



Amendments to H.R. 2577—Fiscal Year 2016 Transportation, Housing and Urban Development Appropriations (Diaz-Balart, R-FL) – Part III

CONTACT: MATT DICKERSON, MATTHEW.DICKERSON@MAIL.HOUSE.GOV, 6-9718

The committee report can be found [here](#), and the text of the legislation can be found [here](#).

AMENDMENTS WITH REQUESTED VOTES:

1. **Blackburn (R-TN)**: Would reduce the discretionary amounts provided by the bill across-the-board by one percent. This would amount to about a \$598 million cut.
2. **Gosar (R-AZ)**: Would prohibit HUD from implementing its proposed [Affirmatively Furthering Fair Housing Rule](#). This proposed regulation would condition CDBG funds to new zoning rules put forward by HUD that would be based upon citizens’ demographics such as race, religion, and sex. For additional information, see articles in [National Review](#), [the PAHRA Monitor](#) and [Investor’s Business Daily](#). A dear colleague from the amendment sponsor can be found [here](#). A similar amendment to the FY15 THUD bill was passed by a [219 – 207](#) vote.

Outside Group Support: Americans for Limited Government, Freedom Works, Taxpayers for Common Sense and Eagle Forum.

3. **Gosar (R-AZ)**: Would prohibit funds made available by the bill to implement new regulations [for Rail Tank Car Standards](#), which would “require trains be equipped with expensive new brake systems.”

According to [comments](#) filed on the rule, “the new brakes would cost \$9,665 per tank car,” even though “their effectiveness was not proved and would not provide a significant safety advantage.” According to the Department of Transportation, the [rules would cost](#) \$2.5 billion to implement while industry analysis has estimated the costs could rise as high as \$42 billion. Shipments of crude oil by rail have increased in recently, which has been linked to the president’s blocking to the Keystone XL pipeline, [even though](#) “it’s a lot riskier to move oil by train instead of pipeline.” A dear colleague from the amendment sponsor can be found [here](#).

4. **Posey (R-FL)**: Would prohibit Department of Transportation financing a passenger rail project in Florida between Miami and Orlando. Although this project was originally touted as a privately funded project, the project was recently awarded a \$1.6 billion [loan](#) from DOT as well as a \$1.75 billion tax exempt [Private Activity Bond](#). A dear colleague from the amendment sponsor can be found [here](#).
5. **Sessions (R-TX)**: Would prohibit funds made available to subsidize the Amtrak [Sunset Limited](#) line, which is Amtrak’s rout with the highest losses. According to the amendment sponsor, this line lost \$40.9

million in FY13, almost \$400 per passenger. Amtrak's long-distance routes are projected to lose \$628 million in FY 2015. A similar amendment to the FY15 THUD bill was passed by a voice vote.

6. [Sessions \(R-TX\)](#): Would prohibit funds to subsidize Amtrak routes whose operating costs are twice their revenues. Amtrak's long-distance routes are projected to lose \$628 million in FY 2015.

Taxpayers have provided more than \$44 billion in subsidies to Amtrak since it was created by Congress in 1970, despite the fact it is "[legally a for-profit company](#)." The railroad service is notoriously a poor fiscal manager, losing \$60 million on food and beverage service alone in 2015. The [House Republican Budget](#) recommended eliminating Amtrak's operating subsidies. The [RSC's budget](#) calls for the elimination of Amtrak funding, stating that "Amtrak has no incentive to improve its performance if it knows that it will be able to count on the taxpayers for a bailout each year. The federal government should not force the taxpayers to subsidize Amtrak, which should be privatized." Several conservative groups have supported ending subsidies for Amtrak, including [Americans for Prosperity](#), [Americans for Tax Reform](#), [Cato](#), [Citizens Against Government Waste](#), [Competitive Enterprise Institute](#), [FreedomWorks](#), [Heritage](#), [Mercatus](#), and [National Taxpayers Union](#).

A similar amendment to the FY15 THUD bill failed by a [167 - 250](#) vote.

7. [Schiff \(D-CA\)](#): Would allow the prohibition of night flights at the Bob Hope Airport in Burbank, CA. Some aviation groups are concerned that the amendment would circumvent the requirements of the Airport Noise and Capacity Act of 1990 (ANCA).

Outside Group Opposition: Aircraft Owners and Pilots Association, Airlines for America, Air Line Pilots Association, Cargo Airline Association, General Aviation Manufacturers Association, Helicopter Association International, National Air Transportation Association, National Business Aviation Association.

8. [Posey \(R-FL\)](#): Would prohibit the DOT from authorizing tax exempt [Private Activity Bonds](#) (PAB) to a passenger rail line that does not meet the definition of high speed (achieve 150 miles per hour between stops) as required by law. The [law](#) authorizes the issuance of a PAB for high-speed intercity rail facilities that uses "vehicles that are reasonably expected to be capable of attaining a maximum speed in excess of 150 miles per hour between scheduled stops." The amendment sponsor is concerned that the DOT has authorized a \$1.75 billion PAB for a rail project in Florida that fails to meet the high speed definition. A dear colleague from the amendment sponsor can be found [here](#).
9. [Posey \(R-FL\)](#): Would prohibit [Railroad Rehabilitation & Improvement Financing](#) (RRIF) loans that exceed \$600 million. This program is meant to "finance improvements to infrastructure and investments in equipment." A CRS report on RRIF can be found [here](#). A dear colleague from the amendment sponsor can be found [here](#).

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