



June 13, 2006

**Possible Amendments to the Transportation, Treasury, and HUD
Appropriations Act, 2007, H.R. 5576**

Part II

The following contains information on the amendments not pre-printed that may be offered.

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Amendments Not Pre-printed in the Congressional Record

Davis (D-AL) / Harris (R-FL). Increases by \$30 million (from \$2.178 billion to \$2.208 billion), funds for the Public Housing Capital Fund, and decreases by \$30 million (from \$1.141 billion to \$1.111 billion) funds for HUD's Management and Administration Salaries and Expenses fund. According to the sponsor's office, this amendment is designed to fund the HOPE VI program. However, the RSC Budget proposed to eliminate funding for Hope VI, and H.R. 5576 adopts this recommendation and terminates the program's funding.

Originally known as the Urban Revitalization Demonstration (URD), HOPE VI grew out of recommendations by the National Commission on Severely Distressed Public Housing, which was charged with proposing a National Action Plan to eradicate severely distressed public housing. In response, Congress established the Revitalization of Severely Distressed Public Housing (HOPE VI) program in 1992, to address 100,000 of the most severely distressed public housing units in the nation's urban neighborhoods by 2003. This HUD program provides competitive grants to local housing authorities to construct, rehabilitate and transform distressed public housing units into mixed-income communities. However, according to HUD, the 2003 goal has been met and exceeded. In addition, in 2002 the Government Accountability Office reported that HOPE VI has 27 percent higher per-unit housing costs than vouchers that serve the same population and 47 percent higher when all costs are considered. It is also duplicative of other federal programs providing similar assistance. Given that the original goal of the program has been met, there is no further justification for continued funding. This amendment passed the House last year by a vote of 248-173 (<http://clerk.house.gov/evs/2005/roll340.xml>).

Kildee (D-MI) / Upton (R-MI) / Levin (D-MI). According to the sponsor's office, the office is not offering an amendment, and this was put on the list by mistake.

Oberstar (R-MN) / LoBiondo (R-NJ) / Poe (R-TX). Prohibits funds from being used by the Department of Transportation to implement proposed regulations that allow increased foreign control of U.S. domestic airlines. According to the sponsors, current law only allows airlines that are owned and under the "actual control" of U.S. citizens to provide service between cities in the U.S. The sponsors state that the proposed DoT regulations would change the meaning of "actual control" and allow "foreign investors to control all commercial decisions of an airline."

Rohrabacher (R-CA). Strikes the existing prohibition against the District of Columbia lobbying for voting representation in Congress (section 504). The sponsor has introduced a bill to restore to DC residents the ability to participate as Maryland residents in congressional and presidential elections.

Kirk (R-IL). Prohibits funds from being used to pay the salary of any employee of the Department of Transportation who works on the "Bridge to Nowhere," the Knik Arm Bridge connecting the Island of Gravina to the Community of Ketchikan, Alaska by crossing Penneck Island.

Larsen (D-WA). According to the sponsor's office, the amendment will not be offered.

McHenry (R-NC). Prohibits funds in the act from being used to close or demolish the exit 131 interchange on Interstate 40 connecting Interstate 40 and State Route 16 in Catawba County, NC. According to the sponsor's office, the NC Dept. of Transportation needs more time to provide the Federal Highway Administration with the data necessary to keep the interchange open.

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