

AMENDMENTS TO THE TRANSPORTATION, AND HOUSING AND URBAN
DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL FY2023

Full Committee Markup
House Appropriations Committee
June 30, 2022

ADOPTED-VV

#1

Quigley #1
THUD

House Appropriations Committee

Fiscal Year 2023 Transportation, Housing and Urban Development, and Related
Agencies Appropriations Bill
June 30, 2022

Manager's Amendment

In the BILL

Page 4, line 7, strike “56,963,000” and replace with “66,963,000”, strike “42,780,000” and replace with “52,780,000”, and make conforming changes in the report.

Page 14, line 21, strike “368,727,000”, insert “354,827,000”, and make conforming changes in the report.

Page 34, line 10, insert the following, and make conforming changes in the report:

Sec. 119F. Of the funds provided under the heading “Grants-in-aid for Airports”, up to \$3,500,000 shall be for necessary expenses, including an independent verification regime, to provide reimbursement to airport sponsors that do not provide gateway operations and providers of general aviation ground support services, or other aviation tenants, located at those airports closed during a temporary flight restriction (TFR) for any residence of the President that is designated or identified to be secured by the United States Secret Service, and for direct and incremental financial losses incurred while such airports are closed solely due to the actions of the Federal Government: *Provided*, That no funds shall be obligated or distributed to airport sponsors that do not provide gateway operations and providers of general aviation ground support services until an independent audit is completed: *Provided further*, That losses incurred as a result of violations of law, or through fault or negligence, of such operators and service providers or of third parties (including airports) are not eligible for reimbursements: *Provided further*, That obligation and expenditure of funds are conditional upon full release of the United States Government for all claims for financial losses resulting from such actions.

Page 36, line 11, after “carried” insert “out”.

Page 36, line 12, strike “such paragraph” and insert “this heading”.

Page 37, line 8, strike “now” and insert “not”.

Page 62, line 3, strike “not more than”, and make conforming changes in the report.

Page 171, line 17, strike “20” and insert “30”.

Page 225, line 6, strike “125,400,000”, insert “129,300,000”, and make conforming changes in the report.

In the REPORT

Page 13, in the paragraph titled “*PNT and GPS backup technologies.*”, after “\$15,000,000” strike the remainder of the sentence and replace with the following:

“ to continue the program established in fiscal year 2022 and other efforts that lead to the wide adoption of multiple technologies that provide the necessary GPS backup and complementary PNT consistent with the Department’s 2021 report. ”

Page 13, at the end of the paragraph titled “*University Transportation Centers (UTCs).*”, insert:

Transportation resilience and adaptation centers of excellence (TRACE).—
The Committee acknowledges the extreme hardship that rural and underserved communities experience when faced with natural disasters and extreme weather, such as flooding, derechos, hurricanes, tornadoes, and wildfires.

As such, the Committee recommendation includes \$10,000,000 for the TRACE to establish and administer one national Center of Excellence and one regional Center of Excellence, as authorized by section 13009 of the IIJA. In selecting the Centers of Excellence, the Committee encourages the Secretary to prioritize selection of entities that partner, or will partner, with community colleges, technical colleges, Historically Black Colleges and Universities, and educational institutions that serve rural areas.

Page 28, at the end of the section titled “*Unmanned aircraft systems (UAS)*.”, insert:

Small UAS certification.—The Committee is concerned that the FAA aircraft type certification process has not kept pace with small unmanned aircraft systems (UAS) technology, including the ability to account for software and hardware updates made during or closely following the period of time an aircraft is undergoing type certification. The Committee directs the FAA to provide the House and Senate Committees on Appropriations with a plan within 90 days of enactment of this Act for how and under what timeline it will refine or redefine the type certification process for small UAS. The plans should give consideration to the recommendations of the BVLOS ARC, while ensuring appropriate levels of safety.

