60,000	---	---	-60,000
Rapid-Growth Area Bus Rapid Transit Corridor Program (liquidation of contract authorization)	---	(500,000)	---	---	(-500,000)
(limitation on obligations)	---	(500,000)	---	---	(-500,000)
Capital Investment Grants	1,942,938	2,500,000	1,691,000	-251,938	-809,000
Rescission	---	---	-65,000	-65,000	-65,000
Washington Metropolitan Area Transit Authority Capital and Preventive Maintenance	150,000	150,000	150,000	---	---
Administrative Provisions					
Rescission (Sec. 168)	-96,228	---	---	+96,228	---
Total, Federal Transit Administration	2,150,643	2,849,400	1,897,000	-253,643	-952,400
Limitations on obligations	(8,595,000)	(14,800,000)	(8,595,000)	---	(-6,205,000)
Total budgetary resources	(10,745,643)	(17,649,400)	(10,492,000)	(-253,643)	(-7,157,400)

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
Saint Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund)	31,000	31,500	32,500	+1,500	+1,000
Maritime Administration					
Maritime Security Program	186,000	211,000	166,000	-20,000	-45,000
Operations and Training	148,003	148,400	132,000	-16,003	-16,400
Ready Reserve Force (by transfer)	---	(291,000)	---	---	(-291,000)
Ship Disposal	4,800	4,800	4,000	-800	-800
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses	3,500	3,100	3,100	-400	---
Guaranteed loans subsidy	35,000	---	---	-35,000	---
Rescission	---	---	-29,000	-29,000	-29,000
Subtotal	38,500	3,100	-25,900	-64,400	-29,000
Total, Maritime Administration	377,303	367,300	276,100	-101,203	-91,200
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund	21,015	22,225	21,654	+639	-571
Pipeline Safety Fund	639	---	---	-639	---
Pipeline Safety information grants	(1,500)	(1,500)	(1,500)	---	---
Subtotal	21,654	22,225	21,654	---	-571
Hazardous Materials Safety:					
General Fund	45,000	52,000	52,000	+7,000	---
Special Permit and Approval Fees	---	-6,000	---	---	+6,000
Pipeline Safety:					
Pipeline Safety Fund	98,514	136,500	110,000	+11,486	-26,500
Oil Spill Liability Trust Fund	18,573	19,500	19,500	+927	---
Pipeline Safety Design Review Fund	2,000	2,000	2,000	---	---
Subtotal	119,087	158,000	131,500	+12,413	-26,500
Subtotal, Pipeline and Hazardous Materials Safety Administration	185,741	226,225	205,154	+19,413	-21,071
Pipeline safety user fees	-99,153	-136,500	-110,000	-10,847	+26,500
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	84,588	87,725	93,154	+8,566	+5,429
Office of Inspector General					
Salaries and Expenses	85,605	86,223	86,223	+618	---

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
Surface Transportation Board					
Salaries and Expenses	31,000	31,500	31,250	+250	-250
Offsetting collections	-1,250	-1,250	-1,250	---	---
Total, Surface Transportation Board	29,750	30,250	30,000	+250	-250
Total, title I, Department of Transportation	17,680,311	22,589,451	16,730,564	-949,747	-5,858,887
Appropriations	(17,813,115)	(22,852,701)	(17,085,814)	(-727,301)	(-5,766,887)
Rescissions	(-131,554)	---	(-94,000)	(+37,554)	(-94,000)
Rescissions of contract authority	---	(-256,000)	(-260,000)	(-260,000)	(-4,000)
Offsetting collections	(-1,250)	(-7,250)	(-1,250)	---	(+6,000)
Limitations on obligations	(53,471,000)	(66,890,771)	(53,463,000)	(-8,000)	(-13,427,771)
(By transfer)	---	(291,000)	---	---	(-291,000)
Total budgetary resources	(71,151,311)	(89,480,222)	(70,193,564)	(-957,747)	(-19,286,658)
TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Management and Administration					
Executive Offices	14,500	15,234	14,000	-500	-1,234
Administration Support Offices	506,000	530,783	500,000	-6,000	-30,783
Program Office Salaries and Expenses:					
Public and Indian Housing	205,000	213,664	200,000	-5,000	-13,664
Community Planning and Development	102,000	110,535	100,000	-2,000	-10,535
Housing	381,500	386,677	370,000	-11,500	-16,677
Policy Development and Research	22,000	23,248	20,000	-2,000	-3,248
Fair Housing and Equal Opportunity	69,000	77,629	68,000	-1,000	-9,629
Office of Lead Hazard Control and Healthy Homes	7,000	7,879	7,000	---	-879
Subtotal	786,500	819,632	765,000	-21,500	-54,632
Total, Management and Administration	1,307,000	1,365,649	1,279,000	-28,000	-86,649
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals	17,365,527	18,006,550	17,693,079	+327,552	-313,471
Tenant protection vouchers	130,000	150,000	130,000	---	-20,000
Administrative fees	1,500,000	1,705,000	1,350,000	-150,000	-355,000
Veterans affairs supportive housing	75,000	75,000	75,000	---	---
Sec. 811 mainstream voucher renewals	106,691	108,450	108,450	+1,759	---
Transformation initiative (transfer out)	---	(-15,000)	---	---	(+15,000)
Subtotal (available this fiscal year)	19,177,218	20,045,000	19,356,529	+179,311	-688,471
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	19,177,218	20,045,000	19,356,529	+179,311	-688,471
Rental Assistance Demonstration	---	10,000	---	---	-10,000
Transformation initiative (transfer out)	---	(-50)	---	---	(+50)
Public Housing Capital Fund	1,875,000	1,925,000	1,775,000	-100,000	-150,000
Transformation initiative (transfer out)	---	(-9,625)	---	---	(+9,625)
Public Housing Operating Fund	4,400,000	4,600,000	4,400,000	---	-200,000
Transformation initiative (transfer out)	---	(-10,070)	---	---	(+10,070)
Choice neighborhoods	90,000	120,000	25,000	-65,000	-95,000
Transformation initiative (transfer out)	---	(-600)	---	---	(+600)
Family Self-Sufficiency	75,000	75,000	75,000	---	---
Transformation initiative (transfer out)	---	(-375)	---	---	(+375)

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
Native American Housing Block Grants	650,000	650,000	650,000	---	---
Transformation initiative (transfer out)	---	(-3,250)	---	---	(+3,250)
Native Hawaiian Housing Block Grant	10,000	13,000	---	-10,000	-13,000
Transformation initiative (transfer out)	---	(-65)	---	---	(+65)
Indian Housing Loan Guarantee Fund Program Account	6,000	8,000	8,000	+2,000	---
(Limitation on guaranteed loans)	(1,818,000)	(1,200,000)	(1,200,000)	(-618,000)	---
Native Hawaiian Loan Guarantee Fund Program Account	100	---	---	-100	---
(Limitation on guaranteed loans)	(18,868)	---	---	(-18,868)	---
Total, Public and Indian Housing	26,283,318	27,446,000	26,289,529	+6,211	-1,156,471
Community Planning and Development					
Housing Opportunities for Persons with AIDS	330,000	332,000	305,900	-24,100	-26,100
Transformation initiative (transfer out)	---	(-1,660)	---	---	(+1,660)
Community Development Fund:					
CDBG formula	3,030,000	2,800,000	3,000,000	-30,000	+200,000
Indian CDBG	70,000	70,000	60,000	-10,000	-10,000
Subtotal	3,100,000	2,870,000	3,060,000	-40,000	+190,000
Transformation initiative (transfer out)	---	(-14,350)	---	---	(+14,350)
Community Development Loan Guarantees (Section 108):					
(Limitation on guaranteed loans)	(150,000)	(500,000)	(500,000)	(+350,000)	---
Credit subsidy	3,000	---	---	-3,000	---
Rescission	---	---	-3,000	-3,000	-3,000
HOME Investment Partnerships Program	1,000,000	950,000	700,000	-300,000	-250,000
Transformation initiative (transfer out)	---	(-4,750)	---	---	(+4,750)
Self-help and Assisted Homeownership Opportunity Program	50,000	---	---	-50,000	---
Capacity Building	---	20,000	40,000	+40,000	+20,000
Transformation initiative (transfer out)	---	(-100)	---	---	(+100)
Homeless Assistance Grants	2,105,000	2,406,400	2,105,000	---	-301,400
Brownfields (rescission)	---	---	-2,900	-2,900	-2,900
Total, Community Planning and Development	6,588,000	6,578,400	6,205,000	-383,000	-373,400
Housing Programs					
Project-based Rental Assistance:					
Renewals	9,651,628	9,536,000	9,536,000	-115,628	---
Contract administrators	265,000	210,000	210,000	-55,000	---
Subtotal (available this fiscal year)	9,916,628	9,746,000	9,746,000	-170,628	---
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	9,916,628	9,746,000	9,746,000	-170,628	---
Housing for the Elderly	383,500	440,000	420,000	+36,500	-20,000
Transformation initiative (transfer out)	---	(-2,200)	---	---	(+2,200)
Housing for Persons with Disabilities	126,000	160,000	135,000	+9,000	-25,000
Transformation initiative (transfer out)	---	(-800)	---	---	(+800)
Housing Counseling Assistance	45,000	60,000	47,000	+2,000	-13,000
Transformation initiative (transfer out)	---	(-300)	---	---	(+300)
Rental Housing Assistance	21,000	28,000	28,000	+7,000	---
Rent Supplement (rescission)	-3,500	---	---	+3,500	---
Manufactured Housing Fees Trust Fund	7,530	10,000	10,000	+2,470	---
Offsetting collections	-6,530	-10,000	-10,000	-3,470	---
Total, Housing Programs	10,489,628	10,434,000	10,376,000	-113,628	-58,000

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Housing Administration					
Mutual Mortgage Insurance Program Account:					
(Limitation on guaranteed loans)	(400,000,000)	(400,000,000)	(400,000,000)	---	---
(Limitation on direct loans)	(20,000)	(20,000)	(20,000)	---	---
Offsetting receipts	-10,841,000	-7,951,000	-7,951,000	+2,890,000	---
Proposed offsetting receipts (HECM)	-57,000	-36,000	-36,000	+21,000	---
Additional offsetting receipts (Sec. 244)	---	-32,000	---	---	+32,000
Administrative contract expenses	127,000	170,000	130,000	+3,000	-40,000
Homeowners Armed with Knowledge Pilot	---	10,000	10,000	+10,000	---
HAWK prohibition (Sec. 232)	---	---	-10,000	-10,000	-10,000
Transformation initiative (transfer out)	---	(-850)	---	---	(+850)
General and Special Risk Program Account:					
(Limitation on guaranteed loans)	(30,000,000)	(30,000,000)	(30,000,000)	---	---
(Limitation on direct loans)	(20,000)	(20,000)	(20,000)	---	---
Offsetting receipts	-926,000	-876,000	-876,000	+50,000	---
Total, Federal Housing Administration	-11,697,000	-8,715,000	-8,733,000	+2,964,000	-18,000
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	28,000	22,000	+2,500	-6,000
Offsetting receipts	-100,000	-94,000	-94,000	+6,000	---
Offsetting receipts	-707,000	-742,000	-742,000	-35,000	---
Proposed offsetting receipts (HECM) (Sec. 210)	-12,000	-28,000	-28,000	-16,000	---
Additional contract expenses	1,000	1,000	---	-1,000	-1,000
Total, Gov't National Mortgage Association	-798,500	-835,000	-842,000	-43,500	-7,000
Policy Development and Research					
Research and Technology	46,000	50,000	40,000	-6,000	-10,000
Fair Housing and Equal Opportunity					
Fair Housing Activities	66,000	71,000	46,000	-20,000	-25,000
Transformation initiative (transfer out)	---	(-355)	---	---	(+355)
Office of Lead Hazard Control and Healthy Homes					
Lead Hazard Reduction	110,000	120,000	70,000	-40,000	-50,000
Transformation initiative (transfer out)	---	(-600)	---	---	(+600)
Information Technology Fund	250,000	272,000	97,000	-153,000	-175,000
Office of Inspector General	125,000	129,000	124,861	-139	-4,139
Transformation Initiative	40,000	---	---	-40,000	---
(by transfer)	---	(80,000)	---	---	(-80,000)
Total, title II, Department of Housing and Urban Development	32,809,446	36,916,049	34,952,390	+2,142,944	-1,963,659
Appropriations	(41,062,476)	(42,285,049)	(40,295,290)	(-767,186)	(-1,989,759)
Rescissions	(-3,500)	---	(-5,900)	(-2,400)	(-5,900)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts	(-12,643,000)	(-9,759,000)	(-9,727,000)	(+2,916,000)	(+32,000)
Offsetting collections	(-6,530)	(-10,000)	(-10,000)	(-3,470)	---
(by transfer)	---	80,000	---	---	-80,000
(transfer out)	---	-80,000	---	---	+80,000
(Limitation on direct loans)	(40,000)	(40,000)	(40,000)	---	---
(Limitation on guaranteed loans)	(931,986,868)	(931,700,000)	(931,700,000)	(-286,868)	---

