Congressional Research Service
Informing the legislative debate since 1914

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

Updated November 25, 2019

Congressional Research Service
https://crsreports.congress.gov
R45774

Contents

FY2020 Appropriations Process 1
FY2020 THUD Appropriations Status 2
President's Budget 2
House Action 2
Senate Action 2
Department of Transportation 3
Selected DOT Issues 6
Infrastructure Funding 6
Commercial Truck Safety 6
California High Speed Rail Project 6
Automobile Fuel Economy Standards 7
Department of Housing and Urban Development 7
Selected HUD Issues 10
Grant Funding 10
Rental Assistance 10
Policy Provisions 10
THUD Independent Agencies 11
Selected Independent Agencies Issues 12
NeighborWorks America 12
USICH 12

Tables

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

Contacts

Author Information 12

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

FY2020 Appropriations Process

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

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

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

In the absence of agreement on a budget resolution, on April 9, 2019, the House adopted a deeming resolution for FY2020 (H.Res. 293), which gave the House Appropriations Committee a top-line spending allocation of approximately $1.295 trillion for FY2020. The subcommittee-level 302(b) allocations were revised on June 21, 2019 (H.Rept. 116-124), and included $75.771 billion for THUD.[1]

Similarly, on September 9, 2019, the Senate Committee on the Budget published in the *Congressional Record* its top-line spending allocation of $1.288 trillion for FY2020. On September 26, 2019, in S.Rept. 116-122, the Senate Appropriations Committee published its 302(b) allocations, including $74.3 billion for THUD.

In August 2019, the Bipartisan Budget Act of 2019 (BBA 2019; P.L. 116-37) was enacted. The BBA 2019 set the overall FY2020 statutory spending limit at $1.288 trillion. It set the nondefense spending limit (the limit applicable to THUD funding) at $621.5 billion, an increase of $24.5 billion (+4%) relative to FY2019.

Because the House allocation of $1.295 trillion exceeds amounts available under the statutory discretionary spending limits set in BBA 2019, and because the House and Senate lack agreement on both overall top-line spending levels and the THUD-funding allocation (302(b)), complications may arise as the House and Senate seek to resolve their differences on appropriations.

[1] 302(b) allocations refer to the division of the overall spending allocation among the appropriation subcommittees.

FY2020 THUD Appropriations Status

Current Status: Continuing Resolution

In advance of the start of FY2020 on October 1, 2019, Congress approved and the President signed a short-term continuing resolution (P.L. 116-59). It largely continues funding for all government agencies, including those typically funded in the THUD appropriations bill, at FY2019 levels through November 21, 2019. That CR was extended through December 20, 2019, by P.L. 116-69, the FY2020 Continuing Appropriations Act. The CR also repealed a $7.6 billion rescission of states' unobligated balances of federal highway funding that was scheduled to occur in the fourth quarter of FY2020.

President's Budget

The Administration's budget request proposed cutting funding for THUD agencies by 8.6% ($11.3 billion) from their FY2019 levels. The Department of Housing and Urban Development (HUD) would have been reduced by 17% (-$7.6 billion), DOT by 4% (-$3.6 billion), and the independent agencies in Title III of the THUD bill by 35% (-$127 million) (see **Table 1**). The reductions in HUD funding would have come from zeroing out a half-dozen programs, the largest of which was the Community Development Block Grant (CDBG) program, and reducing funding for many more programs. The reductions in DOT funding would have come primarily from reducing funding for highways, new transit lines, and Amtrak. Two independent agencies, the Interagency Council on Homelessness and the Neighborhood Reinvestment Corporation, are also proposed for significant reductions in the President's Budget request.

House Action

The House Committee on Appropriations reported out H.R. 3163, the THUD FY2020 Appropriations Act, on June 6, 2019 (H.Rept. 116-106). The committee recommended a 6.6% ($4.7 billion) increase in discretionary funding over the comparable FY2019 figure, with most of the increase going to HUD (see **Table 1**), though that increase is partially offset by a reduction in offsetting receipts from HUD's mortgage insurance programs.

On June 19, 2019, the House Rules Committee approved a rule amending H.R. 3055 by adding the texts of several other appropriations bills, including the FY2020 Transportation, Housing and Urban Development, and Other Independent Agencies (THUD) appropriations (as reported in H.R. 3163) as Division E. That consolidated appropriations bill was passed by the House on June 25, 2019. A number of THUD-related amendments were adopted.

