

XEROX

DIVISION I — TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND  
RELATED AGENCIES APPROPRIATIONS ACT, 2021

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 116-452 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in this joint explanatory statement. While some language is repeated for emphasis, it is not intended to negate the language referred to above unless expressly provided herein. In cases where the House has directed the submission of a report, such report is to be submitted to both the House and Senate Committees on Appropriations. The Department of Transportation (DOT) and the Department of Housing and Urban Development (HUD) are directed to notify the House and Senate Committees on Appropriations seven days prior to the announcement of a new program, initiative, or authority. Any reprogramming requests must be submitted to the Committees on Appropriations no later than June 30, 2021.

CONGRESSIONAL BUDGET JUSTIFICATIONS

The agreement directs each agency to include within its budget justification a report on all efforts made to address the programmatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

OTHER MATTERS

*Contracting.*—The agreement includes the reporting requirement in House Report 116-452, except that such report is to be submitted no later than 180 days after the enactment of this Act.

*Education safety using local media.*—The agreement encourages the National Highway Traffic Safety Administration (NHTSA) to conduct outreach to the driving public through advertising initiatives to support life-saving messages to be delivered to local communities. NHTSA should focus media and education content about driving automation on both driver responsibility to understand how to safely use the new assistance features and measures implemented by vehicle manufacturers to help drivers use them as intended.

*Federal Law Enforcement.*—The agreement notes that the explanatory statement accompanying the Commerce, Justice, Science, and Related Agencies Appropriations Act, 2021 directs the Attorney General to ensure implementation of evidence-based training programs on de-escalation and the use-of-force, as well as on police-community relations, that are broadly applicable and scalable to all Federal law enforcement agencies. The agreement further notes that several agencies funded by this Act employ Federal law enforcement officers and are Federal Law Enforcement Training Centers partner organizations. The agreement directs such agencies to consult with the Attorney General regarding the implementation of these programs for their law enforcement officers. The agreement further directs such agencies to brief the Committees on Appropriations on their efforts relating to such implementation no later than 90 days after consultation with the Attorney General. In addition, the agreement directs such agencies, to the extent that they are not already participating, to consult with the Attorney General and the Director of the FBI regarding participation in the National Use-of-Force Data Collection. The agreement further directs such agencies to brief the Committees on Appropriations, no later than 90 days after enactment of this Act, on their current efforts to so participate.

#### TRANSPARENCY REQUIREMENT

*Transparency in advertising.*—The agreement directs the Departments and agencies funded by this Act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exemptions for safety or conflicts with the agency's ability to carry out their statutory authority.

*Stevens amendment.*—The agreement reminds the remaining Department that has not submitted the report requested in fiscal year 2020 to submit the information on the feasibility of complying with the Stevens amendment.

*Agency audits.*—For all contract actions (including awards, renewals, and amendments), departments and agencies provided funding in this Act shall require any accounting firm providing financial auditing or audit remediation services to provide a statement setting forth the details of any disciplinary proceedings occurring within 1 year of the projected performance period related to noncompliance with rules or laws applying to audit services.

## DATA ACT COMPLIANCE

*Digital Accountability and Transparency Act (DATA Act) compliance.*—The agreement expects agencies to prioritize the submission of timely, accurate, quality, and complete financial and award information in accordance with established management guidance, reporting processes, and data standards established under the DATA Act (P.L. 113-101). In addition, the agreement supports continued funding for Chief Data Officer positions, as specified in 44 U.S.C. 3520.

## CYBERSECURITY

The agreement continues to support the ban included in section 889 of Public Law 115–232 that prohibits government agencies from buying certain telecommunications and video surveillance services or equipment.

## TITLE I—DEPARTMENT OF TRANSPORTATION

### OFFICE OF THE SECRETARY

#### SALARIES AND EXPENSES

The bill provides \$126,174,000 for the salaries and expenses of the Office of the Secretary (OST). The agreement provides funding for one additional full-time equivalent in the Office of the Assistant Secretary for Budget and Programs as requested in the budget.

*Surface transportation reauthorization.*—The agreement directs DOT to provide regular updates to Congress on the status of the highway trust fund and to continue working with the appropriate committees to reauthorize surface transportation programs in order to provide long-term stability for states.