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APPROPRIATIONS BILL, 2015 (H.R. 4745)
(Amounts in thousands)

	FY 2014 Enacted	FY 2015 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE III - OTHER INDEPENDENT AGENCIES					
Access Board	7,448	7,548	7,548	+100	---
Federal Housing Finance Agency, Office of Inspector General (legislative proposal)	---	48,000	45,000	+45,000	-3,000
Offsetting collections (legislative proposal)	---	-48,000	-45,000	-45,000	+3,000
Federal Maritime Commission	24,669	25,660	25,499	+830	-161
National Railroad Passenger Corporation Inspector General	23,499	24,499	24,499	+1,000	---
National Transportation Safety Board	103,027	103,000	103,000	-27	---
Neighborhood Reinvestment Corporation	204,100	182,000	182,000	-22,100	---
United States Interagency Council on Homelessness	3,500	3,530	3,500	---	-30
Total, title III, Other Independent Agencies	366,243	346,237	346,046	-20,197	-191
Grand total	50,856,000	59,851,737	52,029,000	+1,173,000	-7,822,737
Appropriations	(59,241,834)	(65,531,987)	(57,772,150)	(-1,469,684)	(-7,759,837)
Rescissions	(-135,054)	---	(-99,900)	(+35,154)	(-99,900)
Rescissions of contract authority	---	(-256,000)	(-260,000)	(-260,000)	(-4,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts	(-12,643,000)	(-9,759,000)	(-9,727,000)	(+2,916,000)	(+32,000)
Offsetting collections	(-7,780)	(-65,250)	(-56,250)	(-48,470)	(+9,000)
(by transfer)	---	371,000	---	---	-371,000
(transfer out)	---	-80,000	---	---	+80,000
(Limitation on obligations)	(53,471,000)	(66,890,771)	(53,463,000)	(-8,000)	(-13,427,771)
Total budgetary resources	(104,327,000)	(126,742,508)	(105,492,000)	(+1,165,000)	(-21,250,508)

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. Mr. Chairman, I am pleased that we are beginning consideration of H.R. 4745, the fiscal year 2015 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill.

I also want to thank Chairman LATHAM for his work on this bill. He has been a good friend throughout the years and has been a great chairman over these last few years on this subcommittee. I really have enjoyed his friendship. I enjoy working with him, and I thank him for all the courtesies he has extended to me.

I also want to thank the staff—the staff on the majority and the staff on the minority side. They have worked well together over these last few months to bring this bill on the floor.

On paper, this bill appears to be nearly $1.2 billion higher than the fiscal year 2014 enacted level. However, the sharp differences between OMB and CBO on the receipt estimates for the FHA loan program mean that this bill is actually $1.8 billion lower—lower than the FY 2014 bill.

As a result, many programs are frozen at last year's level. Deep cuts were made to Amtrak, cuts were made to grants for new transit systems, HUD's HOME program, and HUD's program to reduce the hazards of lead and other household toxins have been reduced.

On a positive note, the bill addresses many of the important safety functions of the Department of Transportation.

□ 1415

For example, this bill provides strong funding for the programs and activities of the Federal Aviation Administration. It will allow the FAA to continue to hire and train new controllers that were lost due to sequestration.

The bill also ensures that the FAA will be able to continue to make important investments to modernize our aging air traffic control system.

With regard to housing programs, the Community Development Block Grants program is adequately funded, and the chairman has worked to ensure that tenants in assisted housing can retain their housing.

The administration's Statement of Administration Policy makes it clear that this bill needs improvement before President Obama will sign it into law.

As we consider the bill over the next few days, I hope that we can prevent further cuts to important transportation and housing programs, and I also hope that we can defeat legislative provisions that will only weaken this bill's chances for enactment.

Finally, Mr. Chairman, I would like to point out to my colleagues that the Senate allocation for this bill is nearly $2.4 billion higher than this bill. I hope that we are able to consider this bill quickly, so we can go to conference with the Senate to produce a bill that we can all support.

I reserve the balance of my time.

Mr. LATHAM. Mr. Chairman, I yield such time as he may consume to the gentleman from Kentucky (Mr. ROGERS).

Mr. ROGERS of Kentucky. Mr. Chairman, I thank the gentleman for yielding me this time.

I rise, obviously, in great support of this bill. This is the fourth of the 12 appropriations bills that I hope to bring to the floor before August. It continues to move the ball down the field toward our goal of completing all of our appropriations work on time within the framework of the Ryan-Murray budget deal.

The bill contains a fiscally responsible level of discretionary funding—$52 billion for the important Departments of Transportation and Housing and Urban Development, agencies that support critical transportation infrastructure, safety, and housing assistance programs.

With this bill in particular, we had to make some smart but difficult decisions, as Mr. PASTOR and Chairman LATHAM have said. Although the 302(b) allocation is $1.2 billion more than last year, when technical adjustments are taken into account, it is more than $1 billion below the current level. As Chairman LATHAM and Mr. PASTOR have described, this is due to a considerable drop in Federal Housing Administration receipts that are used as offsets within this legislation.

As a result, this bill, by necessity, strikes a fine balance between fiscal restraint and targeted investment in programs that will boost our economy, improve our quality of life, and provide housing options to those Americans most in need.

One of our chief priorities in this bill is providing key infrastructure programs with the funding needed to keep our economy moving. The bill provides $40.26 billion from the highway trust fund for the Federal highway program for road investments, the same as the current level and contingent on the enactment of new transportation authorization legislation. It also includes funding to help communities build, maintain, and keep safe their mass transit systems.

Smooth, efficient, and safe air travel is another priority in this bill. We ensured that we provided full funding for air traffic control personnel, including controllers and safety inspectors. We are investing in the future of air travel as well, helping to ease future congestion and reduce delays by fully funding NextGen.

To protect every American who uses or lives near our roads, airways, pipelines, and waterways, we increased funding for important transportation safety programs.

Within the Department of Housing and Urban Development, we ensured that all those who are currently served by critical housing programs continue to keep a roof over their heads. To do so, the bill increases funding for public and Indian housing by $6.2 million. We also fully fund the President's request for veterans' housing vouchers.

Lastly, Community Development Block Grants have been held consistent with last year's funding level.

As I said before, to balance out the important increases in the bill and to factor in the reductions in FHA receipts, cuts to lower-priority programs were necessary. For instance, the bill reduces Amtrak by $193 million below last year and places strict policy reforms on how tax dollars are spent on this service.

We also reduced TIGER grants by $500 million below last year's level and mandated that these funds address our most critical transportation needs—road, highway, and bridge construction and improvement. None of these funds under this bill will go toward nonessential purposes, like streetscaping.

Overall, Mr. Chairman, this is a good bill. It will address our most immediate infrastructure needs and provides our most vulnerable citizens with housing.

Before I close my remarks, Mr. Chairman, I want to say a few words about the coauthors of this bill—Chairman LATHAM and the ranking member, Mr. PASTOR. As you know, this will be their last T-HUD bill before they leave us at the end of the year for greener pastures.

These two men have been great assets to our committee, for their expertise, their willingness to work together, and their great attitudes; and we are going to miss them greatly. Their swan song, this bill, is a fine achievement, a capstone on two accomplished careers.

I want to thank them both for their hard work on this bill and others through the years and for their contributions to the Appropriations Committee and the House and the Nation.

My friend Mr. LATHAM and I have labored together on this committee for a good while—18 years, TOM says—and we have been friends all along. We served together on the Commerce, Justice, Science Subcommittee for many, many years, among others, and I have learned to respect Chairman LATHAM.

He is a great personal friend whom I treasure greatly. Mr. PASTOR, the same way—we have worked together on this committee for a number of years as well. We have tried to serve the Nation and the Congress as best we could, and these two gentlemen have done great work on behalf of the American people.

This is a tough bill. It is a good bill, but it is a tough bill. They had to squeeze some oversized feet into some undersized shoes, given the allocation that they had to work with, but they came through with flying colors.

So I enthusiastically urge my colleagues in the House to vote for this bill because it is the best we can do,

and it is a great bill, but also, I want to say in closing, as a tribute to these two fine public servants.

Mr. PASTOR of Arizona. Mr. Chairman, I want to thank Chairman ROGERS for his kind words. We have worked together for many years, and over those years, we have been able to do appropriations bills and also developed a great friendship. Thank you, Chairman ROGERS.

I yield such time as she may consume to the gentlewoman from New York (Mrs. LOWEY).

Mrs. LOWEY. Mr. Chairman, I thank Chairman LATHAM and Ranking Member PASTOR for their outstanding service to the Congress and to the country. They exemplify the spirit and history of bipartisan cooperation of the Appropriations Committee, and they will certainly be missed. I wish them both the best in the next chapter of their lives.

I appreciate their efforts to put this bill together. Their job was made all the more difficult by much lower than expected FHA and Ginnie Mae receipts.

Unfortunately, I must oppose this bill because it provides inadequate funding for our country's highway and transit infrastructure.

Specifically, cuts to the following critical infrastructure programs are unacceptable: Amtrak's capital funding is decreased by $200 million below fiscal year 2014, which will defer critical repairs; capital investment grants, which support new subway, light rail, and commuter projects are $809 million below the request, and the bill contains no funding for transit projects that are in the pipeline; TIGER would receive a paltry $100 million—while I am pleased the majority included it in its bill for the first time, the proposed level is insufficient; and on the housing side, both HOME and the Public Housing Capital Fund, which are vital for the rehabilitation and modernization of our country's affordable housing stock, face sharp decreases.

At $700 million, HOME is funded at its lowest level since the program began in 1992, and the Public Housing Capital Fund is funded below the sequester level.

In addition, funding wasn't included to support the installation of positive train control, which could prevent deadly rail accidents like those experienced in New York and Connecticut in recent years. However, I do appreciate that the chairman is committed to addressing this issue if additional resources become available.

While I would have liked this bill to fully support the President's new safe transportation of energy products fund for prevention and response activities across all agencies at DOT that are grappling with the dangers of crude oil transport by rail, I thank the chairman for working with me to include approximately $11 million for the Federal Railroad Administration to support grade crossing safety improvements on rail routes that transport energy products and the hiring of safety staff to monitor the routing of energy products.

There is also $7 million for Pipeline Hazardous Materials Safety Administration to improve training and outreach efforts related to incident response, along with report language that directs the Department of Transportation to update emergency spill response plans for rail crude oil spills, improve first responder training protocols for spill incidents, and finalize a rule for improving safety standards for crude oil tank cars, like the DOT–111, by the end of September.

I would be remiss if I didn't note my objection to the inclusion of riders on California high-speed rail and on truck weight exemptions. These controversial riders will only hinder the bill's progress through the Congress.

I would note for my colleagues that the Senate Appropriations Committee marked up its transportation and housing bill last week. The Senate bill's allocation was nearly $2.4 billion higher than this bill. As a result, it addresses many of the shortfalls of the bill we consider today.

It is my sincere hope that we can improve this bill in a conference with the Senate before it is signed into law.

Mr. LATHAM. Mr. Chairman, does the gentleman from Arizona have any more speakers?

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

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

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. 4745

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, 2015, 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, $103,000,000, of which not to exceed $2,600,000 shall be available for the immediate Office of the Secretary; not to exceed $980,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed $19,000,000 shall be available for the Office of the General Counsel; not to exceed $9,500,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed $12,500,000 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 $24,720,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed $2,000,000 shall be available for the Office of Public Affairs; not to exceed $1,700,000 shall be available for the Office of the Executive Secretariat; not to exceed $1,400,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed $10,600,000 shall be available for the Office of Intelligence, Security, and Emergency Response; and not to exceed $15,500,000 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.