Senate Action

The Senate Committee on Appropriations ordered reported S. 2520, its version of the THUD FY2020 Appropriations Act, on September 19, 2019. The committee recommended a 4.5% ($3.2 billion) increase in discretionary funding over the comparable FY2019 figure. As with the House bill, most of the increase is directed to HUD (see **Table 1**), though that increase is partially offset by a reduction in offsetting receipts from HUD's mortgage insurance programs.

On October 31, 2019, the Senate passed S.Amdt. 948, the Senate amendment to H.R. 3055, which contained the text of the Senate committee-reported THUD as well as the text of three other appropriations acts. While several THUD-related floor amendments were adopted, none changed funding at the account, agency, or title levels.

Table 1. THUD Bill Appropriations by Title, FY2019-FY2020

(dollars in millions)

	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Title I: DOT					
Discretionary	26,493	21,585	25,327	25,325	
Mandatory	59,987	61,320	61,321	61,323	
DOT Total	86,481	82,904	86,648	86,648	
Title II: HUD	44,208	36,650	50,064	48,613	
Title III: Other Independent Agencies	361	234	380	362	
Title IV: General Provisions	17	—	—	—	
Total Discretionary	71,079	58,469	75,771	74,300	
Total Mandatory	59,987	61,320	61,321	61,323	
Total	131,066	119,788	137,092	135,623	

Source: Comparative Statement of Budget Authority, pp. 170-189, in H.Rept. 116-106; and Comparative Statement of Budget Authority, pp. 175-186 in S.Rept. 116-109.

Notes: Totals may not add or exactly match source materials due to rounding. The THUD totals include both discretionary budget authority and contract authority (a type of budget authority provided to DOT that is not included in the bill's discretionary budget authority figure). The FY2019 THUD total excludes $5.8 billion in emergency appropriations.

Department of Transportation

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

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

(dollars in millions)

Department of Transportation Selected Accounts	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Office of the Secretary (OST)					
National infrastructure investment (BUILD/TIGER)	900	1,000	1,000	1,000	
Payments to air carriers (Essential Air Service)[a]	175	125	175	162	
Nationally significant freight projects	—	1,035	—	—	
Total, OST	1,241	2.353	1,386	1,327	
Federal Aviation Administration (FAA)					
Operations	10,411	10,340	10,678	10,541	
Facilities & equipment	3,000	3,295	3,000	3,154	
Research, engineering, & development	191	120	191	194	

Department of Transportation Selected Accounts	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Grants-in-aid for airports (Airport Improvement Program) (limitation on obligations)	3,350	3,350	3,350	3,350	
Airport Discretionary Grants	500	—	500	450	
Total, FAA	17,452	17,105	17,719	17,689	
Federal Highway Administration (FHWA)					
Federal-Aid Highways (limitation on obligations + exempt contract authority)	46,008	47,104	47,104	47,104	
Federal-Aid Highways: discretionary funding	3,250	300	1,750	2,700	
Rescission of budget authority	—	-210	—	—	
Total, FHWA	49,258	47,194	48,854	49,804	
Federal Motor Carrier Safety Administration (FMCSA)					
Motor carrier safety operations and programs	284	288	288	288	
Motor carrier safety grants to states	383	388	389	391	
Total, FMCSA	667	676	677	679	
National Highway Traffic Safety Administration (NHTSA)					
Operations and research	342	306	369	349	
Highway traffic safety grants to states (limitation on obligations)	610	623	623	623	
Impaired driving/highway-rail grade crossing safety	14	—	17	—	
Child safety and booster seat grants	—	—	1	—	
Total, NHTSA	966	929	1,010	972	
Federal Railroad Administration (FRA)					
Safety and operations	222	213	227	222	
Research and development	41	19	42	41	
Railroad Rehabilitation and Improvement Financing Program loan modifications	17	—	—	—	
Amtrak					
Northeast Corridor grants	650	325	700	680	
National Network	1,292	611	1,292	1,320	
Subtotal, Amtrak grants	1,942	936	1,992	2,000	
Consolidated rail infrastructure and safety improvements	255	330	350	255	
Federal-state partnership for State of Good Repair	400	—	350	300	
Restoration and enhancement grants	5	550	—	2	
Magnetic Levitation Program	10	—	10	—	
Transportation Technology Center	—	100	—	—	

