

just a few months old. She joined me here on the floor in January of 2019 when I was sworn into office here for the first time.

I simply cannot wait for her to one day be able to come to Washington, D.C., and to see women's history reflected in the monuments and the memorials that are at the core of our Nation's Capital—not just her, but of course, all children, all Americans to be able to come and see that firsthand. This bill is an important step to doing just that.

I am hopeful that we will earn the support of our colleagues across both sides of the aisle. I think this bill is an important step in making our National Mall representative of American history, honoring the legacy of the women who fought for their rights all these years ago.

I would urge my colleagues to support this legislation.

Mr. GRIJALVA. Mr. Speaker, in closing, the comments by Representative NEGUSE and Chairman WESTERMAN were appropriate.

This is a link to the history of this Nation that needs to be acknowledged and needs to be there for the rest of America to see, appreciate, and understand.

In women's history the struggle for political representation and equality in that field and in other fields is ongoing. I think this is an important memorial.

The other issue is this is a stark reminder for all of us that you cannot erase history, that you cannot change it by ignoring it or avoiding it.

I hope that after we take action on this legislation that we seek a way to revitalize the Latino museum that has already been approved and whose funding was eliminated in the appropriations bill for the Department of the Interior.

Mr. Speaker, I yield back the balance of my time.

Mr. WESTERMAN. Mr. Speaker, I yield myself the balance of my time.

Again, I thank Representatives LESKO and NEGUSE and all the Members in the House who have come together to support this bill.

I thank my colleague Ranking Member GRIJALVA for his support and for working together on this and also the Senate for their bipartisan support.

It has bipartisan support because it is a good bill that will provide a place of prominence on our National Mall for the Women's Suffrage Monument.

It will forever enshrine the dedication and sacrifice of countless women who worked toward the goal of women's suffrage.

For those reasons, I urge adoption of this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Arkansas (Mr. WESTERMAN) that the House suspend the rules and pass the bill, H.R. 1318.

The question was taken; and (two-thirds being in the affirmative) the

rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

# RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 4 o'clock and 40 minutes p.m.), the House stood in recess.

□ 1729

# AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. LAMALFA) at 5 o'clock and 29 minutes p.m.

# TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2024

## GENERAL LEAVE

Mr. COLE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on H.R. 4820, and that I may include tabular material on the same.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 838 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 4820.

The Chair appoints the gentleman from Nebraska (Mr. BACON) to preside over the Committee of the Whole.

□ 1730

## IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 4820) making appropriations for the Departments of Transportation, and Housing and Urban Development, and Related Agencies for the fiscal year ending September 30, 2024, and for other purposes, with Mr. BACON in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

General debate shall be confined to the bill and shall not exceed 1 hour equally divided and controlled by the chair and the ranking minority member of the Committee on Appropriations, or their respective designees.

The gentleman from Oklahoma (Mr. COLE) and the gentleman from Illinois (Mr. QUIGLEY) each will control 30 minutes.

The Chair recognizes the gentleman from Oklahoma (Mr. COLE).

Mr. COLE. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I am pleased to stand before you today as we consider the Transportation, Housing and Urban Development, and Related Agencies bill for fiscal year 2024.

I am glad that we are back at work moving appropriations bills through the House floor under our new Speaker. We are continuing to fulfill our constitutional duties.

I thank Chairman GRANGER, Ranking Member DELAURO, and my partner on this bill, Ranking Member MIKE QUIGLEY.

This bill responsibly funds our most critical transportation and housing needs and will have a positive impact on every congressional district in the country.

At the same time, the bill meets the challenge before us to reduce spending and get our debt under control. The bill reduces spending 25 percent below fiscal year 2023 levels, with a CBO score of \$65 billion. We achieve these savings through a rescission of IRS funds and by reducing billions in excessive spending.

To really compare this bill to last year, we need to be honest about what was in the fiscal year 2023 bill, what it actually contains.

First, I will point out that last year, my Democratic friends labeled an extra \$3.6 billion as emergency funding. We do not repeat that mistake this year.