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AMENDMENT OFFERED BY MR. MEEHAN

Mr. MEEHAN. Mr. Chair, I have an amendment at the desk.

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 2, line 13, after the dollar amount, insert ''(reduced by $3,000,000)''.

Page 41, line 6, after the dollar amount, insert ''(increased by $3,000,000)''.

Mr. MEEHAN. Mr. Chairman, I reserve a point of order on the gentleman's amendment.

The CHAIR. A point of order is reserved.

The gentleman from Pennsylvania is recognized for 5 minutes.

Mr. MEEHAN. Mr. Chair, my amendment seeks to transfer $3 million from the Office of the Secretary of Transportation salaries and expense account to the Federal Railroad Administration to fund the use of a second car to support the inspection of crude oil routes covering more than 14,000 miles of track nationwide. This funding would also be available to expedite implementation of a remote automated track inspection capability to increase inspection mileage while reducing costs.

For more than 30 years, the Federal Railroad Administration's Automated Track Inspection Program has provided accurate track geometry data, as well as other track-related performance data, to assess compliance with the Federal track safety standards. Currently, FRA is operating only one ATIP car for inspections. My amendment would enable the FRA to add an

additional car to support safety inspections.

Mr. Chairman, I realize you're in the unenviable position of allocating the difficult funding level given to you. I would like to be clear that I think you and your cohorts have done a tremendous job in crafting a bill which truly does more with less. My amendment seeks to match what is included in the Senate FY15 Transportation, Housing and Urban Development bill for the Automated Track Inspection Program.

According to data from the Pipeline and Hazardous Materials Safety Administration, more than 1.15 million gallons of crude oil were spilled from railcars in 2013. Last year's total spills of 1.15 million gallons means that 99.99 percent of shipments arrived without incident. But recent derailments in my home State of Pennsylvania, including one in Westmoreland County and one in my district of Philadelphia, have made us all keenly aware of the dangers that train derailments can pose to a community. Just yesterday, a train carrying crude oil derailed on a bridge outside Pittsburgh. At this moment, it is dangling off the track and over the water.

Derailments are fairly uncommon. The sober truth is that people's lives are at risk, and we must do everything in our power to ensure we continue to transport this crude in the safest manner possible. Track data collected by ATIP is used by FRA, railroad inspectors, and Federal railroads to assist in assured track safety.

Oil has been moving by rail through populous areas for decades, and industry is responding by improving safety measures. It is time the Federal Government do its part and increase our investment in the safety inspections of our rail lines.

Mr. Chairman, this program produces results. It is not just people on one side of the aisle that recognize this, but Congress as a whole does. Why not take a modest increase in the funding of the FRA to double their capability in performing safety evaluations?

This amendment would make our rail lines safer while reducing costs. I urge its adoption, and I yield back the balance of my time.

POINT OF ORDER

Mr. LATHAM. Mr. Chairman, the amendment is very well intended, but I make a point of order.

Mr. Chairman, the amendment proposes to amend portions of the bill not yet read.

The amendment may not be considered en bloc under clause 2(f) of rule XXI because the amendment proposes to increase the level of outlays in the bill.

Therefore, Mr. Chairman, I ask for a ruling of the Chair.

The CHAIR. Does any Member wish to be heard on the point of order? If not, the Chair will rule.

To be considered en bloc pursuant to clause 2(f) of rule XXI, an amendment must not propose to increase the levels of budget authority or outlays in the bill. Because the amendment offered by the gentleman from Pennsylvania proposes a net increase in the level of outlays in the bill, as argued by the chairman of the Subcommittee on Appropriations, it may not avail itself of clause 2(f) to address portions of the bill not yet read.

The point of order is sustained. The amendment is not in order.

AMENDMENT OFFERED BY MR. FARENTHOLD

Mr. FARENTHOLD. Mr. Chair, I have an amendment at the desk.

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 2, line 13, after the first dollar amount, insert ''(reduced by $6,000,000)''.

Page 15, line 2, after the first dollar amount, insert ''(increased by $6,000,000)''.

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

Mr. FARENTHOLD. Mr. Chair, I rise today to offer an amendment to direct $6 million to the FAA for additional radar technology and equipment to the Standard Terminal Arrival Route, called STARs, in area navigation. This additional radar technology would be placed on U.S. Navy property where flight training operations are conducted. It is designed to mitigate the cumulative effects of electromagnetic radar interference from constructed or proposed wind turbines.

What we have got is a problem that is developing throughout the country where wind farms are interfering with the ability of our radar to track planes. This is a safety consideration. It is important to making sure that we have adequately trained pilots in the Navy.

As we move towards more clean energy like wind energy, it is important that we look at some of the unintended consequences of these. This radar interference with FAA radar and radar used by the Navy in training purposes, and in some instances other branches of the service, is a real safety hazard.

This money will be used to develop the technology so these radars can either be networked or additional weather band parts of the radar can be adapted to mitigate the interference of these wind turbines. There is a real chance that these wind farms, as more and more of them come online, would severely impact radar operations throughout the country.

It is crucial that we invest in mitigation technologies and strategies to make renewable energy products even more compatible with our Naval training and FAA operations, and the time to act is now. I urge my colleagues to adopt this amendment.

I yield back the remainder of my time.

Mr. LATHAM. Mr. Chair, I rise in opposition to the amendment.

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

Mr. LATHAM. The purpose of the amendment is to provide funding for Navy operations that might be affected by new and existing wind turbines. Upgrades to air traffic control to address Navy requirements resulting from the construction of wind farms are the responsibility of the Department of Defense and potentially those who are constructing the new wind farms. FAA would have a role in consulting with DOD to upgrades of air traffic control facilities, but this is typically done as a reimbursable agreement between DOD and the FAA.

Further, we cannot accept this offset. We have already reduced DOT salaries and expenses for the Office of the Secretary down to the level provided in fiscal year 2012. We have provided funds in this account to protect transportation consumers, ensure safety across DOT programs, and provide oversight of DOT programs to safeguard the taxpayer.

I would be happy to work with the gentleman to ensure the FAA has an appropriate partner to help in addressing this issue, but I must oppose the gentleman's amendment.

I urge a ''no'' vote and yield back the balance of my time.

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

The CHAIR. The gentleman from Arizona is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chair, I rise in opposition to the amendment.

I agree with the chairman that DOD, Department of Defense, has the primary responsibility, and FAA would be a partner in that venture. We also agree that the reduction of salaries and expenses below the FY 2014 level—we don't know what consequences it would have, possibly RIFs or layoffs, and so for that reason, I ask opposition to the amendment.

I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. FARENTHOLD).

The amendment was rejected.

The 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, $12,625,000, of which $8,218,000 shall remain available until September 30, 2017: *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 any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall continue to be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation.

NATIONAL INFRASTRUCTURE INVESTMENTS

For capital investments in surface transportation infrastructure, $100,000,000, to remain available through September 30, 2017: *Provided*, That the Secretary of Transportation shall distribute funds provided under this heading as discretionary grants to be awarded to a State, local government, or a collaboration among such entities on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region: *Provided further*,

That funds under this heading shall be available only for highway and bridge activities described under paragraphs (1) and (3) of section 133(b) of title 23, United States Code, and section 202(a) of such title; freight rail transportation projects; and port infrastructure investments: *Provided further*, That the Secretary may use up to 10 percent of the funds made available under this heading for the purpose of paying the subsidy and administrative costs of projects eligible for Federal credit assistance under chapter 6 of title 23, United States Code, if the Secretary finds that such use of the funds would advance the purposes of this paragraph: *Provided further*, That in distributing funds provided under this heading, the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural areas: *Provided further*, That a grant funded under this heading shall be not less than $2,000,000 and not greater than $15,000,000: *Provided further*, That not more than 20 percent of the funds made available under this heading may be awarded to projects in a single State: *Provided further*, That the Federal share of the costs for which an expenditure is made under this heading shall be, at the option of the recipient, up to 50 percent: *Provided further*, That the Secretary shall give priority to projects that require a contribution of Federal funds in order to complete an overall financing package: *Provided further*, That not less than 20 percent of the funds provided under this heading shall be for projects located in rural areas: *Provided further*, That for projects located in rural areas, the minimum grant size shall be $1,000,000 and the Secretary may increase the Federal share of costs to 80 percent: *Provided further*, That projects conducted using funds provided under this heading must comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code.

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, $5,000,000, to remain available through September 30, 2016.

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, $5,000,000, to remain available through September 30, 2016.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, $9,600,000.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, $6,000,000.

WORKING CAPITAL FUND

For necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed $181,000,000 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, $417,000, 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, $596,000.

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, $3,099,000, to remain available until September 30, 2016: *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, $149,000,000, 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 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 enter into a new contract with a community located less than 40 miles from the nearest small hub airport before the Secretary has negotiated with the community over a local cost share: *Provided further*, That none of the funds in this Act or any other Act shall be used to provide essential air service to communities in the 48 contiguous States that require a rate of subsidy per passenger in excess of $500 before the Secretary has negotiated with the community over a local cost share so that the per passenger subsidy does not exceed $500.

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.

AMENDMENT OFFERED BY MR. WALBERG

Mr. WALBERG. Mr. Chair, I have an amendment at the desk.

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 10, strike lines 12 through 14.

The CHAIR. The gentleman from Minnesota is recognized for 5 minutes.

Mr. WALBERG. Mr. Chairman, I rise today in support of an amendment which I am offering with Representatives SENSENBRENNER and RIBBLE of Wisconsin. I believe this amendment represents a simple, commonsense change to an otherwise excellent bill.

I thank Chairman LATHAM and his staff for their hard work in getting us here today.

Mr. Chairman, current Federal law prohibits Federal agencies from lobbying Congress in support of or against legislation. Thanks to Representative SENSENBRENNER's past leadership, Congress passed similar antilobbying language to prohibit the Department of Transportation from lobbying State and local officials in 1998.

In 1997, the Government Accountability Office released a report on activities undertaken by the National Highway Transportation Safety Administration, NHTSA, to allow the State legislators to enact State motorcycle helmet laws or discourage the repeal of existing State laws.

At the cost of tens of thousands of taxpayer dollars, NHTSA officials traveled across the country to testify before State legislative committees, participated in conferences, and produced videotapes and other printed materials all towards the goal of weakening State laws requiring motorcyclists to wear helmets.

NHTSA has an appropriate role to play in developing programs that prevent accidents, but Congress has made it clear they should not be in the business of lobbying State legislatures. Unfortunately, the Consolidated Appropriations Act of 2014 included language which repealed the lobby ban, and that provision is carried over into this bill. Allowing Federal agencies to lobby States would add to the severe governmental overreach, while violating the principles our Founding Fathers laid out in the 10th Amendment.

The amendment I am offering today clarifies that Federal Government agencies should not be in the business of lobbying State legislators. It is an inappropriate use of taxpayer dollars, and it violates the rights of States and local communities to make their own decisions. Just as importantly, I believe these funds can be better spent on programs to prevent distracted driving or on educating riders and the driving public.

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

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

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

Mr. LATHAM. Mr. Chairman, we would be happy to accept the amendment, and I yield back the balance of my time.

Mr. PASTOR of Arizona. Mr. Chairman, I rise in opposition to the amendment.

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, the gentleman's amendment would strike a provision that has been carried in every Transportation appropriations bill since 2009.

Section 102 simply grants the Secretary or his representatives the authority to engage in activities with States and State legislators to consider proposals related to the reduction of motorcycle fatalities. In 2012, there were nearly 5,000 motorcycle fatalities, which represented an increase of more than 7 percent over the previous year.

The research and expertise of the National Highway Traffic Safety Administration can be extremely helpful to State highway traffic safety agencies as they consider measures to improve motorcycle safety. We ought to provide any resource necessary to help States address this important safety issue.

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

The CHAIR. The question is on the amendment offered by the gentleman from Michigan (Mr. WALBERG).

The amendment was agreed to.

The CHAIR. The Clerk will read.