*Governmental and public affairs reorganization.*—The agreement does not include the budget request to reorganize governmental and public affairs operations across the Department by transferring positions from the operating administrations (OAs) to the Office of Public Affairs and Office of Governmental Affairs within OST. DOT may submit a reprogramming request through section 405 of this Act to seek approval from the House and Senate Committees on Appropriations. The reprogramming request must include details on the specific title of the positions to be transferred; a plan on how OAs will continue to communicate and work with Congress, stakeholders, and constituents; the benefits of transferring these positions; and an explanation of how this reorganization will improve transparency, accountability, and modal expertise outside of the OA framework.

*Departmental oversight.*—The agreement directs the Department to abide by both the will and intent of Congress in all funding and policy decisions. DOT is reminded that providing timely and accurate information and technical assistance to the House and Senate Committees on Appropriations is an essential requirement of our Constitutional democracy and is necessary to conduct oversight of Federal resources and execution of Congressional direction. Further, DOT is directed to consult with the House and Senate Committees on Appropriations prior to issuing all notices of funding opportunities.

*Transportation accessibility and mobility.*—Directives associated with the coordinating council on access and mobility and pregnant transit riders in House Report 116-452 are addressed within the Federal Transit Administration (FTA).

*Infrastructure coordinator.*—The agreement commends DOT for designating the Office of International Transportation and Trade (OITT) in OST to lead departmental efforts to coordinate border transportation infrastructure initiatives and projects with Mexico. The agreement directs DOT to expand OITT's work to also include such activities with Canada for the northern border.

*Nationally significant freight and highway (INFRA) projects.*—The agreement does not include the House report directive to include additional information in the Department's annual report on the INFRA program. Instead, within 60 days of announcing fiscal year 2021 INFRA awards, the agreement directs DOT to offer briefings to all applicants that did not receive an award in order to explain the factors that negatively impacted the application and make recommendations for improving the application for future grant rounds. Further, within 60 days of announcing grant awards, DOT is directed to publish on its website a list of all fiscal year 2021 applications received along with the names of the applicant organizations and funding amounts requested.

*Preclearance.*—The Federal Aviation Administration (FAA), the Federal Railroad Administration (FRA), and Amtrak are expected to comply with the U.S.-Canada Agreement on Land, Rail, Marine, and Air Transport Preclearance to facilitate air travel and passenger rail service between United States and Canadian cities. The agreement directs DOT agencies that have a role in implementing preclearance operations on the four specific sites announced by the United States and Canada on March 10, 2016, to facilitate their preclearance facilities development as expeditiously as possible. DOT will coordinate efforts between the FAA, the FRA, and Amtrak. The Department is reminded of the requirement to report on its progress on preclearance and that the House and Senate Committees on Appropriations await this report.

*In-flight sexual misconduct task force.*—The Department is reminded of the requirement to provide an implementation plan to Congress within 180 days of the date that the aviation consumer protection advisory committee provides recommendations to the Secretary. The Department should provide any briefings upon request on implementation of the plan and timing of subsequent rulemaking(s).

*Privacy concerns regarding real-time location data.*—The agreement directs the Department to require recipients of Federal funds, to the extent permitted by law, to submit and make publicly available a privacy policy regarding the collection, use, sharing, and protection of geolocation information. The agreement directs the Department to develop a public resource of best practices for privacy positive approaches for geolocation data in transportation.

*Implementation of National Transportation Safety Board (NTSB) recommendations.*—The agreement directs DOT to continue to provide a regulatory status of each recommendation on the NTSB’s “most wanted list”, as required by 49 U.S.C. 1135(e).

*Freight.*—The Department should support projects that improve marine highways and inland waterways, and in furthering this objective the Department should evaluate potential options for Congress to modify existing transportation programs, such as the national highway freight program, to allow for improvements to inland waterways. The Department should report on its findings and recommendations to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, and the Senate Committee on Commerce, Science and Transportation within 180 days of enactment of this Act.

#### RESEARCH AND TECHNOLOGY

The bill provides \$22,800,000 for research and technology, of which \$16,485,000 shall remain available until expended.

*Highly automated systems safety center of excellence (HASS COE).*—The agreement provides \$3,000,000 for the HASS COE established by section 105 of title I of division H of P.L. 116-94 and directs the Department to follow the direction included in House Report 116-452 on the HASS COE.

