

Congressman Mike Quigley

Fiscal Year 2015 programmatic for the Appropriations Subcommittee on Transportation, Housing, and Urban Development and Related Agencies

Support the President's FY 2015 Request to raise the **Airport Passenger Facility Charge and Lower AIP for Large Airports**

**Explanation:** The obligation limitation for AIP will allow federal grant funding to be focused on smaller commercial and general aviation airports. At the same time the increase in the Passenger Facility Charge (PFC) limit from \$4.50 to \$8.00 will give larger HUB airports like Chicago's O'Hare International greater flexibility to generate their own revenue and use that increased revenue for needed airport improvements.

\$350 million for the **Choice Neighborhoods Program**

**Explanation:** This program supports locally driven strategies to address struggling neighborhoods with distressed HUD housing through a comprehensive approach to neighborhood transformation. Local leaders, residents, public housing authorities, cities, schools, police, business owners, nonprofits, and private developers come together to create and implement a plan that transforms distressed HUD housing and addresses the challenges in the surrounding neighborhood.

Support the President's FY 2015 Request for the **Community Development Block Grant Program**

**Explanation:** CDBG is the centerpiece of the federal government's efforts to help more than 1,200 cities, counties, and states meet the needs of their low- and moderate-income people and communities. It revitalizes communities with proven results. CDBG helps fund a wide range of activities including housing investments, public infrastructure improvements, public services, and local economic development projects where the private market is absent.

\$825 million for **Commuter Railroads PTC Compliance within the Rail Service Improvement Program**

**Explanation:** This funding is needed to help support public commuter rail agencies, such as Metra in Chicago, defray the expensive costs associated with implementing the federal positive train control mandate.

Support the President's FY 2015 Request for the **Congestion Relief Program**

**Explanation:** This program reduces congestion and facilitates ridership growth in intercity passenger rail transportation.

Support the President's FY 2015 Request for the **Core Capacity Grants in the New Starts Capital Investment Grants Program**

**Explanation:** MAP-21 expanded the New Starts Capital Investment Grants Program's scope to include Core Capacity projects to improve legacy transit systems. FTA's New Starts Program for transit capital investments received \$1.9 billion in

2014. This program has a pipeline of over \$30 billion in projects to build and expand public transportation. For the first time, in 2014, \$120 million was set aside for Core Capacity projects to improve legacy transit systems. In 2015, New Starts discretionary funding should be expanded to at least \$2.5 billion, with at least \$275 million dedicated to funding Core Capacity projects, in line with the President's proposal.

Support the President's FY 2015 Request for the **Emergency Solutions Grant Program**

**Explanation:** The City of Chicago relies on partnerships with federal programs like the Emergency Solutions Grant Program to provide permanent supportive housing, rapid re-housing, and homelessness prevention programs.

Support the President's FY 2015 Request for the **Fair Housing Initiatives Program**

**Explanation:** The Fair Housing Initiatives Program provides crucial funding for fair housing non-profit organizations to help combat housing discrimination. These organizations educate the community and housing industry on fair housing laws, while also bringing forward suits to enforce these important laws. In the wake of the foreclosure crisis, with more families shifting to the rental market, Congress should support this program and the enforcement of fair housing laws.

\$75 million Request for the **Family Self Sufficiency Coordinator Program**

**Explanation:** As a resource for increasing economic security and self-sufficiency among Housing Choice Voucher Program participants, the program funds family self-sufficiency coordinators who provide families with connections to services and the opportunity to build escrow accounts toward the goal of greater economic security and self-sufficiency.

\$48.5 billion for the **Federal Highway Administration**

**Explanation:** The Federal Highway Administration (FHWA) estimates that the investment backlog to fix the nation's crumbling bridges is about \$121 billion. The City of Chicago currently has 38 bridges in poor or serious conditions that need repairs totaling \$564 million. Additional federal funds are needed to address these critical infrastructure and safety needs.

Support the President's FY 2015 Request for the **Hazardous Materials Emergency Preparedness Grant Program**

**Explanation:** The HMEP Program provides first responders in every Illinois county with federally-required hazardous materials training. The grant funding is also used to supplement the local emergency planning committees throughout Illinois to meet the organizational and planning requirements of the Emergency Planning and Community Right to Know Act.