The Clerk read as follows:

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 112–95, $9,750,000,000 of which $8,595,000,000 shall be derived from the Airport and Airway Trust Fund, of which not to exceed $7,396,654,000 shall be available for air traffic organization activities; not to exceed $1,218,458,000 shall be available for aviation safety activities; not to exceed $16,000,000 shall be available for commercial space transportation activities; not to exceed $762,652,000 shall be available for finance and management activities; not to exceed $60,089,000 shall be available for NextGen and operations planning activities; and not to exceed $296,147,000 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 405 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 nonprofit 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 $9,500,000 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.

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, $2,600,000,000, of which $463,000,000 shall remain available until September 30, 2015, and $2,137,000,000 shall remain available until September 30, 2017: *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 airspace systems: *Provided further*, That upon initial submission to the Congress of the fiscal year 2016 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 2016 through 2020, 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.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

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, $156,750,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2017: *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.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

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 2015, 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 $107,100,000 shall be obligated for administration, not less than $15,000,000 shall be available for the Airport Cooperative Research Program, not less than $29,750,000 shall be available for Airport Technology Research, and $3,000,000, to remain available until expended, shall be available and transferred to ''Office of the Secretary, Salaries and Expenses'' to carry out the Small Community Air Service Development Program.

(CANCELLATION)

Of the amounts authorized under sections 48103 and 48112 of Title 49, United States Code, $260,000,000 are hereby permanently cancelled from amounts authorized for the fiscal year ending September 30, 2015 and prior years.

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 2015.

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 9 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 provides to the House and Senate Committees on Appropriations the report related to aeronautical navigation products referred to in the explanatory statement described in section 4 of the Consolidated Appropriations Act, 2014.

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)

Contingent upon reauthorization, not to exceed $426,100,000, 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 section 104 of title 23, United States Code.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Contingent upon reauthorization, 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 2015: *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 section 608 of title 23, United States Code.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Contingent upon reauthorization, 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 Trust Fund (other than the Mass Transit Account), to remain available until expended.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

SEC. 120. Contingent upon reauthorization:

(a) For fiscal year 2015, 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 Highways 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) of this subsection; bears to

(B) the total of the sums authorized to be appropriated for the Federal-aid Highways and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (12) 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)(13) 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 Highways 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)(13) 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 Highways 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 (as in effect for fiscal years 2005 through 2012, but 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; and

(12) section 119 of title 23, United States Code (as in effect for fiscal years 2013 and 2014, but only in an amount equal to $639,000,000 for each of those fiscal years); and

(13) section 119 of title 23, United States Code (but, for fiscal year 2015, only in an amount equal to $639,000,000).

(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 Public Law 112–141) 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 Highways 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 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 Highways 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, for such fiscal year because of the imposition of any obligation limitation for such fiscal year.

(2) RATIO.—Funds shall be distributed under paragraph (1) in the same proportion 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 or her statutory authority, any Buy America requirement for Federal-aid Highways 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. (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.

SEC. 124. None of the funds in this Act to the Department of Transportation may be used to provide credit assistance unless not less than 3 days before any application approval to provide credit assistance under sections 603 and 604 of title 23, United States Code, the Secretary of Transportation provides notification in writing to the following committees: the House and Senate Committees on Appropriations; the Committee on Environment and Public Works and the Committee on Banking, Housing and Urban Affairs of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives: *Provided*, That such notification shall include, but not be limited to, the name of the project sponsor; a description of the project; whether credit assistance will be provided as a direct loan, loan guarantee, or line of credit; and the amount of credit assistance.

SEC. 125. Section 127 of title 23, United States Code, is amended by adding at the end the following:

''(j) OPERATION OF VEHICLES ON CERTAIN OTHER WISCONSIN HIGHWAYS.—If any segment of the United States Route 41 corridor, as described in section 1105(c)(57) of the Intermodal Surface Transportation Efficiency Act of 1991, is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

''(k) LONGER COMBINATION VEHICLES IN IDAHO.—No limit or other prohibition under this section, except as provided in this subsection, applies to a longer combination vehicle operating on a segment of the Interstate System in Idaho if such vehicle—

''(1) has a gross vehicle weight of 129,000 pounds or less;

''(2) complies with the single axle, tandem axle, and bridge formula limits set forth in subsection (a); and

''(3) is authorized to operate on such segment under Idaho State law.

''(l) OPERATION OF VEHICLES ON CERTAIN MISSISSIPPI HIGHWAYS.—If any segment of United States Route 78 in Mississippi from mile marker 0 to mile marker 113 is designated as part of the Interstate System, no limit established under this section may apply to that segment with respect to the operation of any vehicle that could have legally operated on that segment before such designation.''.

AMENDMENT OFFERED BY MR. DUFFY

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

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 34, line 15, strike the closing quotation marks and final period.

Page 34, after line 15, insert the following:

''(m) LOGGING VEHICLES IN WISCONSIN.—No limit or other prohibition under this section, except as provided in this subsection, applies

to a vehicle transporting raw or unfinished forest product and operating on Interstate Route 39 in Wisconsin from mile marker 175.8 to mile marker 189 if such vehicle has a gross vehicle weight of 98,000 pounds or less.''.

Mr. LATHAM. Mr. Chairman, I reserve a point of order on the gentleman's amendment.

The CHAIR. A point of order is reserved.

The gentleman from Wisconsin is recognized for 5 minutes.

Mr. DUFFY. Mr. Chairman, in central and northern Wisconsin, logging is an incredibly important industry for our community and for our economy.

In Mosinee, Wisconsin, we have a very large paper mill. A vast majority of the wood that feeds that paper mill comes from northern Wisconsin. What happens is, the wood is harvested in northern Wisconsin and it comes down Highway 51, where the weight limit for trucks is 98,000 pounds. In Wausau, Wisconsin, Highway 51 turns into I–39. It is at that time that the weight limit goes from 98,000 pounds down to 80,000 pounds. At that point, those logging trucks are still 12 miles away from their destination, the paper mill.

So what happens is our logging trucks go off the interstate and go onto our back roads—through our communities, through our neighborhoods, through downtown—where we have very tight-fitted areas and much narrower roads, all so they can make it to the paper mill.

What my amendment would do, it would allow for a 12-mile extension so those trucks can come from our forests in northern Wisconsin and stay on the freeway that extra 12 miles to get to the paper mill.

This amendment is an amendment that affects the safety of my community—my constituents—and it would have a small impact on our economy so those trucks have a straight route to the paper mill.

With that, I would ask that my colleagues support my amendment, and I yield back the balance of my time.

POINT OF ORDER

Mr. LATHAM. Mr. Chairman, I make a point of order against the amendment because it proposes to change existing law and constitutes legislation in an appropriation bill and, therefore, violates clause 2 of rule XXI.

The rule states in pertinent part:

''An amendment to a general appropriation bill shall not be in order if changing existing law.''

The amendment directly amends existing law and is not merely perfecting to the existing text of the bill.

I ask for a ruling of the Chair.

The CHAIR. Does any other Member wish to be heard on the point of order?

Mr. DUFFY. I do, Mr. Chairman.

The CHAIR. The gentleman from Wisconsin is recognized to speak on the point of order.

Mr. DUFFY. Mr. Chairman, what I would just ask then is that the chairman and the ranking member, when this goes to conference committee, if they would consider the issue that I brought up today, and consider my constituents and the safety of my constituents in central and northern Wisconsin.

With that, I ask unanimous consent to withdraw my amendment.

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

There was no objection.

The CHAIR. The Clerk will read.

The Clerk read as follows:

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Contingent upon reauthorization, 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 2015, of which $9,000,000, to remain available for obligation until September 30, 2017, 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, and of which $34,545,000, to remain available for obligation until September 30, 2017, is for information management.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Contingent upon reauthorization, 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 112–141, $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 2015 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.

ADMINISTRATIVE PROVISIONS—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.

SEC. 131. The Federal Motor Carrier Safety Administration shall send notice of 49 C.F.R. section 385.308 violations by certified mail, registered mail, or another manner of delivery, which records the receipt of the notice by the persons responsible for the violations.

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, $134,000,000, of which $22,500,000 shall remain available through September 30, 2016.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Contingent upon reauthorization, 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, $128,500,000, 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 2015, are in excess of $128,500,000, of which $123,500,000 shall be for programs authorized under 23 U.S.C. 403 and $5,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: *Provided further*, That within the $123,500,000 obligation limitation for operations and research, $22,500,000 shall remain available until September 30, 2016, and shall be in addition to the amount of any limitation imposed on obligations for future years: *Provided further*, That $10,000,000 of the total obligation limitation for operations and research in fiscal year 2015 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)

Contingent upon reauthorization, 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 2015, 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 transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: *Provided further*, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 U.S.C. 405(a)(1)(G) within 60 days.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SEC. 140. Contingent upon reauthorization, 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, $185,250,000, 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 501 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 2015: *Provided further*, That no new direct loans or loan guarantee commitments made under the Railroad Rehabilitation and Improvement Financing Program in fiscal year 2015 shall cause the total principal amount of direct loans and loan guarantees committed under the Railroad Rehabilitation and Improvement Financing Program to projects in a single state to exceed $5,600,000,000.

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation, in amounts based on the Secretary's assessment of the Corporation's seasonal cash flow requirements, 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), $340,000,000, 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 and the House and Senate Committees on Appropriations the annual budget, business plan, the 5-Year Financial Plan for fiscal year 2015 required under section 204 of the Passenger Rail Investment and Improvement Act of 2008 and the comprehensive fleet plan for all Amtrak rolling stock: *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 monthly performance reports in an electronic format which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes 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, monthly reports, comprehensive fleet plan and all supplemental reports or plans comply with requirements in Public Law 112–55: *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.

AMENDMENT OFFERED BY MR. BROUN OF GEORGIA

Mr. BROUN of Georgia. Mr. Chairman, I have an amendment at the desk.

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 42, line 15, after the dollar amount insert ''(reduced by $340,000,000)''.

Page 156, line 16, after the dollar amount insert ''(increased by $340,000,000)''.

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. BROUN of Georgia. Mr. Chairman, my amendment would reduce the amount appropriated for the operating grants to Amtrak by $340 million and increase the spending reduction account by the same amount. This reduction would eliminate all operating funds for Amtrak.

My amendment to some might be quite harsh, but I suspect that my colleagues who support Amtrak will argue that since the underlying bill keeps funding at concurrent levels, we should leave the embattled entity alone.

But the committee report for this bill gives us plenty of reasons why we shouldn't allow Amtrak to continue at the status quo.

The first sentence in the committee report says:

> Amtrak runs a deficit each year and requires a Federal subsidy to cover both operating losses and capital improvements.

A couple of paragraphs later it says:

> Although the Northeast corridor is profitable, the federally mandated services such as long-distance and State-supported routes sustain large losses that cannot be overcome by Amtrak's profitable services.

Let's talk about the long-distance routes, Mr. Chairman.

According to Amtrak's fiscal year 2013 ridership tables, the long-distance routes experienced the highest ridership in 20 years at 4.8 million passengers. That sounds pretty good. But despite this growth, these routes still lost $587 million last year. In other words, for every passenger who traveled on one of Amtrak's long-distance routes last year, Amtrak lost $122.29.

□ 1500

If you found a good deal on Priceline, we might be able to actually cut our losses by buying these passengers one-way airline tickets, and they would get to their destinations much more quickly.

I wish I could say that this was the extent of Amtrak's failures. Unfortunately, I can't.

Let's go back to the committee report. The report also addresses Amtrak's notoriously wasteful food and beverage service, which lost an estimated $73 million in fiscal year 2013 alone. Over the last 5 years, food and beverage service has been responsible for approximately $387 million in total losses, on top of the long-distance losses.

Look at the fine print. The committee points out that Amtrak routinely cooks its books to make these losses look better, usually by transferring amounts from first class tickets onto the food and beverage accounts. The current Amtrak inspector general has reported that these transfers have increased by more than $22 million between fiscal year 2006 and fiscal year 2012.

So while the topline numbers make it look as though the food and beverage losses have gotten slightly less over the past year, with current estimated cost recovery at a paltry 65 percent, these numbers can't be trusted in the least.

Had enough, Mr. Chairman?

Let me leave you with one final thought: Amtrak is losing money hand over fist. They are cooking their books. There is not an end in sight.

How much do you suppose Amtrak's food and beverage service employees are paid annually? According to the committee report, these 1,200 employees are paid an average $106,000 a year.

Amtrak is a pseudo-private entity with priorities that are way, way out of whack, and it will not become solvent, it will not right itself, until Congress steps up and says enough is enough, and now is the time for enough.