Department of Transportation Selected Accounts	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Rescission	—	-56	—	—	
Total, FRA	2,874	2,093	2,970	2,819	
Federal Transit Administration (FTA)					
Administrative Expenses	113	111	117	113	
Formula grants (M)	9,939	10,150	10,150	10,150	
Technical assistance and training	5	—	5	5	
Capital Investment Grants (New Starts)	2,553	1,505	2,302	1,978	
Transit Infrastructure grants	700	500	750	560	
Washington Metropolitan Area Transit Authority	150	150	150	150	
Rescission	-47	—	—	—	
Total, FTA	13,414	12,416	13,474	12,957	
Maritime Administration (MARAD)					
Maritime Security Program	300	300	300	300	
Operations and training	149	377	154	143	
State maritime academy operations	345	—	345	342	
Assistance to small shipyards	20	—	20	20	
Ship disposal	5	5	5	5	
Maritime Guaranteed Loan Program	3	—	3	3	
Port infrastructure development program	293	—	225	92	
Total, MARAD	1,115	657	1,053	904	
Pipeline and Hazardous Materials Safety Administration (PHMSA)					
Subtotal	247	226	253	249	
Offsetting user fees	-142	-127	-145	-142	
Emergency preparedness grants (M)	28	28	28	28	
Total, PHMSA	275	255	281	278	
Office of Inspector General	93	92	97	93	
Saint Lawrence Seaway Development Corporation	36	28	40	36	
DOT Totals					
Appropriation (discretionary funding)	26,540	21,875	25,327	25,325	
Limitations on obligations (M)	59,987	61,320	61,321	61,323	
Subtotal—new funding	**86,527**	**83,195**	**86,648**	**86,648**	
Rescissions of discretionary funding	-47	-265	—	—	
Rescissions of contract authority	—	—	—	—	
Net new discretionary funding	**26,493**	**21,585**	**25,327**	**25,325**	
Net new budget authority	**86,481**	**82,930**	**86,648**	**86,648**	

Department of Transportation Selected Accounts	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Supplemental Emergency Funding	1,661[b]	—	—	—	
Net new budget authority (incl. emergency funding)	**88,142**	**82,904**	**86,648**	**86,648**	

Source: Comparative Statement of Budget Authority, pp. 170-184 in H.Rept. 116-106 and pp. 175-186 in S.Rept. 116-109.

Notes: Totals may not add due to rounding.

a. In addition to its appropriation, the Essential Air Service program receives funding from overflight fees; for FY2020, those fees will provide an additional $150 million to the program.

b. Includes $1.650 billion in emergency relief funding through the Federal Highway Administration and $11 million in Public Transportation emergency relief through the Federal Transit Administration provided by P.L. 116-20.

Selected DOT Issues

Infrastructure Funding

The House and Senate bills would provide several boosts above the authorized levels of infrastructure funding. Both would provide $1 billion for the BUILD competitive grant program (not an authorized program); $500 million (House) and $450 million (Senate) for discretionary grants to airports (in addition to the $3.35 billion authorized); $1.75 billion (House) and $2.7 billion (Senate) for highway programs (in addition to the $47 billion authorized amount); $750 million (House) and $560 million (Senate) for transit infrastructure grants; and $700 million (House) and $555 million (Senate) for rail grants. Some of that funding could potentially go to Amtrak's Hudson Tunnel Replacement Project, a project cited as critical by DOT but which has been a source of contention between the Trump Administration and the States of New York and New Jersey.

Commercial Truck Safety

The congressional mandate for heavy trucks to be equipped with electronic logging devices (ELDs) to track the time worked by drivers went into effect at the end of 2017.[2] ELDs make it harder for drivers to exceed federal-hours-of service limits (which limit the amount of time a driver can drive each day and each week to reduce the risk of truckers driving while fatigued) without detection. The hours-of-service limits were not changed when ELDs became mandatory. However, objections from certain sectors of the trucking industry have led Congress and the President to repeatedly waive enforcement of the ELD mandate with respect to livestock haulers, and to consider amending the hours-of-service rules to provide more flexibility to drivers. These steps have been opposed by safety advocates. The House and Senate bills both include provisions that would extend the waiver for livestock haulers.

California High Speed Rail Project

The Administration announced in February 2019 that it would cancel the remaining $929 million in federal funding for the California High Speed Rail Project after California's new governor announced that the project would be scaled back. The House bill would bar DOT from canceling

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

the funding, or from reallocating the money until any litigation concerning the funding is completed; the Senate bill does not have a similar provision.