Support the President's FY 2015 Request for the **High-speed Rail Corridor Development Program**

**Explanation:** This program develops high-speed rail corridors, including constructing or improving rail structure and equipment.

\$1.6 billion for the **HOME Investment Partnerships Program**

**Explanation:** HOME works with and supports many critical federal housing programs, making it financially feasible to build and sustain housing for the homeless, seniors, persons with disabilities, and other individuals and families with low incomes. Local communities can target flexible HOME funds to the particular needs of their communities: new production where units are scarce, rehabilitation where housing quality is a challenge, and the right mix of rental and homeownership.

\$18.37 billion for the **Housing Choice Voucher Program**

**Explanation:** The Housing Choice Voucher Program is the federal government's major program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. Since housing assistance is provided on behalf of the family or individual, participants are able to find their own housing, including single-family homes, townhouses, and apartments. This funding subsidizes the housing of more than 5 million people in 2.1 million low-income households.

\$350 million for the **Housing Opportunities for Persons With AIDS Program**

**Explanation:** HOPWA provides communities with funding to provide housing and housing-related services to low-income people living with HIV/AIDS. Housing is a proven HIV prevention and healthcare intervention, improving peoples' access and adherence and enabling them to better manage their chronic illness.

Support the President's FY 2015 Request for **HUD's Emergency Solutions Grants (ESG) Program**

**Explanation:** HUD's ESG Program provides grants by formula to States, metropolitan cities, urban counties, and U.S. territories for eligible activities, generally including essential services related to emergency shelter, rehabilitation, and conversion of buildings to be used as emergency shelters, operation of emergency shelters, and homelessness prevention services.

\$75 million for the **HUD-Veterans Affairs Supportive Housing Program**

**Explanation:** HUD-VASH combines rental assistance for homeless veterans with case management and clinical services provided by the Department of Veterans Affairs. With veterans overrepresented amongst the homeless population, the request for \$75M for HUD-VASH would provide approximately 10,000 additional vouchers to help our veterans

Support the President's FY 2015 Request for the **Intercity Passenger Rail Service Corridor Capital Assistance Program**

**Explanation:** This program increases the States' role in intercity passenger rail development by establishing the first-ever Federal-State partnership for intercity passenger rail investment along the model of those that currently exist for other modes of transportation, such as for highways, airports, and transit systems.

\$2.406 billion for the **McKinney-Vento Homeless Assistance Grants Program**

**Explanation:** The City of Chicago currently receives \$54 million annually in McKinney Vento Homeless Assistance, which supports 7,767 beds at 190 sites and services 10,388 people annually.

\$2.5 billion for the **New Starts Capital Investment Grants Program**

**Explanation:** This program, which has a pipeline of important projects that could invest over \$30 billion in building and expanding public transportation across the country, was reduced to only \$1.9 billion in 2014 through budget and sequestration cuts. At the same time, the program's scope was expanded to include Core Capacity projects to improve legacy transit systems. In 2015, this funding should be expanded to meet new and waiting demands.

\$9.75 billion for **Project-Based Rental Assistance**

**Explanation:** The Project-Based Section 8 program provides critical rental assistance to over one million households across the country, in both urban and rural communities. Over 60% of the residents served by the program are low-income seniors or persons with disabilities. In my district, there are 3,978 apartments that are supported by this funding, and 70% of the households residing in these homes are elderly or persons with disabilities.

\$5.06 billion for the **Public Housing Capital Fund**

**Explanation:** This fund is the only dedicated source of annual funding available to make capital improvements, such as repairs and replacements beyond ordinary maintenance, to public housing. In recent years, the Capital Fund appropriation has dwindled, and the amount appropriated no longer contributes to the reduction of the capital needs backlog. As a result, our nation loses 10,000 to 15,000 units each year from our public housing stock.

\$5.265 billion for the **Public Housing Operating Fund**

**Explanation:** The Operating Fund subsidizes operating costs, including program administration, property maintenance, community security, resident participation activities, such as resident councils, and utility costs, all of which are necessary components in providing decent, safe, and sanitary housing. Public Housing took a large cut from sequestration in 2013, and 2014 appropriations have not fully restored capital funds.