I urge my colleagues to join me and send Amtrak a message that its mismanagement should come to an end and that it is intolerable to us and the U.S. taxpayers.

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

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

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

Mr. LATHAM. Mr. Chairman, the gentleman's amendment would shut down Amtrak.

I concede that Amtrak could be more efficient. However, it has made significant improvements in this area recently, and it is moving in the right direction.

The bill provides $340 million in operation grants to Amtrak, which fully cover Amtrak's anticipated operating losses for fiscal year 2015. This is a realistic number that we base on Amtrak's most recent operating loss projections.

The bill does not include arbitrary funding decisions. We held hearings, and we scrubbed every account. It isn't prudent to eliminate an entire transportation option.

I urge a ''no'' vote on the amendment, and I yield back the balance of my time.

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

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, I rise in opposition to the amendment, and I would tell my colleague and friend, the Congressman from Georgia, that harsh is more than mild, in what you want to do.

I know that you and I want to continue to have constituents take the ''Midnight Train to Georgia,'' and I can't support your amendment.

I will tell you, Mr. Chairman, that I don't do Amtrak because we have just a few lines in Arizona, but I understand that Amtrak is very important to the Northeast and other parts of the country.

In my opinion, this is the Nation's railroad line. We need to improve it. I am for that. This amendment would not improve it. It would eliminate it.

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

The CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROUN).

The amendment was rejected.

AMENDMENT OFFERED BY MR. BROUN OF GEORGIA

Mr. BROUN of Georgia. Mr. Chairman, I have an amendment at the desk.

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 42, line 15, after the dollar amount insert ''(reduced by $34,000,000)''.

Page 156, line 16, after the dollar amount insert ''(increased by $34,000,000)''.

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. BROUN of Georgia. Mr. Chairman, this amendment is along the same lines as the amendment I just offered, only it would reduce Amtrak operating grants by a paltry amount of only $34 million or just a 10 percent reduction.

In offering my last amendment, I laid out a number of reasons why Amtrak has failed to be a good steward of taxpayers' money.

I understand that many of my colleagues might not want to fully defund this entity, so I am now asking that we join together and send a message to Amtrak leadership, a smaller message, but a strong one nonetheless.

I am asking my colleagues to tell Amtrak that we will not continue to reward bad behavior and that, when we ask for reform, we expect real reform to begin and take place—not fuzzy numbers, not misleading reports, not sky-high employee salaries, but real, honest reform.

Amtrak has struggled for way too long under the status quo. It is time to send them a message.

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

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

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

Mr. LATHAM. Mr. Chairman, I have to oppose the amendment.

The fact of the matter is the bill provides $340 billion in operating grants to Amtrak, which will fully cover their operating losses. If in fact the amendment were put in place, there could very easily be interruptions of service in the Northeast or throughout the system, and it could cause real problems as far as the operations itself, obviously, of Amtrak.

For those reasons, I would oppose the amendment, and I yield back the balance of my time.

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

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, we are also in opposition to the amendment, and I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Georgia (Mr. BROUN).

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

Mr. BROUN of Georgia. Mr. Chairman, I demand a recorded vote.

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

The Clerk will read.

The Clerk read as follows:

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), $850,000,000, to remain available until expended, of which not to exceed $150,000,000 shall be for debt service obligations as authorized by section 102 of such Act: *Provided*, That of the amounts made available under this heading, not less than $50,000,000 shall be made available to bring Amtrak-served facilities and stations into compliance with the Americans with Disabilities Act: *Provided further*, That after an initial distribution of up to $200,000,000, 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 of the amounts made available under this heading, up to $20,000,000 may be used by the Secretary to subsidize operating losses of the Corporation should the funds provided under the heading ''Operating Grants to the National Railroad Passenger Corporation'' be insufficient to meet operational costs for fiscal year 2015: *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 and oversight of activities authorized by subsections 101(a) and 101(c) 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 2015 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 $5,000,000 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.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

SEC. 150. 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. 151. Notwithstanding any other provision 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 to be determined by the Secretary.

SEC. 152. 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 the House and Senate Committees on Appropriations each quarter of the calendar year on waivers granted to employees and amounts paid above the cap for each month within such quarter and provide documentation of the specific activities of each employee during his or her paid overtime in excess of $35,000 and how the work resulted in increased safety or operational efficiencies: *Provided further*, That the president of Amtrak shall certify the documentation in the previous proviso is accurate and correct: *Provided further*, That Amtrak shall provide to the House and Senate Committees on Appropriations by March 1, 2015, a summary of all overtime payments incurred by the Corporation for 2014 and the two prior calendar years: *Provided further*, That such summary shall include the total number of employees that received waivers and the total overtime payments the Corporation paid to those employees receiving waivers for each month for 2014 and for the two prior calendar years.

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, $103,000,000, of which not more than $4,000,000 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 2016 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations for fiscal year 2016.

AMENDMENT OFFERED BY MR. BUTTERFIELD

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

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 48, line 5, after the dollar amount, insert ''(reduced by $2,000,000)''.

Page 49, line 21, after the dollar amount, insert ''(increased by $2,000,000)''.

Page 49, line 22, after the dollar amount, insert ''(increased by $2,000,000)''.

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

Mr. BUTTERFIELD. Mr. Chairman, the amendment that I am offering today with my good friends—Congressman LANGEVIN, Congressman PRICE, and Congressman QUIGLEY—will increase funding for FTA technical assistance and training back simply to the 2014 levels.

Individuals with disabilities and older adults disproportionately rely on public transit to live, learn, work, and access recreation in their communities. There is a complex and ever-evolving need to adapt our transit systems and services, so they are more accessible for people with disabilities and older adults who rely on them.

FTA, Mr. Chairman, has a long history of working with Easter Seals, the National Association of Area Agencies on Aging, and others to provide training, technical assistance, and other problem-solving support to the transit industry, people with disabilities, and older adults; and it is imperative for this work to continue as more people age and more people with disabilities seek to live as independently as possible.

Mr. LATHAM. Will the gentleman yield?

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

Mr. LATHAM. We will accept the amendment.

Mr. BUTTERFIELD. Thank you, Mr. LATHAM.

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

Mr. LANGEVIN. Mr. Chair, the amendment I authored with my good friends Congressman PRICE, Congressman QUIGLEY and Congressman BUTTERFIELD will increase funding for FTA Technical Assistance and Training, returning them to their 2014 levels.

The technical assistance and training dollars made available by this amendment will help increase mobility for people with disabilities and older adults. By providing this assistance to our transit systems and services, we can ensure they become more accessible for those who rely on them the most.

Easter Seals, the National Association of Area Agencies on Aging and others have a long history of working with the FTA to provide training, technical assistance and support services to the transit industry, the elderly and peole with disabilities. It is critical for this work to continue, especially as more people age and more of those with disabilities seek to live as independently as possible.

For FTA to do this effectively, it must have adequate resources to support these technical assitance activities.

Accordingly, our amendment will increase funding by $2 million for FTA Technical Assistance and Training, restoring it to $5 million, which equals last year's levels.

Individuals with disabilities and older adults disproportionately rely on public transit to work, live, learn, and access recreation in their communities. I ask that my colleagues support this amendment, which will provide immeasurable benefits to all those it serves.

The CHAIR. The question is on the amendment offered by the gentleman from North Carolina (Mr. BUTTERFIELD).

The amendment was agreed to.

AMENDMENT OFFERED BY MR. GRIFFIN OF ARKANSAS

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

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 48, line 5, after the dollar amount, insert ''(reduced by $500,000)''.

Page 57, line 16, after the first dollar amount, insert ''(increased by $500,000)''.

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. GRIFFIN of Arkansas. Mr. Chairman, I want to begin by thanking Chairman LATHAM.

Mr. LATHAM. Will the gentleman yield?

Mr. GRIFFIN of Arkansas. I yield to the gentleman from Iowa.

Mr. LATHAM. We accept the amendment.

Mr. GRIFFIN of Arkansas. I want to, again, thank Chairman LATHAM, who has made this possible, working with his staff. I want to thank all the bipartisan support for this amendment from Mr. KIND, Mr. WALZ, and Mr. TERRY, as well as my staff.

I want to acknowledge the success that this builds on from the omnibus bill passed earlier this year, which incorporated my amendment from the FY14 T-HUD bill to increase funding for DOT's Pipeline and Hazardous Materials Safety Administration, or PHMSA, over lower priority programs.

Mr. Chairman, on March 29, 2014, the ExxonMobil Pegasus pipeline in Mayflower, Arkansas, the Second Congressional District, suffered a catastrophic accidental rupture.

It inundated nearby homes and businesses with thousands of gallons of spilled oil. I am committed to making things right for the people of Mayflower and ensuring that another spill never occurs again in Arkansas.

PHMSA is the Federal Government's primary agency for regulating and ensuring the safe and secure movement of oil and petroleum products to industry and consumers through America's interstate pipelines. As an interstate pipeline, the inspection of the Pegasus pipeline was and is 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, without question, the safest way to move oil, and ensuring the safe operation of pipelines that move oil from one State to another is unquestionably a necessary function of the Federal Government.

Although the amount of oil spilled from these pipelines is a minimal fraction of what we safely transport every day throughout the country, there is more we can do to ensure they are operated safely.

My amendment would increase the budget for PHMSA's operational expenses by $500,000 to further ensure the safety of our Nation's pipeline, and it will be taking this money from another account.

This appropriation finances the operational support costs for PHMSA and will help keep these pipelines and the communities like Mayflower that surround them safe from other tragic but preventable accidents, without spending additional dollars.

I ask that the House support this amendment.

I thank the chairman for supporting this amendment, and I yield back the balance of my time.

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

The amendment was agreed to.

□ 1515

The CHAIR. The Clerk will read.

The Clerk read as follows:

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, 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, as amended, $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 2015.

TRANSIT RESEARCH

For necessary expenses to carry out 49 U.S.C. 5312 and 5313, $15,000,000, to remain available until expended: *Provided*, That $14,000,000 shall be for activities authorized under 49 U.S.C. 5312 and $1,000,000 shall be for activities authorized under 49 U.S.C. 5313.

TECHNICAL ASSISTANCE AND TRAINING

For necessary expenses to carry out 49 U.S.C. 5314 and 5322(a), (b) and (e), $3,000,000, to remain available until expended: *Provided*, That $2,000,000 shall be for activities authorized under 49 U.S.C. 5314 and $1,000,000 shall be for activities authorized under 49 U.S.C. 5322(a), (b) and (e).

CAPITAL INVESTMENT GRANTS

(INCLUDING RESCISSION OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5309, $1,691,000,000, to remain available until expended: *Provided*, That of the unobligated balances made available under this heading in division L of Public Law 113-76, $65,000,000 is hereby rescinded.

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, $150,000,000, 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).

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

(INCLUDING RESCISSIONS)

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 heading ''Fixed Guideway Capital Investment'' of the Federal Transit Administration for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2019, 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, 2014, 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. 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. 164. 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. 165. None of the funds in this or any other Act may be available to advance in any way a new light or heavy rail 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.

AMENDMENT OFFERED BY MR. POE OF TEXAS

Mr. POE of Texas. Mr. Chairman, I have an amendment at the desk.

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 52, strike lines 13 through 21.

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

Mr. POE of Texas. Mr. Chairman, today, I rise to introduce an amendment to strike section 165 from the underlying bill. Section 165 states that no funds ''in this or any other act'' may be available for a light or heavy rail project in Houston, Texas, if the route goes through Richmond or down Post Oak Boulevard.

This language is contrary to the will of the voters of Harris County, Texas, and should not be included in this Federal Government appropriations bill. Houstonians voted in support of new transportation options for the Houston area in a local referendum in 2003. Now some disagree with the results of that referendum, but local voters have made their decision, and I rise to support their right to make these decisions in Houston, Texas, and in local elections without the interference of Congress.

If the Federal Government has the right to overrule a local election and referendum, then what is next?

Blocking Federal funds via obscure riders in appropriations bills in order to try and steer routing decisions is wrong. It is inappropriate overreach by the Federal Government. It violates the will of the voters of Harris County, and, ultimately, it hurts the City of Houston, Texas.