*Positioning, navigation and timing technologies.*—The agreement does not include a specific set-aside of funding as provided in House Report 116-452. Instead, the agreement acknowledges that the Department has six staff positions for this work and encourages the office to fill current vacancies to ensure adequate staffing to fulfill the requirements of this initiative. Further, the agreement directs the Department to brief the House and Senate Committees on Appropriations

on the results of the recent demonstration and the Department's recommendations no later than 30 days after the recommendations have been finalized.

*Recycled plastic materials in transportation.*—The agreement provides \$800,000 for the Secretary to enter into an agreement with the National Academies of Sciences, Engineering, and Medicine to conduct a study through the Transportation Research Board on the use of recycled plastic materials, as directed and enumerated in House Report 116-452. However, the agreement modifies the direction in the House report by limiting the study to recycled plastic materials in asphalt mixtures.

*Emergency planning transportation data initiative.*—The agreement provides \$1,000,000 for an emergency planning transportation data initiative to conduct research and develop models of data integration of geo-located weather and roadway information for emergency and other severe weather conditions to improve public safety, emergency evacuation, and response capabilities.

*Shared-use mobility.*—The agreement provides \$2,970,000 for the complete trips program and the Secretary is encouraged to partner with universities, with expertise in mobility challenges, to increase mobility to disadvantaged groups, particularly in rural areas.

*Autonomous vehicle research in rural areas.*—The agreement encourages the Department to work with universities and rural communities to address the additional challenges of bringing the benefits of autonomous vehicles to rural Americans.

*Coordination of DOT research.*—The agreement encourages the Office of the Assistant Secretary for Research and Technology to work collaboratively and in coordination with the impacted modes across the Department to prevent duplication and ensure Federal research investments are optimized.

*Small business innovation research (SBIR).*—The agreement directs the Department to place an increased focus on making SBIR awards to firms with fewer than 50 people.

*Resilient infrastructure.*—The agreement directs the Department to expand its technical assistance and trainings to help state DOTs, local governments, and tribal governments develop reliable indicators of vulnerability and actionable mitigation measures in all phases of transportation planning, asset management, project-specific planning and development, and

operations toward improving resiliency and reducing lifecycle costs. The Department is directed to prioritize research and demonstrations of new and proven technologies that could make our infrastructure systems more resilient. The agreement provides \$1,000,000 for these technical assistance, training, research and development efforts.

NATIONAL INFRASTRUCTURE INVESTMENTS  
(INCLUDING TRANSFER OF FUNDS)

The bill provides \$1,000,000,000 for national infrastructure investments, to remain available until September 30, 2024. Of the total amount, not more than \$30,000,000 is for planning grants, of which not less than \$10,000,000 is for areas of persistent poverty. The bill allows the Secretary to increase the Federal cost-share above 80 percent for awards in rural and persistent poverty areas. The agreement does not include direction in the House report to achieve a more equitable distribution of fiscal year 2021 funding to transportation modes which have been underfunded in recent fiscal years, but does continue to make these projects eligible for awards. The bill directs the Secretary to take such measures so as to ensure investment in a variety of transportation modes. The agreement reiterates to the Department and potential applicants that this competitive grant program supports a broad variety of transportation projects including, but not limited to, highway, bridge, or road projects; public transportation projects; passenger and freight rail projects, including high speed passenger rail; port infrastructure improvement projects; intermodal projects, including commercial, transit, and intermodal parking garages; bicycle and pedestrian projects; and multimodal infrastructure projects, including infrastructure reuse projects and projects that improve transportation safety and efficiency at ports, piers, and parks.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

The bill provides \$5,000,000 for the National Surface Transportation and Innovative Finance Bureau, to remain available until expended.



*Build America implementation plan.*—The Department is reminded of the requirement to compile an implementation plan for how it plans to meet its objectives as required under 49 U.S.C. 116(d)(5).

*Financing for transportation oriented development (TOD).*—The agreement directs the Secretary to encourage the use of the Department’s financing programs for TOD, where eligible, by issuing clear guidance and working with applicants to ensure projects meet the congressional intent of eligibility within 60 days of enactment of this Act.

#### RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The bill authorizes the Secretary to issue direct loans and loan guarantees pursuant to sections 501 through 504 of P.L. 94-210.

*RRIF credit risk premium (CRP).*—The agreement directs DOT to expedite repayments for cohorts that have satisfied the terms of their loan agreements, and to diligently oversee the remaining cohort that has outstanding loans to ensure borrowers who have repaid their loans are able to receive their CRP once all loans have been satisfied.