\$50 million for the **Railroad Safety Technology Grant Program**

**Explanation:** Full funding at its current authorized level of \$50 million is needed to help support public commuter rail agencies defray the expensive costs associated with implementing the positive train control (PTC) federal mandate.

\$40 million for the **Rental Assistance Demonstration Program**

**Explanation:** Chicago, through the City's Plan for Transformation 2.0, is redeveloping neighborhoods while preserving public and affordable housing. Currently, the City has a plan to redevelop and transform housing by converting over

10,000 units to long-term section 8 contracts through HUD's innovative Rental Assistance Demonstration Program. The plan is approved by HUD but cannot move forward until the RAD program cap is lifted. In 2014, the RAD program should be extended to 2018 and the 60,000 unit cap should be eliminated.

\$55 million for **Resident Opportunity and Self-Sufficiency Services Program**

**Explanation:** This program provides Service Coordinators, whose role is to leverage resources available from local community partners and connect residents to existing services that will help residents move along the spectrum of self-sufficiency.

\$6 million for the **Rural Capacity Building Program**

**Explanation:** Rural Capacity Building Program enhances the capacity and ability of local governments, Indian tribes, housing development organizations, rural Community Development Corporations, and rural Community Housing Development Organizations, to carry out community development and affordable housing activities that benefit low- and moderate-income families and persons in rural areas.

Support the President's FY 2015 Request for the **Saint Lawrence Seaway Development Corporation**

**Explanation:** The Saint Lawrence Seaway Development Corporation works to improve the operation and maintenance of a safe, reliable, efficient, and environmentally responsible deep-draft waterway within the territorial limits of the U.S. between the Port of Montreal and Lake Erie. This program is integral to the environment and waterborne commerce of the Great Lakes.

Support the President's FY 2015 Request for the **Section 4 Capacity Building for Community Development and Affordable Housing Program**

**Explanation:** Section 4 strengthens the nation's communities by bolstering nonprofit capacity. This is an important, unique, and efficient program that leverages significant private capital using minimal federal dollars.

Support the President's FY 2015 Request for **Section 811 Supportive Housing for Persons with Disabilities**

**Explanation:** Section 811 funding assists the lowest income people with significant and long-term disabilities to live independently in the community by providing affordable housing linked with voluntary services and supports.

\$20 million for the **Self-Help Homeownership Opportunity Program**

**Explanation:** SHOP awards grant funds to eligible national and regional non-profit organizations and consortia to purchase home sites and develop or improve the infrastructure needed to set the stage for sweat equity and volunteer-based homeownership programs for low-income persons and families.

Support the President's FY 2015 Request for the **Sustainable Communities Initiative**

**Explanation:** Sustainable Communities Initiative provides grants to develop comprehensive local and regional housing and transportation plans that result in

sustainable development, reduced energy use, and increased transit-accessible housing.

\$7 million for **Technical Assistance and Standards Development**

**Explanation:** These funds provide technical assistance, education, and outreach to the disability, aging, and transit communities and are the preeminent resource in the country for helping increase the mobility of older adults and people with disabilities.

\$20.365 billion for **Tenant Based Rental Assistance**

**Explanation:** This funding for Section 8 contract renewals is needed to assist very low-income families, the elderly, and the disabled in affording decent, safe, and affordable housing in the private market. This type of housing assistance allows participants to choose any housing that meets the requirements of the program.

Support the President's FY 2015 Request for the **TIGER Grants Program**

**Explanation:** In FY 2014, DOT's popular TIGER Program received \$600 million. The City of Chicago has leveraged over \$180 million TIGER funding for transportation and transit projects, including the CREATE project, which improves the 95<sup>th</sup> Street Station, modernizes the Blue Line, and builds out bike share. Increasing TIGER funding to \$1.25 billion in FY2015, as outlined in the President's Budget, will ensure that cities across the country can access funding for innovative, multi-modal projects of regional and national significance.

Support the President's FY 2015 Request for the **Transportation Infrastructure Finance and Innovation Act Program**

**Explanation:** This program provides federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight transfer facilities. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.

Support the President's FY 2015 Request for the **University Transportation Center (UTC) Program**

**Explanation:** UTC competitive funds support strong pioneering transportation research that will advance U.S. technology and expertise in transportation through education, research, and technology transfer.