For Members outside of Texas who may be unfamiliar with this debate, the precedent that this language will set, if allowed to remain in the bill, is far-reaching, and it will affect more than just Texas. The passage of this language as is means that local votes just don't matter to Congress and that local officials don't really decide transportation matters in each State and city because these decisions can be toyed with and overruled by Congress.

This language is also bad policy. It is a throwback to the old Houston when our only transportation plan was to build more highways as far as the eye could see and block attempts to do anything else.

Houston has one of the most expansive and efficient highway systems in the world, and, with the soon-to-be-completed Grand Parkway, the system will be even better, but we can only build so many roads. We can only build so many concrete monstrosities like the I–10 West corridor. Over 130,000 people moved to Harris County last year. That is as many as in Charleston, South Carolina, and another estimated 150,000 will move to Harris County next year. Houston will soon be the third largest city in the country, overtaking Chicago. With this increase in population, we need solutions for transportation, not attempts to stonewall all options from Washington.

The debate that we are having on the floor is not about whether or not METRO is doing a good job, nor is it even about METRO. We know that METRO has had its fair share of problems over the years. It must get its financial house in order, and it must become efficient. It also must get the credibility it needs from the voters once again, but it is not our job to debate that local issue in Congress. The voters in a local referendum made that decision 11 years ago. It is an inappropriate misuse of authority to divert money away from Houston because the Federal Government disagrees with the outcome of a local election. As the saying goes, we need to let Texans run Texas. These decisions should be made at the local level.

Supporters of this language may try to argue that this is an attempt at fiscal responsibility. That is nonsense. This money is already appropriated for Houston. If Houston doesn't use it, it is not going back into the coffers, and it is not going to pay down the national debt. The money is going to some other city that will take the money. The idea that we will not take available transportation money for Houston sets a bad precedent for Houston because the next time Houston wants some Federal money, which is taxpayer money, we

may not be so fortunate to get that money, because the folks up here said: Well, we offered you money once before, and you didn't take it. No more money for transportation.

Houston is a donor State. Of the funds we send up here, 91 percent is all we get back. We don't get the other 9 percent.

This is about the availability of transportation money to Houston, Texas. The underlying bill prohibits that money because of certain factors in the Houston area that don't like the outcome of this election and that don't like light rail. Debate that issue in the city. Let city officials make that decision. Let METRO make that decision. Let there be a lively debate among the citizens who are affected by light rail, but don't let Congress come in and overrule the will of the people of Houston, Texas, in an election that they had 11 years ago to accept Federal funding when it is appropriate for us to take it.

And that's just the way it is.

Mr. Chairman, I submit for the RECORD letters from the North Montrose Civic Association, the Greater Houston Partnership, the Upper Kirby Management District, the Transportation Advocacy Group Houston Region, the Women in Transportation, letters from the mayor's office, the Washington Avenue Improvement Committee, Houston Tomorrow, and other letters that I have received in support of my amendment.

GREATER HOUSTON PARTNERSHIP,
Houston, Texas, June 6, 2014.

Subject: Federal funding is crucial for Houston

Hon. TED POE,
House of Representatives, Rayburn Building, Washington, DC

DEAR CONGRESSMAN POE: On behalf of the 2,100 members of the Greater Houston Partnership (GHP), we thank you for your leadership in Congress. In particular, we thank you for your efforts to ensure that every dollar of federal funding that is available to the greater Houston region continues to flow to our region.

As an economic development organization we have been successful in attracting new businesses and development to our region since our establishment in 1989. In 2013, we estimate that our region brought in more than 300 projects, totaling more than $20 billion in capital investment, more than 20,000 new employees, and more than 30 million square feet in development. Since 2009, the businesses that GHP attracted to our region equates to $22.9 billion in economic development. A significant reason for our success has been our ability to leverage federal dollars in order to guarantee that our infrastructure is highly functional and our business climate is attractive. When relocating, businesses are attracted to cities that are progressing and planning for the future.

At GHP, we continuously analyze issues of regional significance. Importantly, we also survey the Houston business community as well as business leaders across the nation and around the world to gauge perceptions about how Houston compares to other major metropolitan areas. One challenge for our region is the need to improve the attractiveness and quality of life aspects of Houston. Without improvements we will not be able to attract global talent and address local socio-economic gaps that can hinder our region. Houston simply cannot afford to have limitations on federal funding or turn away money that can be utilized to make our region a better place to live, work and build a business. We are setting a bad precedent.

As the largest business organization in the greater Houston region we encourage you to continue to stand up for your constituents. We share your commitment and dedication to the betterment of our region, and we thank you for your leadership on this issue. We stand ready to assist.

Regards,

BOB HARVEY,
President & CEO.

TRANSPORTATION ADVOCACY GROUP,
Houston Region, June 6, 2014.

Hon. TED POE,
House of Representatives, Rayburn Building Washington, DC.

DEAR REPRESENTATIVE POE: TAG–Houston Region advocates for adequate and sustainable transportation infrastructure funding for all modes of transportation. We urge you to oppose any proposed legislation that would restrict the ability to deploy transit in the Houston region. We are making great strides in Houston towards meaningful transit access for all Houstonians. We cannot afford to lose this momentum.

Thank you for your leadership and service.

Most sincerely,

JACK DRAKE,
Chairman, TAG–Houston Region.
ANDREA FRENCH,
Executive Director, TAG–Houston Region.

JUNE 9, 2014.

Hon. TED POE,
House of Representatives, Rayburn Building, Washington, DC.

DEAR MR. POE: WTS Houston is a premier transportation organization of men and women dedicated to the advancement of women in the transportation industry. Encompassing the Texas Gulf Coast region, our membership is comprised of industry giants that take on Road and Bridge, Rail, Aviation, Transit and Port related transportation projects. Representing public agencies and private firms, WTS Houston boasts over 70 members and our corporate members include industry leaders from across the nation.

Regarding transportation legislation currently under discussion in Congress, our organization is opposed to any legislative restrictions on federal funding for transportation in Houston, Texas. The Houston region is one of the fastest growing urban areas in the country. However, the region will not be able to maintain its economic vitality without the ability to create and preserve the infrastructure that supports the movement of people and goods through Texas and the country.

Sincerely,

MEREDITH ALBERTO,
WTS Houston Immediate Past President.

MONTROSE MANAGEMENT DISTRICT,
June 8, 2014.

Re Legislative Restrictions on Federal Funding for Transportation projects in Houston, Texas.

Hon. TED POE,
Second Congressional District, Houston, Texas.

DEAR CONGRESSMAN POE: I write you on behalf of the Board of Directors for the Montrose Management District to express our concern over actions proposed by Congressman Culberson related to restriction of the use of future federal funding for mobility and rail projects in Houston.

The Board of Directors for the District have expressed support for the development of rail along the Richmond avenue corridor as it falls in line with the District's overall goal of seeing economic development occur within the District. We believe that any continued limitation on the use of federal funding to expand the Metro Rail system along Richmond, with its vital and necessary east/west connection from the central part of the City to the Galleria area should be eliminated. We need Washington's help with this significant mobility project, not only for the benefits it will clearly derive to those that live and work in the Montrose area, but also to help the City of Houston attain a higher level of air quality through the elimination of traffic congestion and pollution that occurs through emissions from gas and diesel burning engines.

Please know that we support any efforts you might take to lift or defeat the further imposition of limitations on the use of federal funding for transportation projects in Houston, Texas. Thank you for your continued hard work and support.

Sincerely,

BILL CALDERON,
Executive Director, Montrose Management District.

UNIVERSITY PLACE ASSOCIATION,
Houston, Texas, June 6, 2014.

Congressman TED POE,
Congressman MICHAEL MCCAUL,
Congressman AL GREEN,
Congressman PETE OLSON,
Congresswoman SHEILA JACKSON LEE,
Congressman GENE GREEN,
Congressman RANDY WEBER,
Congressman KEVIN BRADY.

DEAR CONGRESSMEN AND CONGRESSWOMAN: On behalf of the Board of Directors of University Place Association & Super Neighborhood, I am writing to oppose the proposed legislation that would restrict Metro's ability to deploy transit in the Houston region.

On June 9th, we urge you to please remove any Federal limits to the future of transit in the Houston region. Imposing unnecessary, arbitrary limits on the future choices of the people of Houston—such as those in section 165 of HR 4575—would be a huge mistake.

Sincerely,

KATHIE EASTERLY,
Executive Director.

Mr. POE of Texas. I yield back the balance of my time.

Mr. CULBERSON. Mr. Chairman, I rise in opposition to the gentleman's amendment.

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

Mr. CULBERSON. Mr. Chairman, in years to come, when history books look back and ask the question why America went bankrupt, they are going to look at my colleague TED POE's amendment as exhibit A. It is very unfortunate that my friend and fellow Texan (Mr. POE), who has until today portrayed himself as a fiscal conservative, would offer an amendment to force the people of my district to spend money we don't have on a project we don't want and that is unaffordable, unnecessary, and unapproved by the voters. These are my constituents, and it has no effect on Mr. POE's district or on anyone else's district.

Mr. POE of Texas. Will the gentleman yield?

Mr. CULBERSON. No, I will not yield.

The amendment is very narrowly drawn, Mr. Chairman, so that it only affects my district. I wrote this amendment because it says that no money can be spent on rail in my district. In the boundaries of District Seven, which is west of Shepherd on Richmond, and on Post Oak, north of Richmond and south Post Oak, those lines are entirely in my district.

The people of my district—I have polled them—oppose this line, and 80 percent of the folks who own property or who live or work on those two streets don't want it. The voters did not approve the line on Richmond. It was not on the ballot. The people on Post Oak do not want it. It will destroy The Galleria.

Mr. POE is advocating for the construction of rail on Richmond and Post Oak, which will destroy those two streets. The Richmond line is not approved by the voters, and the Post Oak line will destroy that area. Houston METRO has no money to build it. They can't afford it. There is no money in this bill or in any other bill to pay for these lines. In fact, for the lines that have been approved by the voters, METRO is building a rail line on the east side of town, which I support, because the voters approved it. The local transit authority is spending $3,000 an inch to build a rail line on the east side of Houston.

This is a waste of money. We simply cannot afford it. That is why the Citizens Against Government Waste opposes Mr. POE's amendment. That is why Americans for Tax Reform opposes Mr. POE's amendment. That is why the National Taxpayers Union opposes Mr. POE's amendment. The Club for Growth opposes Mr. POE's amendment because it is amendments like this—those attempting to force us to spend money we don't have on projects we don't want—that are completely unnecessary, of which the voters did not approve and that are going to bankrupt this Nation. Imagine if you did not want to build a pool in your backyard but that your next-door neighbor had the deed restrictions changed to force you to build a pool in your backyard. That is exactly what this amendment is.

This amendment affects only my district. I am doing my job as their Representative to protect my constituents' quality of life and to protect their pocketbooks against a rail line that we cannot afford and that nobody wants and that voters did not approve. That is why I am proud to have the help and support of Chairman LATHAM and of the ranking member, Mr. PASTOR. Americans for Tax Reform, the National Taxpayers Union, Club for Growth, and Citizens Against Government Waste are all in opposition to this amendment as are the people whom I represent.

I am very disappointed and disheartened that my friend Mr. POE would stand up and offer this amendment and call the Katy Freeway a concrete monstrosity. The Katy Freeway is my pride and joy. The first thing I did when I got elected to Congress was to get the Katy Freeway built without a single earmark and without any new Federal money. We got it built in 5 years and 3 months, and it went from eight lanes to 22 lanes. The economic growth on the west side has ballooned because of the Katy Freeway, and that freeway is moving more cars in less time and at more savings to taxpayers than is any other transportation project in the history of Houston.

I am proud of the Katy Freeway. I am immensely proud to represent my district. This amendment and the language in the bill affect only my district and are in complete conformity with the voters' decision in 2003. I urge my colleagues to join me in opposing Mr. POE's amendment and vote ''no.''

I want to thank the chairman and the ranking member for joining me in the opposition of this amendment.

I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. POE).

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

Mr. POE of Texas. Mr. Chairman, I demand a recorded vote.

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

The CHAIR. The Clerk will read.

The Clerk read as follows:

SEC. 166. Unobligated and recovered fiscal year 2010 through 2012 funds that were made available to carry out 49 U.S.C. 5339 shall be available to carry out 49 U.S.C. 5309, as amended by Public Law 112–141, subject to the terms and conditions required under such section.