Automobile Fuel Economy Standards

The House bill would bar the use of any DOT funding to suspend the higher corporate average fuel economy (CAFE) standards that are scheduled to go into effect applying to model year 2022-2025 vehicles;[3] the Senate bill does not have a similar provision.

Department of Housing and Urban Development

As shown in **Table 3**, the President's FY2020 budget requested a reduction of 18% relative to FY2019 in gross appropriations available for programs and activities. Conversely, the House bill proposed to provide an increase of 6.9% in gross appropriations for HUD in FY2020 relative to FY2019, and the Senate bill proposed an increase of 4.2%.

Table 3. Department of Housing and Urban Development, FY2019-FY2020

(dollars in millions)

Accounts	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Appropriations					
Salaries and Expenses (Mgmt. & Adm.)	1,379	1,400	1,369[a]	1,422	
Tenant-Based Rental Assistance (Sec. 8 Housing Choice Vouchers)	22,598	22,238	23,814[a]	23,833	
Voucher Renewals (nonadd)	*20,313*	*20,116*	*21,400*	*21,503*	
Administrative Fees (nonadd)	*1,886*	*1,738*	*1,925*	*1,977*	
VASH (nonadd)	*40*	*0*	*42*[a]	*40*	
FUP (nonadd)	*20*	*0*	*40*	*20*	
Mobility Demonstration (nonadd)	*25*	*0*	*25*	*0*	
Public Housing Capital Fund	2,775	0	2,855[b]	2,855	
Public Housing Operating Fund	4,653	2,863	4,753	4,650	
Choice Neighborhoods	150	0	300	100	
Family Self Sufficiency	80	75	[105][c,a]	[80][d]	
Self Sufficiency Programs[c, d]	NA	NA	155[a]	130	
Native American Housing Block Grants	755	600	NA[e]	NA[d]	
Native American Housing Block Grants (nonadd)	*646*	*598*	*[671]*[e]	*[646]*[d]	
Competitive Grants (nonadd)	*100*	*0*	*[100]*[e]	*[100]*[d]	
Native American Programs[e, d]	NA	NA	860[a]	820	
Indian housing loan guarantee	1	3	3	2	

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

Accounts	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Native Hawaiian block grant	2	0	3	2	
Housing, persons with AIDS (HOPWA)	393	330	410	330	
Community Development Fund	3,365	0	3,600	3,325	
CDBG Formula Grants	*3,300*	*0*	*3,600*	*3,325*	
Indian Tribes	*65*	*0*	*[80]*[e, a]	*[65]*[d]	
HOME Investment Partnerships	1,250	0	1,750	1,250	
Self-Help Homeownership	54	0	55	54	
Self-Help and Assisted Homeownership Opportunity Program	*10*	*0*	*10*	*10*	
Section 4 Capacity Building	*35*	*0*	*40*	*35*	
Rural Capacity Building	*5*	*0*	*5*	*5*	
Veterans Home Rehabilitation Pilot Program	*4*	*0*	*0*	*4*	
Homeless Assistance Grants	2,636	2,599	2,806[f,a]	2,761[f]	
Project-Based Rental Assistance (Sec. 8)	11,747	12,020	12,590	12,560	
Contract Renewals	*11,502*	*11,676*	*12,245*	*12,215*	
Contract Administrators	*245*	*345*	*345*	*345*	
Rental Assistance Demonstration	—	100	0	0	
Housing for the Elderly (Section 202)	678	644	804[g,a]	696[g]	
Housing for Persons with Disabilities (Section 811)	184	157	259	184	
Housing Counseling Assistance	50	45	60	45	
Manufactured Housing Fees Trust Fund[h]	12	12	13[a]	13	
Rental Housing Assistance	5	3	3	3	
Federal Housing Administration (FHA) Expenses[h]	130	150	130	130	
Government National Mortgage Assn. (GNMA) Expenses[h]	28	28	28	31	
Research and technology	96	87	98	96	
Fair housing activities	65	62	75	65	
Fair Housing Assistance Program (nonadd)	*24*	*24*	*27*	*24*	
Fair Housing Initiatives Program (nonadd)	*40*	*36*	*46*	*40*	
Office, lead hazard control	279	290	295[a]	290	
Information Technology Fund	280	280	300	280	
Inspector General	128	129	132	132	
Gross Appropriations Subtotal	*53,774*	*44,114*	*57,510*	*56,059*	