Special use airspace.—The FAA restricts the use of airspace for a variety of reasons such as protecting the president and vice-president, military or space operations, or even natural hazards like volcanic eruptions. These restrictions mitigate risk, but navigating around them can increase flight times, distances, and fuel burn. The Committee supports the FAA’s efforts to work with DOD through a federally-funded research and development center with expertise in national security and aviation operations to develop a system to efficiently share the status, timing, and location of restricted airspace among NAS users. The Committee reminds the FAA that the fiscal year 2022 requirement to brief the Committees on the agency’s progress on these efforts is overdue.

Page 45, in the third sentence in the paragraph titled “*Electric vehicle charging infrastructure*.”, strike “except” and insert “especially”.

Page 61, at the end of the section titled “*EMS/911*,” insert:

Successful implementation of such services may be aided by full implementation of Next Generation 911 services, and strong collaboration among federal agencies involved. The Committee notes GAO’s recent report from 2018 (GAO-18-252) which found that roles and responsibilities of Federal agencies, including NHTSA and the National Telecommunications and Information Administration (NTIA), were not always clear with respect to 911 services, including Federal 911 call centers, and the agencies lacked an implementation plan for Next Generation 911. The Committee directs GAO to conduct a study of NHTSA, NTIA, and any other Federal agencies’ joint efforts to implement Next Generation 911, and make other improvements to 911 services, to include 1) how well the NHTSA and NTIA joint office is executing its charge to facilitate coordination and communication between Federal, state, and local entities and provide grants to eligible entities, including states, for 911 implementation and improvements; and 2) Federal 911 call centers’ progress implementing Next Generation 911, and any challenges associated with implementing improvements to 911 services.

Page 157, before the header titled “FEDERAL HOUSING ADMINISTRATION”, insert:

COMMITTEE RECOMMENDATION

Manufactured housing energy standards.—The Committee directs the Secretary of Housing and Urban Development to engage in substantive consultation with the Secretary of Energy regarding energy standards for manufactured housing promulgated under section 413 of the Energy Independence and Security Act prior to the implementation of such standards. This consultation should ensure compliance with the statutory requirement that such standards are cost-effective with respect to housing affordability.

Page 157, after the paragraph titled “*FHA small-dollar mortgages*,” insert:

Home equity conversion mortgage (HECM) handbook update.—The Committee understands that HUD is considering modifications to the HECM Handbook to create a consistent policy regarding servicer notifications to HUD following the death of a mortgager. The Committee directs HUD to expedite the publication of a revised Handbook or to otherwise notify stakeholders of the modified, consistent policy as soon as practicable.

ADOPTED - VV

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#2 Womack #1

**AMENDMENT TO TRANSPORTATION AND HUD
APPROPRIATIONS BILL
OFFERED BY MR. WOMACK OF ARKANSAS**

Page 55, after line 2, insert the following:

1 SEC. ____ . None of the funds appropriated or other-
2 wise made available to the Department of Transportation
3 by this Act or any other Act may be obligated or expended
4 to implement, administer, or enforce the requirements of
5 section 31137 of title 49, United States Code, or any regu-
6 lation issued by the Secretary pursuant to such section,
7 with respect to the use of electronic logging devices by op-
8 erators of commercial motor vehicles, as such term is de-
9 fined in section 31132 of such title, who are transporting
10 livestock, as such term is defined in section 602 of the
11 Emergency Livestock Feed Assistance Act of 1988 (7
12 U.S.C. 1471), or insects.

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WITHDRAWN

#3

Diaz Balart
Amendment #2
FY23-THUD

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AMENDMENT TO TRANSPORTATION AND HUD
APPROPRIATIONS BILL
OFFERED BY MR. DIAZ-BALART OF FLORIDA

At the end of title I of the bill (before the short title), insert the following:

1 SEC. . For the purposes of administering
2 grants pursuant to section 1210 of division D of the FAA
3 Reauthorization Act of 2018 (Public Law 115-254), none
4 of the funds made available by this or any other Act shall
5 be used to set or enforce income thresholds that limit the
6 eligibility of applicants for grant funds for the purposes
7 of repaying qualified disaster loans.