Second, the Transportation, Housing and Urban Development bill uses receipts from HUD-backed mortgages and refinancing to offset spending. In fiscal year 2023, this provided \$10 billion to offset spending. For fiscal year 2024, that receipt number is down over 70 percent.

Why?

It is because few people want to refinance at an 8 percent interest rate.

The real level of spending in the T-HUD bill was \$101 billion in 2023 compared to \$93 billion in the same bill before us today. This is a decrease of \$8 billion, bringing the total slightly below the 2022 level.

Every year across government we face unavoidable cost increases in some programs. I believe we need to be responsible when addressing these costs. This bill does just that by cutting excess, removing duplication, and even trimming some programs that are, quite frankly, popular on both sides of the aisle.

Nevertheless, we also made sure to prioritize the core missions of DOT and HUD. We prioritize transportation safety on our railways, roads, and airways. I am proud that we provide resources for the Federal Aviation Administration to hire 1,800 new air traffic controllers to backfill the retiring workforce and deploy air traffic controllers to understaffed facilities. We also provide funding for the most critical air traffic control modernization programs. We all feel the impact of a strained air traffic control system. This bill will address some of those strains.

These investments will generate economic growth and ensure uninterrupted air service, which is critical for rural and remote communities and metropolitan areas alike.

This bill provides \$60 billion for highways and bridges through the highway trust fund. These resources are directly allocated to our State departments of transportation, enabling State and local governments to collaborate on the highest priority road projects.

The bill prioritizes safety programs at the Department of Transportation to ensure that our roads and railways are safe for freight haulers and the traveling public.

The bill supports the DOT's maritime mission for full funding for national security programs. We ensure a responsible safety net with housing support for our most vulnerable citizens, especially the elderly, disabled veterans, and the working poor. These programs are run at the local level, through public housing authorities, private landlords, and faith-based organizations.

The bill supports self-sufficiency programs so that families can move up and out of rental assistance. Our housing assistance programs should be a hand up and not a handout.

I have heard from Members on both sides of the aisle about the importance of Community Development Block Grants, or CDBGs, so we provide the fiscal year '23 enacted level of \$3.3 billion for this program.

I am proud of the work that we have done in this bill to meet our trust and treaty responsibilities to Native Americans. For years, HUD Tribal programs languished, their buying power eroded by inflation. At the same time, much of the housing on Tribal lands has deteriorated to the point of being dangerous and uninhabitable. So we have increased the Indian Housing Block Grant Program to \$1.1 billion, catching up to an inflation-adjusted 1998 level. While this does not make up for decades of underinvestment, it is at least a start. The bill also increases investments in historically underfunded Tribal road programs.

The bill includes provisions that will scale back the Biden administration's regulatory overreach. For example, we prohibit funds such as to implement the affirmatively furthering fair housing rule at HUD. This does nothing to impair HUD's enforcement of the Fair Housing Act but cuts red tape for public housing authorities and other recipients of HUD funds.

The bill also bars the DOT from imposing new carbon emission reduction targets for highway projects. This would be particularly burdensome for small and rural communities.

In addition, the bill prohibits funds for drones subsidized by the Chinese Government. This will safeguard our national security and create a fair playing field for American manufacturers.

These are just a few of the policy provisions in the bill that will scale back

the Biden administration's overreach. I am pleased that we will consider several amendments that will do even more to keep a check on the excesses of this administration.

I thank Members of the House for their input to this bill. We received roughly 9,000 requests, and we were able to meet over two-thirds of them, including community project funding for transportation infrastructure and bricks-and-mortar community development projects.

The alternative to passing this and other appropriations bills is a continuing resolution. Let me remind all Members that a CR will serve no one well. This bill is an ideal example of why we must avoid putting the government on autopilot.

Under a CR, our air traffic control system would suffer delays because of staffing shortages, housing assistance would be revoked from vulnerable Americans, and spending that is no longer needed from fiscal year 2023 would be carried forward for another year.

We must avoid that outcome.

In closing, Mr. Chairman, I am very pleased that we are moving forward. I urge my colleagues to support this legislation, and I reserve the balance of my time.