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, $32,500,000, 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, $166,000,000, to remain available until expended.

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, $132,000,000, of which $11,300,000 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, 2016, for the Student Incentive Program at State Maritime Academies, and of which $1,500,000 shall remain available until expended for facilities maintenance and repair, equipment, and capital improvements at the United State 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 State 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 AND RESCISSION OF FUNDS)

For necessary administrative expenses of the maritime guaranteed loan program, $3,100,000 shall be paid to the appropriations for ''Maritime Administration–Operations and Training'': *Provided*, That of the funds made available under this heading in division L of Public Law 113–76, $29,000,000 is rescinded.

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, and payments received therefor shall be credited to the appropriation charged with the cost thereof: *Provided*, 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 offers 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

(INCLUDING TRANSFER OF FUNDS)

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, $21,654,000: *Provided*, That $1,500,000 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, $52,000,000, of which $7,000,000 shall remain available until September 30, 2017: *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, $131,500,000, of which $19,500,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 2017; and of which $110,000,000 shall be derived from the Pipeline Safety Fund, of which $54,436,000 shall remain available until September 30, 2017; 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, 2016: *Provided*, That not more than $28,318,000 shall be made available for obligation in fiscal year 2015 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 or her 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, $86,223,000: *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: *Provided further*, That hereafter funds transferred to the Office of the Inspector General through forfeiture proceedings or from the Department of Justice Assets Forfeiture Fund or the Department of the Treasury Forfeiture Fund, as a participating agency, as an equitable share from the forfeiture of property in investigations in which the Office of Inspector General participates, or through the granting of a Petition for Remission or Mitigation, shall be deposited to the credit of this account for law enforcement activities authorized under the Inspector General Act of 1978, as amended, to remain available until expended.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, $31,250,000: *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 2015, to result in a final appropriation from the general fund estimated at no more than $30,000,000.

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 Transportation: *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 ''Technical Assistance and Training'' 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 loan, loan guarantee, line of credit, or 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, loan commitment, loan guarantee commitment, line of credit commitment, or full funding grant agreement is announced by the department or its modal administrations from:

(1) any discretionary grant or federal credit 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;

(4) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs;

(5) any program of the Maritime Administration; or

(6) any funding provided under the headings ''National Infrastructure Investments'' in this Act: *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: *Provided further*, That where specific project or accounting information associated with the improper payment or payments is not readily available, the Secretary may credit an appropriate account, which shall be available for the purposes and period associated with the account so credited; 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, transmission of said reprogramming notice shall be provided solely to the Committees on Appropriations, and 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 or practice 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 shall be used by the Surface Transportation Board to take any actions with respect to the 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.

SEC. 193. None of the funds limited or otherwise made available by this Act to carry out chapter 6 of title 23, United States Code, may be used to subsidize a credit instrument authorized under such chapter that would cause the credit subsidy obligated in fiscal year 2015 to fund projects located in a single State to exceed 33 percent of the total credit subsidy made available by this Act on October 1, 2014 to carry out such chapter.

SEC. 194. None of the funds limited or otherwise made available by this Act may be used to deny an application to renew a Hazardous Materials Safety Program permit for a motor carrier based on that carrier's Hazardous Materials Out-of-Service rate, unless the carrier has the opportunity to submit a written description of corrective actions taken, and other documentation the carrier wishes the Secretary to consider, including submitting a corrective action plan, and the Secretary determines the actions or plan is insufficient to address the safety concerns that resulted in that Hazardous Materials Out-of-Service rate.

SEC. 195. Any unexpended amounts available for obligation under the heading ''Federal Railroad Administration—Safety and Operations'' under the Consolidated Appropriations Act, 2005 (Public Law 108–447) shall be made available for rail safety oversight activities for the transport of energy products: *Provided*, That $10,000,000 of unexpended amounts available for obligation under the heading ''Federal Railroad Administration—Capital Assistance to States—Intercity Passenger Rail Service'' for fiscal years 2008 and 2009 shall be made available for grade crossing safety improvements on rail routes that transport energy products.

This title may be cited as the ''Department of Transportation Appropriations Act, 2015''.

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, Adjudicatory Services, Congressional and Intergovernmental Relations, Public Affairs, Small and Disadvantaged Business Utilization, and the Center for Faith-Based and Neighborhood Partnerships, $14,000,000: *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.

ADMINISTRATIVE SUPPORT OFFICES

For necessary salaries and expenses for Administrative Support Offices of the Department of Housing and Urban Development, $500,000,000, of which not to exceed $45,000,000 shall be available for the Office of the Chief Financial Officer; not to exceed $93,000,000 shall be available for the Office of the General Counsel; not to exceed $194,000,000 shall be available for the Office of Administration; not to exceed $52,000,000 shall be available for the Office of the Chief Human Capital Officer; not to exceed $49,000,000 shall be available for the Office of Field Policy and Management; not to exceed $16,000,000 shall be available for the Office of the Chief Procurement Officer; not to exceed $2,500,000 shall be available for the Office of Departmental Equal Employment Opportunity; not to exceed $3,500,000 shall be available for the Office of Strategic Planning and Management; and not to exceed $45,000,000 shall be available for the Office of the Chief Information Officer: *Provided*, 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; and 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.

PROGRAM OFFICE SALARIES AND EXPENSES

PUBLIC AND INDIAN HOUSING

For necessary salaries and expenses of the Office of Public and Indian Housing, $200,000,000.

COMMUNITY PLANNING AND DEVELOPMENT

For necessary salaries and expenses of the Office of Community Planning and Development, $100,000,000.

HOUSING

For necessary salaries and expenses of the Office of Housing, $370,000,000, of which at least $9,000,000 shall be for the Office of Risk and Regulatory Affairs.

POLICY DEVELOPMENT AND RESEARCH

For necessary salaries and expenses of the Office of Policy Development and Research, $20,000,000.

FAIR HOUSING AND EQUAL OPPORTUNITY

For necessary salaries and expenses of the Office of Fair Housing and Equal Opportunity, $68,000,000.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

For necessary salaries and expenses of the Office of Lead Hazard Control and Healthy Homes, $7,000,000.

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, $15,356,529,000, to remain available until September 30, 2017, shall be available on October 1, 2014 (in addition to the $4,000,000,000 previously appropriated under this heading that became available on October 1, 2014), and $4,000,000,000, to remain available until September 30, 2018, shall be available on October 1, 2015: *Provided*, That the amounts made available under this heading are provided as follows:

(1) $17,693,079,000 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

2015 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, HOPE VI, and Choice Neighborhoods vouchers: *Provided further*, That in determining calendar year 2015 funding allocations 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 and utility allowances, on public housing agencies' contract renewal needs: *Provided further*, That none of the funds provided under this paragraph may be used to fund a total number of unit months under lease which exceeds a public housing agency's authorized level of units under contract, except for public housing agencies participating in the Moving to Work (MTW) demonstration, which are instead governed by the terms and conditions of their MTW agreements: *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 paragraph), 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 paragraph) 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, 2015: *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 2015 allocations based on the excess amounts of public housing agencies' net restricted assets accounts, including HUD held programmatic reserves (in accordance with VMS data in calendar year 2014 that is verifiable and complete), as determined 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, excluding amounts subject to the single fund budget authority provisions of their MTW agreements, from the agencies' calendar year 2015 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 $75,000,000 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 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 a result of insufficient funding: *Provided further*, That the Secretary shall allocate amounts under the previous proviso based on need, as determined by the Secretary; and (5) 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;

(2) $130,000,000 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 and Choice Neighborhood 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: *Provided further*, That any tenant protection voucher made available from amounts under this paragraph shall not be reissued by any public housing agency, except the replacement vouchers as defined by the Secretary by notice, when the initial family that received any such voucher no longer receives such voucher, and the authority for any public housing agency to issue any such voucher shall cease to exist: *Provided further*, That the Secretary, for the purpose 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 $10,000,000 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 2015 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) $108,450,000 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.

□ 1530

AMENDMENT OFFERED BY MR. CHABOT

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

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 73, line 7, after the dollar amount, insert ''(reduced by $1,535, 652,900)''.

Page 73, line 11, after the dollar amount, insert ''(reduced by $400,000,000)''.

Page 73, line 15, after the dollar amount, insert ''(reduced by $1,769,307,900)''.

Page 76, line 16, after the dollar amount, insert ''(reduced by $7,500,000)''.

Page 77, line 16, after the dollar amount, insert ''(reduced by $13,000,000)''.

Page 78, line 22, after the dollar amount, insert ''(reduced by $500,000)''.

Page 80, line 10, after the dollar amount, insert ''(reduced by $135,000,000)''.

Page 80, line 13, after the dollar amount, insert ''(reduced by $1,000,000)''.

Page 80, line 21, after the dollar amount, insert ''(reduced by $133,500,000)''.

Page 82, line 1, after the dollar amount, insert ''(reduced by $10,845,000)''.

Page 82, line 13, after the dollar amount, insert ''(reduced by $7,500,000)''.

Page 101, line 15, after the dollar amount, insert ''(reduced by $934,600,000)''.

Page 101, line 19, after the dollar amount, insert ''(reduced by $40,000,000)''.

Page 102, line 12, after the dollar amount, insert ''(reduced by $21,000,000)''.

Page 156, line 16, after the dollar amount, insert ''(increased by $2,910,252,900)''.

Mr. CHABOT (during the reading). Mr. Chairman, I ask unanimous consent that the amendment be considered as read.

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

There was no objection.

The CHAIR. The gentleman from Ohio is recognized for 5 minutes.

Mr. CHABOT. Mr. Chairman, my amendment would reduce section 8 spending across the board by 10 percent, $3 billion, and place the savings in the spending reduction account.

The section 8 voucher program, which was intended to provide temporary assistance for struggling Americans, has become, unfortunately, a way of life for far too many in this country. Many of our communities, like my community, Cincinnati, are struggling to deal with the program's unintended consequences in many instances in many neighborhoods.

As a result, the program is in need of serious reform. For example, to help reduce dependency on the program, we should establish time limits for beneficiaries, except for the elderly or disabled. The payments should not go on basically forever, as they do under current law.

To make certain that section 8 landlords are accountable to local communities, landlords should be required to comply with local laws and ordinances, and not be allowed to hide behind the HUD regulations when faced with complaints about their properties.

To make the program safer for both its recipients and the neighbors of those recipients, we need to ensure that convicted felons and sex offenders are barred from participation in the section 8 program.

If you are able to work, then you should have to work in order to be eligible for section 8 benefits. Until reforms like these have been implemented, spending more tax dollars on the Section 8 voucher program is akin to throwing good money after bad.

Faced with a national debt that exceeds $17 trillion and, in fact, is around $17.5 trillion now, continuing this funding is something we simply cannot afford.

Mr. Chairman, as we look for areas to reduce Federal spending, a broken program like section 8 that rewards government dependency with our tax dollars is a good place to start.

Those other things that I mentioned are things that we have offered in the past and intend to offer in legislation in the future. But relative to this particular amendment, this would just cut the funding by $3 billion, which is approximately 10 percent of the section 8 program.

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

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

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

Mr. LATHAM. Mr. Chairman, I think we all know in section 8 there are reforms that are needed. This amendment does nothing to those reforms, and it should be to the authorizing Financial Services Committee to initiate the reform so that, in fact, we can change it, make it work better, and do the right thing for the people in the system. But this is just not the way to approach it.

We have worked in this bill to cut all unnecessary spending in HUD's programs. We provided funds to continue assistance to the 2.2 million families while cutting administrative fees by $150 million to $1.35 billion.

It also would cut the housing assistance for homeless veterans program, which we need to give those veterans the kind of services that they desperately need.

I agree with the gentleman from Ohio that reforms need to be done to the program. This is not the place to do those reforms, nor is he even proposing any reforms to the program, rather than just slashing important programs for people. And I don't want to be the one to have to pick and choose who is going to lose their house, their place to live under this amendment.

So for those reasons, Mr. Chairman, I would oppose the amendment.

I yield back the balance of my time.

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

The CHAIR. The gentleman is recognized for 5 minutes.

Mr. PASTOR of Arizona. Mr. Chairman, I also rise in opposition to this amendment.

As you know, Mr. Chairman, recently they have announced that we are slowly still recovering from the Great Recession, and we still have a large number of people who are underemployed or unemployed.