Accounts	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Offsetting Collections and Receipts					
Manufactured Housing Fees Trust Fund	-12	-12	-13[a]	-13	
FHA	-7,550	-6,271	-6,251	-6,251	
GNMA	-2,004	-1,182	-1,182	-1,182	
Offsets Subtotal	*-9,566*	*-7,465*	*-7,445*	*-7,446*	
Rescissions					
Section 237 Rescission of Indian Housing Loan Guarantee	<1	0	0	0	
Section 235 Rescission of Emergency Funds	0	0	0	0[i]	
Rescissions Subtotal	<1	0	0	0	
Total Net Discretionary Budget Authority	**44,208**	**36,649**[j]	**50,064**	**48,613**	
Supplemental Disaster Relief Funding	4,111[k]	0	0	0	
Total w/ Disaster Funding	**48,319**	**36,649**	**50,064**	**48,613**	

Source: HUD FY2020 Congressional Budget Justifications and Comparative Statement of Budget Authority, pp. 170-189, in H.Rept. 116-106, adjusted to reflect floor amendments as reflected in the House-passed version of H.R. 3055; and Comparative Statement of Budget Authority, pp. 175-186 in S.Rept. 116-109.

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

a. Amount changed by floor amendment.

b. The House bill would fund two set-asides generally funded in this account—Resident Opportunities for Self-Sufficiency and Jobs-Plus—in a new Self Sufficiency Programs account.

c. The House bill would create a new "Self Sufficiency Programs" account and in it provide $105 million for the Family Self Sufficiency Program, $35 million for Resident Opportunities for Self Sufficiency and $15 million for Jobs Plus, both of which are generally funded through set-asides in the Public Housing Capital Fund account.

d. The Senate committee bill would adopt the House-proposed account restructuring.

e. The House bill would create a new Native American Programs account, funding Native American Housing Block Grants, Indian CDBG, and the Tile VI Loan program.

f. The proposal in the House bill for the Homeless Assistance Grants includes no less than $290 million for the Emergency Solutions Grants (ESG). The remainder of the funding, for the Continuum of Care program, includes set asides to assist survivors of domestic violence ($50 million) and homeless youth ($106 million, an increase over the $80 million appropriated in FY2019). The Senate committee bill would provide no less than $280 million for ESG and would set aside $50 million and $80 million for survivors of domestic violence and homeless youth, respectively.

g. The House bill and Senate bill would each provide $10 million in the Housing for the Elderly account to assist low-income elderly households with home modifications. This amount was also included in the FY2019 appropriation.

h. Some or all of the cost of funding these accounts is offset by the collection of fees or other receipts. Those offsets are shown later in this table.

i. The scoring of these savings is not reflected in the net budget authority for the bill, but is estimated to be $7 million. This was a change in the treatment between the time the committee reported the bill and it was passed by the full Senate. See the Congressional Budget Office, Status of Discretionary Appropriations Report, dated November 12, 2019, Table 1, note e.

j. The President's Budget request included $7 million in rescissions of advance appropriations provided in the bill but not available until the subsequent fiscal year. Thus the total requested to be provided in the bill is $7 million less than the amount shown here.

k. Includes $1.68 billion provided by P.L. 115-254 and $2.431 billion provided by P.L. 116-20 to the Community Development Fund for CDBG-Disaster Relief grants.

Selected HUD Issues

Grant Funding

The President's budget request for FY2020 again included a proposal to eliminate funding for several HUD grant programs that support various affordable housing and community development activities. Most notable among these are HUD's two largest block grant programs for states and localities, CDBG and HOME Investment Partnerships (HOME), as well as competitive grants funded in the Self-Help Homeownership Opportunity Program (SHOP) account (i.e., funding for sweat-equity programs, like Habitat for Humanity, and certain capacity-building programs). The HUD press release accompanying the budget request suggests that the activities funded by these grant programs should be devolved to the state and local levels.[4]

These grant programs were also slated for elimination in the President's FY2018 and FY2019 budget requests, although they were ultimately funded in each of those fiscal years. The House and Senate bills both include funding for each program.

Rental Assistance

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

The HUD press release accompanying the budget requests contends that the requested funding for the various rental assistance programs would be sufficient to continue to serve all currently assisted households.[5] However, the President's budget documents assume adoption of a set of rent reforms designed to increase tenant rents and therefore reduce federal subsidies that were proposed in 2018 but have seen no legislative action in Congress.[6] Neither the House bill nor the Senate bill adopts the proposed rent reforms, and instead each proposes to provide increased funding for each of these programs.