#### FINANCIAL MANAGEMENT CAPITAL

The bill provides \$2,000,000 for the financial management capital program, to remain available until September 30, 2022.

#### CYBER SECURITY INITIATIVES

The bill provides \$22,000,000 for the departmental cyber security initiatives, to remain available until September 30, 2022.

OFFICE OF CIVIL RIGHTS

The bill provides \$9,600,000 for the Office of Civil Rights.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT  
(INCLUDING TRANSFER OF FUNDS)

The bill provides \$9,350,000 for planning, research, and development activities, to remain available until expended, of which \$1,000,000 is for the interagency infrastructure permitting improvement center.

*Non-traditional and emerging transportation technology council.*—The Department is reminded of the December 20, 2020 reporting deadline to provide findings and recommendations from the study on new and emerging cross-modal transportation technologies, including hyperloop technology, required by P.L. 116-94. The Department is directed to brief the House and Senate Committees on Appropriations no later than 30 days after the findings and recommendations have been finalized. The agreement does not include funding provided in House Report 116-452, and instead directs the Department to use the \$2,000,000 provided in fiscal year 2020 to complete the study, conduct research on the safety and regulatory needs of such technologies, and provide technical assistance to local and state governments.

WORKING CAPITAL FUND  
(INCLUDING TRANSFER OF FUNDS)

The bill limits expenditures for working capital fund activities to \$319,793,000. The limitation allows the Department to complete the migration of commodity information technology (IT) to the working capital fund, and, if needed, the migration of personnel associated with commodity IT. Permission to expand activities to human capital and non-commodity IT activities is denied.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

The bill provides \$4,714,000 for small and disadvantaged business utilization and outreach, to remain available until September 30, 2022.

*Disadvantaged business report.*—The agreement directs the Secretary to perform a study on the disadvantaged business enterprise (DBE) program to determine whether states are meeting the 10 percent DBE usage required by current law. The report should also include data on what percentage of DOT funds go to DBEs in each state.

PAYMENTS TO AIR CARRIERS  
(AIRPORT AND AIRWAY TRUST FUND)

The bill provides \$141,724,000 for payments to air carriers, to remain available until expended. The Secretary is expected to continue to issue all waivers in fiscal year 2021 where required under current law.

TRANSPORTATION DEMONSTRATION PROGRAM

The bill provides \$100,000,000 for the transportation demonstration program, to remain available until expended. The agreement directs the Department to establish a demonstration program that provides grant funding to entities that are well-positioned to augment existing intermodal and multimodal assets in close proximity with capital investments that strengthen the infrastructure connections. Such grant funding should seek to eliminate artificial barriers and fill gaps that exist within current grant programs. The Department is expected to facilitate capital investments that seek to capitalize on and streamline connections between aviation, maritime, rail, and highway infrastructure and generate efficiencies in inventory and supply chain management.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION  
(INCLUDING RESCISSIONS)

Section 101 prohibits funds available to the Department of Transportation from being obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the operating administrations, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for congressional notification.

Section 102 requires the Secretary of Transportation to post on the internet a schedule of all council on credit and finance meetings, agendas, and meeting minutes.

Section 103 allows the Department of Transportation's working capital fund to provide payments in advance to vendors for the Federal transit pass fringe benefit program, and to provide full or partial payments to, and to accept reimbursements from, Federal agencies for transit benefit distribution services.

Section 104 allows the Department of Transportation's working capital fund to use certain recoveries from the transit benefit program to improve the administration of that program.

Section 105 extends the period of availability for grants made available in Public Law 116-6.

Section 106 requires approval from the Assistant Secretary for Administration for retention or senior executive bonuses for all DOT employees.

Section 107 requires the Department of Transportation's working capital fund to transfer equipment into the working capital fund and collect replacement reserve for the equipment equal to the useful life and estimated replacement cost of such equipment.

Section 108 requires congressional notification before the Department provides credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

## FEDERAL AVIATION ADMINISTRATION

### OPERATIONS

#### (AIRPORT AND AIRWAY TRUST FUND)

The agreement provides \$11,001,500,000 for the operations of the Federal Aviation Administration (FAA), to remain available until September 30, 2022. Of the total amount provided, \$10,519,000,000 is to be derived from the airport and airway trust fund. Funds are distributed in the bill by budget activity. The agreement includes sufficient funding to support 40,247 positions.