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NOT ADOPTED - VV

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Rep Herrera Beutler
FY23 THUD
Amendment #1

AMENDMENT TO TRANSPORTATION AND HUD
APPROPRIATIONS BILL
OFFERED BY MS. HERRERA BEUTLER OF
WASHINGTON

At the end of title I (before the short title), insert
the following:

- 1 SEC. _____. A congestion pricing toll may not be
- 2 collected along Interstate 5 and Interstate 205 between
- 3 State Route 500 in the State of Washington and State
- 4 Route 30 in the State of Oregon for any purpose.



ROLL CALL #1
24-32 NOT ADOPTED

#5

Rep. Reschenthaler
FY23 THUD
Amendment #1

**AMENDMENT TO TRANSPORTATION AND HUD
APPROPRIATIONS BILL
OFFERED BY MR. RESCHENTHALER OF
PENNSYLVANIA**

At the appropriate place in the bill, insert the following:

1 SEC. _____. (a) IN GENERAL.—None of the funds
2 made available, limited, or otherwise affected by this Act
3 shall be used to approve or otherwise authorize the imposi-
4 tion of any toll on any segment of highway or bridge lo-
5 cated on the Federal-aid system in the Commonwealth of
6 Pennsylvania that—

7 (1) as of the date of enactment of this Act, is not
8 tolled;

9 (2) is constructed with Federal assistance provided
10 under title 23, United States Code;

11 (3) is constructed with Federal assistance provided
12 under title 26, United States Code, Section 141; and

13 (4) is in actual operation as of the date of enactment
14 of this Act.

15 (b) EXCEPTIONS.—

16 (1) NUMBER OF TOLL LANES.—Subsection (a) shall
17 not apply to any segment of highway on the Federal-aid

1 system described in that subsection that, as of the date
2 on which a toll is imposed on the segment, will have the
3 same number of nontoll lanes as were in existence prior
4 to that date.

5 (2) HIGH-OCCUPANCY VEHICLE LANES.—A high-oc-
6 cupancy vehicle lane that is converted to a toll lane shall
7 not be subject to this section, and shall not be considered
8 to be a non-toll lane for purposes of determining whether
9 a highway will have fewer non-toll lanes than prior to the
10 date of imposition of the toll, if—

11 (A) high-occupancy vehicles occupied by the
12 number of passengers specified by the entity oper-
13 ating the toll lane may use the toll lane without pay-
14 ing a toll, unless otherwise specified by the appro-
15 priate county, town, municipal or other local govern-
16 ment entity, or public toll road or transit authority;
17 or

18 (B) each high-occupancy vehicle lane that was
19 converted to a toll lane was constructed as a tem-
20 porary lane to be replaced by a toll lane under a
21 plan approved by the appropriate county, town, mu-
22 nicipal or other local government entity, or public
23 toll road or transit authority.



NOT ADOPTED - VV

#6

Garcia
FY 2023 THUD
Amendment #1

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**AMENDMENT TO TRANSPORTATION AND HUD
APPROPRIATIONS BILL
OFFERED BY MR. GARCIA OF CALIFORNIA**

At the end of title IV of the bill, add the following:

1 SEC. _____. None of the funds appropriated or oth-
2 erwise made available under this Act or any other Act may
3 be provided to the State of California for a high-speed rail
4 corridor development project that is the same or substan-
5 tially similar to the project that is the subject of Coopera-
6 tive Agreement No. FR-IISR-0118-12-01-01 entered into
7 between the California High-Speed Rail Authority and the
8 Federal Railroad Administration.

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ADOPTED - VV

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DIAZ BALART
AD-1000000000 #1
FY23-TUD

AMENDMENT TO TRANSPORTATION AND HUD
APPROPRIATIONS BILL

OFFERED BY MR. DIAZ-BALART OF FLORIDA

Page 154, strike lines 12 and 13 and insert the following:

- 1 PRESERVATION AND REINVESTMENT INITIATIVE FOR
- 2 COMMUNITY ENHANCEMENT