Mr. QUIGLEY. Mr. Chairman, I rise in opposition to this bill, and I yield myself the such time as I may consume.

As ranking member of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Subcommittee, I take pride in how the work of this subcommittee impacts the day-to-day lives of every person in our country.

Whether it is working to improve morning commutes to work and to school, fighting against the emissions that come along with moving people and goods from one place to another, or ensuring every American has a safe and stable place to call home, this bill touches the lives of every American.

Yet, this bill undercuts the fundamental values of the American people, and it does so at the expense of our lowest income families. Rather than continuing investments to upgrade our outdated infrastructure, this bill would weaken the safety of our transportation workers and communities. Instead of reducing congestion on our roads, delays at our airports, and bottlenecks at train stations, this bill would make our daily commutes and travel times longer.

When we should be investing more resources in safe and stable affordable housing to help the millions of American families that are barely able to get by each month, this bill would eliminate the opportunity for 22,000 working families to secure an affordable mortgage or home to rent.

All in all, this bill trades the basic needs of everyday Americans for the wants of the wealthiest. This message is made very clear when the bill cuts

more than \$7 billion for freight, rail, transit, and port infrastructure projects that span all 50 States and the District of Columbia, urban and rural.

This includes a complete elimination of the Thriving Communities program, striking out any new funding for the popular and bipartisan RAISE and Mega grant programs, gutting funding for light rail, subways, and bus projects by 82 percent, and slashing Amtrak's Northeast corridor funding by 92 percent; crippling the entire national network from Florida to New York, Texas to California, and in my own district, from Chicago to Arkansas, Montana, and all the way to the Pacific Northwest.

This bill also eliminates more than \$2 billion for housing development and community revitalization programs, based on merit and need, I might add, including pulling back half a billion dollars intended to make housing safer for low-income children and families.

A safe and stable roof over your child's head should not be a worry for working parents already struggling to make ends meet. Yet, if enacted into law, this bill would force millions of families, the elderly, and the disabled to make even more difficult decisions each day on whether to live in a home riddled with lead and mold, all while the bill eliminates \$25 billion from the Internal Revenue Service for tax oversight for the wealthy, an agency that this bill does not even have jurisdiction over.

Compounding these concerns are the several controversial policy riders that unnecessarily attack high-speed rail, roll back transportation safety, and call into question civil rights protections for most Americans.

This bill does not represent what a majority of our constituents have called on us to do, and I fear we have yet to see what additional cuts may be taken within this bill to appease those Members calling for draconian levels of spending, on the backs of everyday Americans.

As such, Mr. Chair, I respectfully cannot support this bill, and I reserve the balance of my time.

Mr. COLE. Mr. Chairman, I yield 3 minutes to the gentleman from California (Mr. LAMALFA).

Mr. LAMALFA. Mr. Chairman, I thank the gentleman from Oklahoma for yielding.

Mr. Chairman, one of the components in this legislation has to do with the California high-speed rail line which was originally bonded for \$9.9 billion in 2008. The high-speed rail would run from San Francisco to Los Angeles, and the projected total cost was deemed to be around \$33 billion that the voters of California were sold when this was placed on the ballot. They would fund \$9.9 billion of it. The rest would come from the private sector, seeing that it would be such a great investment and they would make a lot of money at that. The completion date would be 2020.

As I look at the calendar, we are already 3 years behind the 2020 date. As well, they have been looking for more money because they have fallen way short. The silence has been deafening from the private investors who have not come in on that because they know it is a money loser.

So what do we have?

Instead, California keeps coming begging to the Federal Government for more and more funds. They were able to scoop up about \$3 billion soon after the Obama stimulus act.

Do you remember that one, Mr. Chair, back in 2009, look for the shovel-ready projects?

So they were able to scoop that up. They took that money because the other States who initially took that money gave it back because they weren't going to make high-speed rail work in their States for anywhere near the right price.

□ 1745

Here we are, at least 3 years after the initial date, and projections now are somewhere around 2035. They are just now chipping away at the Central Valley portion that would run from about Merced to Bakersfield and end in an almond orchard out there somewhere.