*Aviation safety.*—Within aviation safety, the agreement includes an increase of \$5,000,000 and 25 positions above the request for a total of 75 new positions. The agreement expects the FAA to meet these staffing levels by continuing to use direct hire authority, and by providing permanent change of station benefits and sign-on bonuses to increase staffing for aviation safety. The agreement recognizes this is an initial investment on a multi-year hiring strategy to address the workforce demands of this office and directs the FAA to report to the House and Senate Committees on Appropriations on the workforce analysis that is currently underway pursuant to the Joint Authorities Technical Review recommendations, which shall also include an analysis of the technical skills and qualifications necessary to fulfill the demands of a more robust and qualified workforce to meet the FAA’s safety and certification mission. In addition, the FAA should provide quarterly staffing data, including hiring and separations, by program office for all positions funded by this Act to the House and Senate Committees on Appropriations.

*Human intervention motivational study (HIMS) program and the flight attendant drug and alcohol program (FADAP).*—The agreement supports these programs and up to \$1,000,000 shall be for the Secretary to complete the study required by section 554 of the FAA Reauthorization Act of 2018 (Public Law 115–254).

The following table compares the bill to the levels proposed in the budget request by activity:

	Budget Request	Bill
Aviation Safety	1,474,039,000	1,479,039,000
Air Traffic Organization	8,210,821,000	8,205,821,000
Commercial Space Transportation	27,555,000	27,555,000
Finance and management	836,141,000	836,141,000
NextGen and operations planning	62,862,000	62,862,000
Security and Hazardous Materials Safety	124,928,000	124,928,000
Staff offices	265,154,000	265,154,000

Total	11,001,500,000	11,001,500,000
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*Workforce diversity.*— Of the amount provided for staff offices, the agreement includes up to \$5,000,000, but not less than \$3,500,000, for the minority serving institutions internship program for the cost of the stipend, travel, orientations, workshops, field trips, mentoring, coaching, program administration, and program evaluation.

*Contract towers.*—The agreement directs the FAA to provide flexibility to contract towers at small-hub airports with unique terrain and winter weather challenges so they include a minimum of two controllers during all regularly scheduled commercial flights, where permissible under current law.

*Disease prevention.*—The agreement directs the FAA to inform the House and Senate Appropriations Committees if resources, new legislative authority, or clarifying existing legislative authority is needed to fill the void in leadership with regard to contact tracing to identify aviation passengers possibly exposed to communicable diseases, the use of masks for aviation passengers and crewmembers, policies for social distancing and seating arrangements on aircraft, and recirculation of communicable diseases in airliner cabins.

*Unfinished rulemakings.*—The agreement directs the FAA to report on unfinished rulemakings related to the safety of foreign repair stations and flight attendant rest requirements 30 days after enactment of this Act.

*Organization designation authorization (ODA) office.*—The agreement approves the proposal in the budget request for an ODA Office that reports directly to the Associate Administrator for Aviation Safety, and requires the FAA to provide the following information to the House and Senate Committees on Appropriations not less than 30 days after enactment: (1) a timeline of actions taken since March 2019 to operationalize the ODA office; (2) a copy of the office’s functional statement, organization chart, implementation plan, staffing and resource plan, and performance goals; (3) and a description and diagram of the office’s roles, responsibilities, and relationship with respect to existing FAA offices and Federal agencies.

*Safety management system (SMS).*—The agreement expects the FAA to prioritize issuing a rulemaking requiring design and production approval holders for aviation products to establish a SMS.

*FAA public hearing.*—With regard to the proposed modifications to the Condor 1 and Condor 2 military operating areas, the agreement encourages the FAA to continue working with its partner agencies by holding a public hearing with representatives from the relevant Federal agencies in western Maine upon completion of the Air National Guard’s environmental impact statement and the record of decision. The agreement directs the FAA to report to the House and Senate Committees on Appropriations prior to the issuance of a record of decision regarding the modification of the Condor 1 and Condor 2 military operations areas that includes a summary of any public meeting and hearing and a list of the comments, questions, and responses presented at these meetings and hearings.

*Landing strips.*—The agreement directs the FAA to assist Federal land managers, including, but not limited to, the Bureau of Land Management, United States Forest Service, and National Park Service, in charting backcountry landing strips located on Federal lands that are and may be useful for administrative, recreational, and emergency purposes.