The reality is that the reform that my friend from Ohio would like to bring in section 8 housing will not occur by these cuts, as pointed out by the chairman.

We believe that what this amendment would do is it would evict over 150,000 people from their homes. It would have an effect on the homeless veterans and reduce their assistance.

The reality is today that over half of the residents who live in section 8 are families with children, and so the consequences of this amendment are too dire, and we can't support it, so I rise in opposition to the amendment.

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

The CHAIR. The question is on the amendment offered by the gentleman from Ohio (Mr. CHABOT).

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

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

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

AMENDMENT OFFERED BY MR. NADLER

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

The CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

Page 73, line 7, after the dollar amount insert ''(increased by $988,471,000)''.

Page 73, line 15, after the dollar amount insert ''(increased by $633,471,000)''.

Page 80, line 10, after the dollar amount insert ''(increased by $355,000,000)''.

Page 80, line 21, after the dollar amount insert ''(increased by $335,000,000)''.

Mr. LATHAM. Mr. Chairman, we have not even seen the amendment. For that reason, I reserve a point of order on the gentleman's amendment.

The CHAIR. A point of order is reserved.

The gentleman from New York is recognized for 5 minutes.

Mr. NADLER. Mr. Chairman, two of our central responsibilities as Members of Congress are to support a strong national infrastructure and to ensure that every American has a place to call home. The funding levels provided in this legislation will make it impossible to fulfill either of those responsibilities.

There can be no question that we must put people back to work and bring our crumbling, outdated infrastructure into the 21st century. At the funding levels provided in this bill, few of those goals can be accomplished.

□ 1545

The bill cuts the FTA's Capital Investment Grant Program, more commonly known as New Starts, by $252 million. It includes a $500 million cut to the TIGER grant program, funding it $1.15 billion below the President's request, and it cuts $200 million from Amtrak's capital funding, while providing no funding for high-speed rail.

Beyond simply cutting critical funding, the bill places restrictions on the use of TIGER grants and high-speed rail, and it exempts three States—Wisconsin, Mississippi, and Idaho—from truck size and weight limits on Federal highways.

Congress should not preempt the comprehensive study currently being conducted by USDOT, required as part of MAP–21, the last legislation we enacted on the subject, by enacting piecemeal riders on appropriations bills.

The devastating impacts these cuts will have on our economy will only be exacerbated by the cuts to vital housing programs for hardworking families.

The HOME Investment Partnership Program is funded at its lowest level since its creation in 1992, and the Public Housing Capital Fund falls below its sequestered funding level, adding at least $1 billion to the backlog of capital needs, but perhaps most startling is the failure of this legislation to provide enough funding for every low-income senior and hardworking family to access affordable and secure housing through HUD's tenant-based rental assistance program, or section 8.

My amendment finally provides enough funding for HUD to renew every section 8 voucher, including the 70,000 vouchers lost under sequestration, and to support robust staffing at public housing agencies around the country.

Rental assistance helps 2.1 million very low-income households rent modest homes in the private market at an affordable cost. Households who use Section 8 have incomes well below the Federal poverty line, and nearly every household using a section 8 voucher includes children, seniors, or people with disabilities.

Research consistently demonstrates that this program reduces poverty, housing instability, and homelessness, and helps families live in safe, healthy communities.

Despite the success, only about one in four eligible low-income families receives Federal rental assistance. Long waiting lists remain in nearly every community, even as the number of poor families who pay more than half their monthly income for housing costs has risen 28 percent since 2007. These long wait lists are exacerbated by a lack of administrative funding for public housing agencies.

In the past, Congress consistently provided the necessary funds to ensure that no one receiving a Section 8 voucher loses access to affordable, decent, and stable housing year to year, but sequestration has had a devastating impact on section 8.

With inadequate funding for voucher renewals and extreme cuts to administrative fees, State and local housing agencies assisted an estimated 70,000 fewer families at the end of 2013 compared to a year earlier.

The increased funding that Congress provided through the FY14 budget agreement restored less than half of those vouchers, leaving 40,000 very low-income families with no access to affordable housing. This bill does nothing to help those families.

My amendment will ensure that public housing agencies can renew every current voucher and restore those lost under sequestration. The amendment funds Section 8 voucher renewals at the President's request of $18 billion and provides an additional $320 million to provide vouchers to the 40,000 families who lost access due to Congress' inability to address sequestration.

Of course, this additional funding would go a long way to ensuring that every family who qualifies for rental assistance finds a home. However, at the funding levels for administrative fees in this legislation, it would be impossible for public housing agencies to hire and maintain enough staff to process and renew vouchers.

We cannot continue to undermine our hardworking public housing agencies by failing to provide them enough money to function; yet, once again, this bill woefully underfunds administrative fees for public housing by providing only $1.35 billion, a $150 million reduction from last year's enacted level.

My amendment would finally address the undercutting at public housing agencies by providing an additional $335 million to match the President's request of $1.7 billion for administrative fees.

Mr. Chairman, our first priority must be to ensure that every working family, every senior, and every child has access to a safe, healthy, and affordable home. This amendment will guarantee that no one has to choose between paying their rent and putting food on the table.

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

POINT OF ORDER

Mr. LATHAM. Mr. Chairman, I make a point of order that 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, 113th Congress, which states:

''It shall not be in order to consider an amendment to a general appropriation 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 such section.

I ask for a ruling of the Chair.

The CHAIR. Does any other Member wish to be heard on the point of order?

Mr. NADLER. Mr. Chairman, we can all agree, I think, that this amendment is necessary.

We are talking about denying tens of thousands of families and seniors access to an efficient, cost-effective program that keeps families together and lowers the government's costs over the long term.

Without this amendment, we will see a spike in homelessness, a spike in medical costs, and a spike in hungry kids.

I understand the point of order. I understand that the rules demand an offset for any funding increase in the bill. I also appreciate the chairman's efforts to support Section 8 and public housing.

But when funding levels are this restrictive across the board, as they are in this bill, it is impossible to offset such drastic underfunding without hurting other people in need. The rules and the drastic underfunding of this bill make it impossible to meet basic human needs.

I hope that, as we go forward, we can find a way to provide these funds so that kids, working families, and seniors are not out on the street, as I guarantee you this bill at this funding level will do.

The CHAIR. The Chair is prepared to rule on the point of order.

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.

Ms. CASTOR of Florida. Mr. Chair, I ask unanimous consent that we return to page 70, line 16, to consider my amendment that was passed a moment ago.

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

Mr. LATHAM. Objection.

The CHAIR. Objection is heard.

Ms. CASTOR of Florida. Mr. Chair, I move to strike the last word.

The CHAIR. The gentlewoman is recognized for 5 minutes.

Ms. CASTOR of Florida. Mr. Chair, if I had an opportunity to offer my amendment today, an amendment that passed with the support of both parties in last year's T–HUD appropriations bill, I would raise the fact that the Department of Housing and Urban Development, in many communities across the country, has taken a step back from their mission.

They have a very important mission when it comes to homelessness among veterans, ensuring affordable housing partnerships, and combating the foreclosure crisis.

Still, last year, we were disserved by the leadership at the Department when they closed a number of field offices all across the country, including the field office in the Tampa Bay area, that I represent, and in the Orlando area.

Now, Florida has a population of almost 20 million people. We have 1.5 million veterans, and it is estimated that about 8,000 of them are homeless. We have 47,000 people in Florida that are battling homelessness, and our foreclosure rate is still too high. Nearly 9 percent of all Florida homes with mortgages are in some state of foreclosure.

So it was very disturbing last year when HUD pulled back on the ground, closed community offices in Tampa and Orlando. In fact, they shut down 16 field offices. The problem was that they didn't consult Congress, as they were supposed to. They came, they talked with us, but they didn't really allow us any adequate input.

I encourage the leaders, like the gentleman from Arizona (Mr. PASTOR), who has been on this issue, to continue this dialogue with the Department and the U.S. Senate in conference.

My amendment would have cut the executive office budget of HUD here in Washington, D.C., by $3.5 million and, instead, devoted those funds back to our local communities to fight homelessness among veterans, foreclosures, and the other challenges we face.

The shift of these dollars out of D.C. to our local communities would have sent a very strong message. You know, those fields offices, especially the one I had in the Tampa Bay area, was a critical access point for my neighbors and for many of the community's nonprofits.

We are being hurt by their decision, and all my amendment would have done—and I hope this dialogue will continue—is ensure that the Department remains focused on backing up what they said that they would do to ensure that our local communities would not be hurt by taking away people on the ground that interact on an everyday basis with the people we represent.

So at this time, I want to thank the gentleman from Arizona (Mr. PASTOR) for his involvement in this issue and urge everyone involved in the negotiations to emphasize the importance of having HUD focused on their mission on the ground in our neighborhoods, in our cities and towns and not on the bureaucracy here in Washington, D.C.

I yield back the balance of my time.

Mr. BUTTERFIELD. Mr. Chair, I ask unanimous consent that we go back to page 70 for the purpose of offering an amendment.

The CHAIR. Is there objection to the request of the gentleman from North Carolina?

Mr. LATHAM. There is an objection.

The CHAIR. Objection is heard.

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

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

Mr. BUTTERFIELD. Mr. Chairman, if I would have been able to offer my amendment today, it would have clarified an existing Federal highway priority corridor between Raleigh, North Carolina, and Norfolk, Virginia.

It would have also codified the corridor as a future interstate highway. This designation, Mr. Chairman, could eventually improve transportation and commerce and economic development in North Carolina and Virginia.

Eastern North Carolina, Mr. Chairman, remains one of the poorest areas in the country, despite the economic resurgence many other areas of the country have seen. My amendment, if it had been made in order, would enable future construction between Raleigh and Norfolk to build on an existing corridor where half of the route already meets Federal freeway standards.

Improving on existing infrastructure can save taxpayer money and help expedite the project's completion.

Mr. Chairman, I urge colleagues in future debates to consider this request.

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 (Mr. BROUN of Georgia) having assumed the chair, Mr. HOLDING, 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. 4745) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2015, and for other purposes, had come to no resolution thereon.

□ 1600

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. HOLDING). 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.

URGING AFGHANISTAN TO PURSUE A TRANSPARENT, CREDIBLE, AND INCLUSIVE RUN-OFF PRESIDENTIAL ELECTION

Mr. ROYCE. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 600) urging the Government of Afghanistan, following a successful first round of the presidential election on April 5, 2014, to pursue a transparent, credible, and inclusive run-off presidential election on June 14, 2014, while ensuring the safety of voters, candidates, poll workers, and election observers.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 600

Whereas on April 5, 2014, the Government of Afghanistan held the first round of the presidential election in which voter participation was 60 percent;

Whereas on May 15, 2014, Afghanistan's Independent Election Commission (IEC) certified the results, and announced that a run-off election would be held on June 14, 2014, because no candidate received more than 50 percent of the votes;

Whereas on May 14, 2014, the IEC invalidated votes from 331 polling stations and removed them from the final tabulation, based on Electoral Complaints Commission (ECC) decisions;

Whereas there have been widespread reports of voter and election monitor intimidation, including the killing of members of the National Democratic Institute (NDI) during an attack at the Serena Hotel in Kabul on March 20, 2014, as well as attempts to bribe members of the IEC, the ECC, and other election monitoring organizations;

Whereas investigations by the ECC, and its coordination with the IEC, have not been conducted in a transparent manner;

Whereas 17 members of the Afghanistan National Security Forces (ANSF) were killed in Taliban and insurgent attacks while supporting the April 5, 2014, elections;

Whereas the United States and Afghanistan signed the Enduring Strategic Partnership Agreement to strengthen Afghan sovereignty, stability, and prosperity, while emphasizing a shared goal to defeat al-Qaeda and its terrorist affiliates;

Whereas United States and coalition armed forces have greatly contributed to the stability and security of Afghanistan at a considerable personal sacrifice; and

Whereas the United States has contributed more than $100,000,000 toward the 2014 Afghan presidential election: Now, therefore, be it

Resolved, That the House of Representatives—

(1) commends the Government of Afghanistan for holding a successful first round of the presidential election and expresses strong support for a credible, inclusive, and transparent second round on June 14, 2014;

(2) supports the mandate of Afghan electoral bodies such as the Independent Election Commission (IEC) and the Electoral Complaints Commission (ECC) to administer, adjudicate, and manage polls, as well