They are running out of funding, so they keep coming back to the Federal Government for more. They got \$3 billion of ARRA funding back then, and they have since passed a carbon tax in California, where they auction off carbon credit rights in order to prop this up even more.

They are coming to us once again. They are \$28 billion short of just fulfilling the Central Valley portion, not the whole \$33 billion that voters were sold many years ago. It is going to end up being about \$128 billion at current projections.

Mr. Chair, we have to stop throwing money down this rathole. Initially, they tried to tell us it would be a million jobs, back when I was in the State legislature. They finally admitted after 3 years that they meant a million job-years. I guess that means 5,000 workers working for 20 years or something like that, or 200 years. Some crazy number would mean a million job-years.

By the time you would actually take this rail, which is going to be electrified from San Francisco to San Jose, you would have to switch trains. You may well have to switch trains around here somewhere, too. You could take Southwest from San Francisco to L.A., be on the beach, and already have a sunburn before you could actually get off the high-speed rail where you are going. Plus, this is without being subsidized by the taxpayers for the ultraexpensive tickets these are going to be because of the massive overrun in costs.

Mr. Chair, I appreciate my colleague, Chairman COLE, for including this language in the bill that would block \$3 billion of new spending on this from Federal taxpayers.

The CHAIR. The time of the gentleman has expired.

Mr. COLE. Mr. Chair, I yield an additional 1 minute to the gentleman from California.

Mr. LAMALFA. Mr. Chair, instead, why don't we invest infrastructure money to build the water storage that would grow these crops that all Americans would utilize and enjoy, which they already do since 90 percent are grown in California?

Let's invest in good things instead of this dumb high-speed rail project, which is a rathole, a boondoggle, that will not pay off.

Mr. QUIGLEY. Mr. Chair, I yield 8 minutes to the gentlewoman from Connecticut (Ms. DELAURO), the ranking member of the Appropriations Committee.

Ms. DELAURO. Mr. Chair, I thank Chairman COLE and Ranking Member QUIGLEY for their work on this bill. I also thank the majority and minority staff, particularly Christina Monroe, Nora Faye, and Jackie Kilroy, for all of their hard work.

Americans deserve the safest, most advanced systems in the world, across all forms of transportation. Yet, we have seen our transportation systems fail to meet the needs of the American people.

Between air-traffic control interruptions, catastrophic train derailments, highways collapsing, and record pedestrian fatalities, we should be increasing investments to strengthen our transportation systems and to keep people safe, not retreating from our transportation future.

Furthermore, every community is affected by the lack of affordable housing. There is a shortage of 7.3 million affordable homes nationwide. Yet, this bill fails to meet the housing needs of a growing and aging population.

This bill will make everything from commuting to shipping goods slower, more difficult, and more expensive for Americans. This bill guts rail investments, including a 64 percent reduction for Amtrak, resulting in service eliminations, delays to station improvements, and furloughs to its workforce, which will impact 20 million riders.

The brunt of this cut is borne by the Northeast Corridor—from \$1.3 billion to \$99 million, or a 92 percent cut. Northeast Corridor rail service is the lifeblood of the \$5.8 trillion economic region that spans 12 States from Virginia to Maine. Business travelers and commuters, myself included, rely on this service to make our economy grow. Thousands across the region are employed directly or indirectly by rail service and the commerce that it drives.

We are not just talking about how people get to and from New York City or how we get to Washington, D.C. There are 7 million jobs within a 5-mile radius of a Northeast Corridor station. Communities of every size line the route, from rural towns to suburbs to urban destinations, and those commu-

nities rely heavily on rail travel for connectivity and commerce.

This includes communities like Aberdeen, Maryland, and Roanoke and Lynchburg, Virginia, that have stops on the Northeast Regional service. Communities like Connellsville and Greensburg, Pennsylvania, which are connected to the Northeast Corridor by intercity routes would also see drastic cuts.

Even beyond the Northeast, at these proposed levels, Amtrak anticipates nearly all long-distance and State-supported services would be impacted on national network routes.