*Contracting.*—The FAA should complete necessary actions to implement recommendations from the Office of Inspector General (OIG) report on the FAA’s competitive award practices for its major program contracts by December 31, 2020.

*Veterans’ pilot training grant program.*—The agreement directs the FAA to continue the administrative requirements for implementation of this program and provides up to \$5,000,000 for this purpose.

*Commercial space.*—The agreement directs the FAA to evaluate the transmission of real time hazards areas into en route automation modernization, and to report to the House and Senate Committees on Appropriations once an investment decision is reached. The agreement urges the FAA to continue taking all necessary steps permissible under current law to prepare for the regulation of occupant safety in commercial human spaceflight activities. The exponential rise of non-geostationary satellites, particularly those in low earth orbit, poses an increased risk due to reentering debris, and the agreement directs the FAA to provide a report to the House and Senate Committees on Appropriations within 270 days of enactment of this Act assessing how the FAA launch and reentry licensing process can be leveraged to address this risk.

*Unmanned aircraft systems (UAS) test sites.*—The agreement includes \$6,000,000 for matching funds to commercial entities that contract with a FAA designated UAS test site to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS into the national airspace system.

*UAS public awareness.*—The agreement includes up to \$1,000,000 for the existing “Know Before You Fly” initiative.

*UAS integration pilot program (IPP).*—The agreement directs the FAA to continue its relationships with participants from the IPP in order to better inform the FAA’s ongoing work on UAS.

*Beyond visual line of sight (BVLOS).*—The FAA shall report to the House and Senate Committees on Appropriations within 90 days of enactment of this Act on how it plans to address a number of complex safety concerns prior to allowing for BVLOS operations, including safe distance separation, right-of-way, reliability standards for sensors, and the associated data sources and data fidelity for flight planning, terrain avoidance, object avoidance, collision avoidance, and how current onboard detect and avoid technology manufacturers and users are addressing these challenges.

*Small UAS procurement.*—For any acquisition of small UAS using funds provided by the FAA, including those to Federal grant recipients, the FAA should require certifications of review of the Department of Homeland Security (DHS) industry alert, and any subsequent and relevant UAS guidance, and completion of a risk assessment that considers the proposed use of the foreign-made UAS. The FAA is directed to regularly brief the House and Senate Committees on Appropriations, on an as needed basis, on any security risks or challenges identified by the agency from any small UAS or UAS components.

*Urban air mobility and electric vertical take-off and landing workforce preparedness study.*—The agreement directs the GAO to study the workforce needs in aerospace manufacturing, pilots, electric charging, and aircraft maintenance and to report on its findings to the House and Senate Committees on Appropriations within 1 year of enactment of this Act. The GAO should consult with representatives of aircraft manufacturers, aircraft operators, companies developing innovative technological solutions to manage air traffic, airports, the tourism



industry, the business travel industry, electricity providers and utilities, and State and local governments.

*General aviation safety.*—The agreement includes up to \$1,500,000 for the FAA to work with stakeholders in Alaska, including universities with expertise in aviation safety, on general aviation safety research, safety courses development and delivery, and training. The FAA should also consider establishing a working group, as recommended by the NTSB, if warranted.

*Helicopter safety NTSB recommendations.*—The FAA should consider requiring principal operations inspectors to have experience with helicopter air ambulance (HAA) operations or receive additional training on HAA operations and oversight. The FAA should also review the flight risk assessments for all HAA operators for compliance with relevant regulations and advisory circulars.

Not later than 180 days after enactment of this Act, the FAA shall submit a report to the House and Senate Committees on Appropriations detailing the net passenger and public safety benefits of terrain awareness and warning systems on all commercial helicopters, as well as any challenges with implementing such a mandate. In addition, not later than 180 days after the date of the enactment of this Act, the Administrator of the FAA shall provide a status update on the issuance of new or revised regulations implementing NTSB recommendations A-06-017, A-06-18, and A-06-019.

*Helicopter safety low-altitude navigation.*—The agreement includes \$5,000,000 for the FAA to continue efforts initiated in fiscal year 2019 to improve helicopter safety and directs the FAA to brief the House and Senate Committees on Appropriations within 120 days of enactment of this Act on an execution strategy, including program structure, phased plan, schedule with milestones, deliverables, and barriers to completion for the helicopter safety funds included in this agreement, as well as those provided in fiscal years 2019 and 2020.

