

ONE HUNDRED TENTH CONGRESS
Congress of the United States
House of Representatives

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Statement of Rep. Henry A. Waxman, Chairman
House Committee on Oversight and Government Reform
Views and Estimates Regarding the President's
Proposed Budget for Fiscal Year 2008
February 28, 2007

The Congressional Budget Act and House rules require every standing House committee to submit views and estimates on the President's budget to the Budget Committee. Today we are considering the views and estimates of this Committee.

You all have the budget views in front of you, so I would like to highlight just a few points.

The Committee views acknowledge support for the President's budget regarding WMATA (the Washington Area Metro system). Later this spring, the Committee intends to consider Ranking Minority Member Davis's bill, H.R. 401, the National Capital Transportation Amendments Act of 2007. H.R. 401 would authorize additional federal funding for capital improvements and preventive maintenance needs for WMATA.

The Committee also supports the President's proposal for equal pay adjustments for the armed services and the federal civilian work force.

In other areas, however, the Committee views express serious concerns about the President's budget.

I would like to comment on just one of these areas: federal energy efficiency. While the Committee welcomes the Administration's stated goal of decreasing energy consumption by the federal government, the President's budget request does not sufficiently support these federal goals. The Federal Energy Management Program (FEMP) is responsible for assisting federal agencies in complying with energy efficiency standards through technical and financial assistance. On January 26, 2007, President Bush issued Executive Order 13423, which calls for increased efficiency in federal buildings, a reduction of fuel consumption in federal vehicles, and an increase in utilization of renewable fuels.

Yet the President's request for these programs in FY 2008 is 1% less than requested by the Administration last year and 37% below FY 2002 levels when adjusted for inflation. Compounding this problem, the Administration's budget proposes to increase the program's workload by providing that the program would assume responsibilities previously held by the Offices of FreedomCAR, Vehicle Technologies, and Building Technologies.

I look forward to continuing our work on these and other issues within the Committee's jurisdiction. I urge my colleagues to support the budget views.