Services would be at risk across the country: the Heartland Flyer in Oklahoma, the Silver Service to south Florida, the Texas Eagle from Chicago to Arkansas and Texas, and the Empire Builder from Chicago to Montana to the Pacific Northwest.

Thirteen of our colleagues in the majority supported the bipartisan infrastructure law, and even if they did not, they have not missed the ribbon cuttings. Yet, that law was never intended to replace annual appropriations. We cannot make that law's historic investments while gutting the annual appropriations that close the funding gap on complex and costly projects.

In parallel, we are setting our transportation infrastructure back decades. The majority sets investments in housing back, as well. This bill fails to protect housing for seniors, veterans, people with disabilities, and working families, and it fails to improve the safety of those in low-income housing.

Gutting the HOME program, the sole Federal program dedicated to affordable housing construction, by 67 percent will further squeeze the housing supply. This would result in nearly 17,000 fewer affordable homes built or rehabilitated this year and rental assistance for 5,000 fewer people.

The bill puts children and families at risk by cutting \$564 million for health hazard remediations in low-income housing, including lead-based paint hazards, jeopardizing the safety of our most vulnerable populations.

In Flint, Michigan, thousands of children were exposed to lead-poisoned water for more than a year as a direct result of chronic underfunding of the EPA and overreliance on State management of Federal environmental law. We cannot repeat these costly mistakes.

To be clear, there is no amount of safe lead exposure. In children exposed to lead, you can expect to see delayed or stunted growth, learning difficulties, behavioral problems, and hearing and speech deficiencies. Failing to adequately address this issue will have dire long-term effects on our children's health and our Nation's future. Our children deserve better.

We must be honest about why we have a Fair Housing Act to begin with. The U.S. Government was an active

participant in creating the racial segregation we still see today. Black majority neighborhoods were bulldozed to create urban freeways. Racial covenants, redlining, and restrictive zoning were not just the norm; they were frequently required by Federal housing programs.

It took the assassination of Martin Luther King, Jr., and President Lyndon B. Johnson's urging to push this body to pass the Civil Rights Act of which the Fair Housing Act was included as title VIII. Mr. Chair, 161 Republicans and 166 Democrats voted for this landmark legislation because members of both parties understood the deep-rooted problems in this country and decided to meet that challenge. I worry that we no longer have two parties that are willing to meet today's challenges.

This bill would cripple our economy and eliminate thousands of jobs, and I must underscore that this is no messaging bill. I am taking Republicans at their word, as should all the American people. This is where they plan to take this country.

I must address the unforgivable manner in which community project funds were handled in the markup of this bill. Out of thousands of projects that adhered to published criteria, the majority cut funding for three solely because of their association with LGBTQ+ causes. This is truly despicable, and it sends the message that some of the American people are not worthy of humanity or dignity because of who they love.

With unthinkable cuts to transportation and housing and indefensible riders, I must vote against this bill, and I urge my colleagues to do the same. It will take bipartisan, bicameral support to get the 2024 Transportation-Housing bill signed into law.

Mr. Chair, I implore my colleagues on the other side of the aisle: End this partisan charade and join Democrats at the negotiating table.

The CHAIR. The Committee will rise informally.

The Speaker pro tempore (Mr. LAMALFA) assumed the chair.

#### MESSAGE FROM THE SENATE

A message from the Senate by Ms. Byrd, one of its clerks, announced that the Senate has passed without amendment a bill of the House of the following title:

H.R. 1226. An act to amend title 38, United States Code, to allow for the electronic request of certain records, and for other purposes.

The message also announced that the Senate has passed with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 4366. An act making appropriations for military construction, the Department of Veterans Affairs, and related agencies for the fiscal year ending September 30, 2024, and for other purposes.

The message also announced that the Senate has passed bills and agreed to a

concurrent resolution of the following titles in which the concurrence of the House is requested:

S. 447. An act to establish a demonstration program for the active remediation of orbital debris and to require the development of uniform orbital debris standard practices in order to support a safe and sustainable orbital environment, and for other purposes.

S. 499. An act to amend the DNA Analysis Backlog Elimination Act of 2000 to reauthorize the Debbie Smith DNA Backlog Grant Program, and for other purposes.