*FAA organization chart.*—The agreement directs the FAA to submit to the House and Senate Committees on Appropriations current, accurate, and detailed organizational charts for each office not later than March 31, 2021.

FACILITIES AND EQUIPMENT  
(AIRPORT AND AIRWAY TRUST FUND)

The agreement provides \$3,015,000,000 for facilities and equipment. Of the total amount available, \$545,000,000 is available until September 30, 2022; \$2,330,400,000 is available until September 30, 2023; and \$139,600,000 is available until expended. The FAA is expected to make sound investment decisions and report to the House and Senate Committees on Appropriations on any major cost overruns or delays.

The following table provides details by activity compared to the budget request:

Facilities and Equipment	Budget Request	Agreement
Activity 1 - Engineering, Development, Test and Evaluation		
Advanced Technology Development and Prototyping	26,600,000	26,600,000
William J. Hughes Technical Center Laboratory Sustainment	16,900,000	16,900,000
William J. Hughes Technical Center Infrastructure Sustainment	10,000,000	10,000,000
NextGen - Separation Management Portfolio	21,200,000	21,200,000
NextGen - Traffic Flow Management Portfolio	8,000,000	8,000,000
NextGen - On Demand NAS Portfolio	10,500,000	10,500,000
NextGen - NAS Infrastructure Portfolio	15,000,000	15,000,000
NextGen Support Portfolio	8,400,000	8,400,000
NextGen - Unmanned Aircraft Systems (UAS)	22,000,000	22,000,000
NextGen - Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	15,000,000	19,000,000

Total, Activity 1	153,600,000	157,600,000
Activity 2 - Air Traffic Control Facilities and Equipment		
a. En Route Programs		
En Route Automation Modernization (ERAM) - System Enhancements and Technology Refresh	66,900,000	66,900,000
En Route Communications Gateway (ECG)	2,350,000	2,350,000
Next Generation Weather Radar (NEXRAD)	3,600,000	3,600,000
Air Route Traffic Control Center (ARTCC) & Combined Control Facility (CCF) Building Improvements	101,200,000	101,200,000
Air/Ground Communications Infrastructure	7,850,000	7,850,000
Air Traffic Control En Route Radar Facilities Improvements	7,500,000	7,500,000
Oceanic Automation System	9,150,000	9,150,000
Next Generation Very High Frequency Air/Ground Communications (NEXCOM)	40,000,000	60,000,000
System-Wide Information Management	31,050,000	31,050,000
ADS -B NAS Wide Implementation	170,000,000	180,000,000
Windshear Detection Service	2,500,000	2,500,000
Air Traffic Management Implementation Portfolio	56,000,000	17,200,000
Time Based Flow Management Portfolio	16,250,000	20,000,000
NextGen Weather Processor	24,300,000	24,300,000

Airborne Collision Avoidance System X (ACAS-X)	5,100,000	5,100,000
Data Communications in Support of NextGen Air Transportation System	99,800,000	110,000,000
Reduced Oceanic Separation	10,450,000	15,450,000
En Route Service Improvements	2,000,000	2,000,000
Commercial Space Integration	11,000,000	11,000,000
Subtotal, En Route Programs	667,000,000	677,150,000
b. Terminal Programs		
Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	74,900,000	74,900,000
Terminal Automation Program	3,900,000	3,900,000
Terminal Air Traffic Control Facilities - Replace	55,000,000	55,000,000
Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Facilities - Improve	84,600,000	84,600,000
NAS Facilities OSHA and Environmental Standards Compliance	28,900,000	28,900,000
Integrated Display System (IDS)	30,000,000	30,000,000
Terminal Flight Data Manager (TFDM)	79,050,000	79,050,000
Performance Based Navigation Support Portfolio	8,000,000	8,000,000
Unmanned Aircraft Systems (UAS) Implementation	26,600,000	26,600,000
Airport Ground Surveillance Portfolio	30,350,000	27,350,000