Policy Provisions

The House bill includes a number of new General Provisions to block HUD's implementation of various administrative actions that have been considered controversial.

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

[5] Ibid.

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

- Section 234 would block HUD's implementation of a proposed rule to restrict the eligibility of certain families composed of members with varied immigration statuses from receiving housing assistance.[7]
- Section 236 would block HUD from revising or repealing HUD rules related to equal access to housing based on sexual orientation and gender identity.
- Section 237 would codify other HUD guidance related to transgender persons' access to emergency shelters in accordance with gender identity.
- Section 238 would prevent HUD from altering its Annual Contributions Contracts (ACC) used in the public housing program without going through a notice-and-rulemaking process.

The Senate bill does not include most of the provisions in the House bill, but does include several of its own new provisions.

- Section 233, like Section 238 in the House bill, would block HUD's implementation of a new ACC unless mutually agreed upon with PHAs, but would not require notice and comment rulemaking.
- Section 236 would provide additional funding flexibilities to Moving to Work agencies.
- Section 237 would prohibit HUD from restricting Public Housing Authorities (PHAs) under federal receivership or monitoring from applying for lead hazard grant funding.

THUD Independent Agencies

Table 4. THUD Independent Agencies, FY2019-FY2020

(dollars in millions)

Related Agencies	FY2019 Enacted	FY2020 Request	FY2020 House	FY2020 Senate	FY2020 Enacted
Access Board	8	8	9[a]	9	
Federal Maritime Commission	28	28	28	28	
National Railroad Passenger Corporation (Amtrak) Office of Inspector General	23	23	23	23	
National Transportation Safety Board	110	110	110	110	
Neighborhood Reinvestment Corporation (NeighborWorks)	152	27	170	152	
Surface Transportation Board	37	37	37	37	
Offsetting Collections	-1	-1	-1	-1	
U.S. Interagency Council on Homelessness	4	1	4	4	
Total	**361**	**234**	**380**	**362**	

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

Source: FY2020 President's Budget documents and Comparative Statement of Budget Authority, pp. 170-189, in H.Rept. 116-106, adjusted to reflect floor amendments as reflected in the House-passed version of H.R. 3055; and Comparative Statement of Budget Authority, pp. 175-186 in S.Rept. 116-109.

Note: Totals may not add due to rounding.

a. Amount changed by floor amendment.

Selected Independent Agencies Issues

NeighborWorks America

Similarly, and as in FY2018 and FY2019, the President's FY2020 budget included a request for legislation to begin the process of winding down federal funding for the Neighborhood Reinvestment Corporation (commonly known as NeighborWorks America), which was created via federal charter in 1978 to support affordable housing and neighborhood revitalization nationwide. The requested funding level of $27 million is intended to cover personnel, administrative, and other costs associated with winding down existing commitments. The House bill proposes to increase funding for NeighborWorks America relative to FY2019 and the Senate bill would maintain level funding, at $152 million.

USICH

As in FY2018 and FY2019, the President's FY2020 budget requested legislation to begin the process of winding down the U.S. Interagency Council on Homelessness (USICH), which was created in 1987 to coordinate across government agencies to reduce and end homelessness. The requested funding level was intended to cover salaries, benefits, and operational costs for permanently closing the agency. The USICH has a statutory sunset date—currently, October 1, 2028—that has generally been extended in annual appropriations acts. Both the House and Senate committee-passed bills propose to increase funding for USICH. The FY2019 appropriation level for USICH was $3.6 million. The House bill would increase funding to $4.1 million and the Senate bill to $3.7 million.

Author Information

Maggie McCarty
Specialist in Housing Policy

David Randall Peterman
Analyst in Transportation Policy

Disclaimer

This document was prepared by the Congressional Research Service (CRS). CRS serves as nonpartisan shared staff to congressional committees and Members of Congress. It operates solely at the behest of and under the direction of Congress. Information in a CRS Report should not be relied upon for purposes other than public understanding of information that has been provided by CRS to Members of Congress in connection with CRS's institutional role. CRS Reports, as a work of the United States Government, are not subject to copyright protection in the United States. Any CRS Report may be reproduced and distributed in its entirety without permission from CRS. However, as a CRS Report may include copyrighted images or material from a third party, you may need to obtain the permission of the copyright holder if you wish to copy or otherwise use copyrighted material.