S. 656. An act to amend title 38, United States Code, to revise the rules for approval by the Secretary of Veterans Affairs of commercial driver education programs for purposes of veterans educational assistance, and for other purposes.

S. 1648. An act to facilitate access to the electromagnetic spectrum for commercial space launches and commercial space reentries, and for other purposes.

S. 1973. An act to require the purchase of domestically made flags of the United States of America for use by the Federal Government.

S. 3222. An act to ensure the security of office space rented by Senators, and for other purposes.

S. Con. Res. 7. Concurrent Resolution condemning Russia's unjust and arbitrary detention of Russian opposition leader Vladimir Kara-Murza who has stood up in defense of democracy, the rule of law, and free and fair elections in Russia.

The message also announced that pursuant to Public Law 114-255, the Chair, on behalf of the Majority Leader, appoints the following individuals (effective January 1, 2024) to serve as members of the Health Information Technology Advisory Committee:

Zeynep Sumer-King of New York.

Derek De Young of Wisconsin.

The SPEAKER pro tempore. The Committee will resume its sitting.

#### TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2024

The Committee resumed its sitting.

Mr. COLE. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chair, while I recognize the concerns of my good friend, the ranking member of the full committee, I think you need to put some of them in a little bit of context, particularly the subject of the Amtrak Northeast corridor.

While I recognize there is always a desire for greater support for the Northeast Corridor, I believe our bill strikes a necessary balance given the allocation we have for the year. I would also note that we are having just as many Members who believe we are spending too much as those who think we are spending too little.

Our \$99.2 million appropriation supports the contingencies and legally mandated improvements to the Northeast Corridor. I recognize that while this level is certainly lower than last year, we must make three major points and take them into account.

First, prior to the passage of the Infrastructure Investments and Jobs Act, the Northeast Corridor normally re-

ceived about \$650 million to \$700 million for capital improvements on an annual basis. This was at a time when Amtrak was nearly profitable. Today's ridership levels are still not back to where they were then, and the changing work patterns indicate that they may never return to those same levels.

The IIJA provides \$1.2 billion, in addition to what we appropriate in this bill, annually in advanced appropriations to the Northeast Corridor for capital improvements. When you combine our appropriation with the advance, the total support for the Northeast Corridor is still double what it was prior to November 2021.

Further, Mr. Chairman, two-thirds of the Federal Railroad Administration's Federal-State partnership program advanced appropriations are set aside for projects in the Northeast Corridor, and we are also beginning to see these dollars flow.

This week, the FRA announced \$16.4 billion in funding for projects along the Northeast Corridor, with \$16.2 billion of those going to projects where Amtrak is the sponsor or one of the core beneficiaries of the project.

Clearly, the IIJA advanced appropriations are providing an amount of funding higher than Amtrak has ever seen in the past, particularly given the fact that their ridership is at a lower level.

The thing that my colleagues never address is that we are running a \$2 trillion deficit. These programs are significantly above what Amtrak, particularly the Northeast Corridor, was receiving less than 2 years ago. We regret we have to make some adjustment, but we need to begin to bring this deficit down. This legislation responsibly does that.

Mr. Chair, I reserve the balance of my time.

□ 1800

Mr. QUIGLEY. Mr. Chairman, I yield 3 minutes to the gentlewoman from California (Ms. WATERS), the ranking member of the Financial Services Committee.

Ms. WATERS. Mr. Chair, I thank Congressman QUIGLEY very much for his leadership on the Subcommittee of Appropriations for T-HUD.

Let me just remind everyone that the gentleman from Oklahoma (Mr. COLE), my friend on the opposite side of the aisle, voted against the infrastructure bill. I just want everybody to know that.

I rise in strong opposition to H.R. 4820, which is among the worst—if not the worst—housing appropriations bill that has ever come to the House floor. This bill would exacerbate the affordable housing crisis by slashing the Federal housing budget by nearly 30 percent.

What is more concerning is the human cost of such draconian cuts. Specifically, these cuts would result in at least 15,000 families losing rental assistance, 20,000 affordable homes lost from the supply pipeline, and 78,000