
Transportation Funding Under Threat in House of Representatives

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It's not yet been two years since the transformative long-term infrastructure package known as the Infrastructure Investment and Jobs Act (IIJA) was signed into law. But efforts are underway in the U.S. House of Representatives to undermine the funding provided to upgrade and modernize the nation's infrastructure. The Fiscal Year 2024 House Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill passed out of House Appropriations Committee on July 18 reduces funding for critical transportation and housing programs by 38 percent. Should this bill be approved by Congress, many of the most popular grant programs such as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, the National Infrastructure Project Assistance (Mega) grants, and the Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants will not receive any FY24 appropriations. Additionally, funding for the Federal Transit Administration's Capital Investment Grants (CIG) is being slashed as is funding for Amtrak and its busy Northeast Corridor (NEC). The only reason why these programs will receive any funding at all in this bill is due to the advanced appropriations that were provided in the IIJA.



House Appropriations THUD Subcommittee Chairman, Rep. Tom Cole (R-OK), presides over the FY2024 markup.

These are just some examples of popular and important programs that are under attack in the House THUD appropriations bill:

FY2024

RAISE Grants: \$1.5 billion

Mega Grants: \$1 billion

CRISI Grants: \$1.2 billion

CIG: \$1.9 billion

Amtrak: \$3.9 billion

Amtrak NEC: \$1.3 billion

FY2023 Enacted

RAISE Grants: \$2.3 billion

Mega Grants: \$1.8 billion

CRISI Grants: \$1.5 billion

CIG: \$4.2 billion

Amtrak: \$4.4 billion

Amtrak NEC: \$2.5 billion

Many of these popular grant programs have a history of being oversubscribed. For example, this year the RAISE grant program had \$2.26 billion available to fund eligible projects but received applications for projects totaling \$15 billion.

As devastating as the cuts in the FY24 House THUD bill are, it is early in the FY24 appropriations process. While the House Appropriations Committee approved the bill on a party-line vote, it is not clear if there are enough votes for it to pass the full House where Republicans hold a four vote majority. The bill

could come to the House floor as early as next week, however it is much more likely that it will not be further considered until some time in September.

Regardless of what happens in the House, the Senate is not expected to go along with the proposed cuts, which will make finding compromise on a final funding bill a difficult task.

Ironically, one of the areas where the bill did not cut funding is for Community Funded Projects - commonly known as earmarks. The bill allocates \$3.9 billion for 2,668 projects.

Emily Feenstra, chief policy and external affairs officer at the American Society of Civil Engineers (a UFI Steering Committee member) observed in an [article published in The Washington Post](#) about these cuts that “there’s a lot of work to be done” and that “every cent is needed”.

It’s not too late for you to **contact your Member of Congress** to express your concern and opposition to the funding cuts in the House THUD appropriations bill and to your Senators to encourage them to support an FY24 THUD appropriations bill that fully funds IIJA programs.

For further reading on this topic:

The Appropriations Committee press release with more information about the bill is [here](#).

The press release from Appropriations Committee Democrats is [here](#).

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