Terminal and EnRoute Surveillance Portfolio	78,600,000	78,600,000
Terminal and EnRoute Voice Switch and Recorder Portfolio	43,400,000	37,750,000
Enterprise Information Platform	10,500,000	10,000,000
Subtotal, Terminal Programs	553,800,000	544,650,000
c. Flight Service Programs		
Aviation Surface Observation System (ASOS)	5,000,000	5,000,000
Future Flight Services Program (FFSP)	17,800,000	17,800,000
Alaska Flight Service Facility Modernization (AFSFM)	2,650,000	2,650,000
Juneau Airport Wind System (JAWS) - Technology Refresh	1,000,000	1,000,000
Weather Camera Program	-	2,000,000
Subtotal, Flight Service Programs	26,450,000	28,450,000
d. Landing and Navigational Aids Program		
Very High Frequency (VHF) Omnidirectional Radio Range (VOR) Minimum Operating Network (MON)	19,000,000	19,000,000
Instrument Landing System (ILS)	-	10,000,000
Wide Area Augmentation System (WAAS) for GPS	83,900,000	83,900,000
Runway Safety Areas - Navigational Mitigation	1,800,000	1,800,000

Landing and Lighting Portfolio	68,950,000	64,930,000
Distance Measuring Equipment (DME), Very High Frequency (VHF) Omni-Directional Range (VOR), Tactical Air Navigation (TACAN) (DVT) Sustainment Portfolio	10,000,000	10,000,000
Subtotal, Landing and Navigational Aids Programs	183,650,000	189,630,000
e. Other ATC Facilities Programs		
Fuel Storage Tank Replacement and Management	32,400,000	32,400,000
Unstaffed Infrastructure Sustainment	60,200,000	60,200,000
Aircraft Replacement and Related Equipment Program	36,100,000	36,100,000
Airport Cable Loop Systems - Sustained Support	9,000,000	9,000,000
Alaskan Satellite Telecommunications Infrastructure (ASTI)	1,000,000	1,000,000
Facilities Decommissioning	4,800,000	4,800,000
Energy Management and Compliance (EMC)	7,400,000	7,400,000
Electrical Power Systems - Sustain/Support	149,400,000	149,400,000
Child Care Center Sustainment	1,000,000	1,000,000
FAA Telecommunications Infrastructure	34,700,000	34,700,000
Operational Analysis and Reporting Systems	15,900,000	15,900,000
Time Division Multiplexing (TDM)-to-Internet Protocol (IP) Migration	11,300,000	26,670,000

Subtotal, Other ATC Facilities Programs	363,200,000	378,570,000
Total, Activity 2	1,794,100,000	1,818,450,000
Activity 3 - Non-Air Traffic Control Facilities and Equipment		
a. Support Equipment		
Hazardous Materials Management	27,500,000	26,000,000
Aviation Safety Analysis System (ASAS)	23,500,000	23,500,000
National Air Space (NAS) Recovery Communications (RCOM)	12,000,000	12,000,000
Facility Security Risk Management	24,400,000	22,000,000
Information Security	18,500,000	18,500,000
System Approach for Safety Oversight (SASO)	29,200,000	29,200,000
Aviation Safety Knowledge Management Environment (ASKME)	9,700,000	9,700,000
Aerospace Medical Equipment Needs (AMEN)	28,300,000	26,800,000
NextGen - System Safety Management Portfolio	21,500,000	21,500,000
National Test Equipment Program (NTEP)	3,000,000	3,000,000
Mobile Assets Management Program	2,500,000	2,500,000
Aerospace Medicine Safety Information Systems (AMSIS)	20,200,000	20,200,000
Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)	29,300,000	26,350,000

Subtotal, Support Equipment	249,600,000	241,250,000
b. Training, Equipment and Facilities		
Aeronautical Center Infrastructure Modernization	14,000,000	14,000,000
Distance Learning	1,000,000	1,000,000
Subtotal, Training, Equipment and Facilities	15,000,000	15,000,000
Total, Activity 3	264,600,000	256,250,000
Activity 4 - Facilities and Equipment Mission Support		
System Engineering and Development Support	39,100,000	39,100,000
Program Support Leases	48,000,000	48,000,000
Logistics and Acquisition Support Services	12,000,000	12,000,000
Mike Monroney Aeronautical Center Leases	21,100,000	21,100,000
Transition Engineering Support	17,000,000	17,000,000
Technical Support Services Contract (TSSC)	28,000,000	28,000,000
Resource Tracking Program (RTP)	8,000,000	8,000,000
Center for Advanced Aviation System Development (CAASD)	57,000,000	57,000,000
Aeronautical Information Management Program	7,500,000	7,500,000



Total, Activity 4	237,700,000	237,700,000
Activity 5 - Personnel and Related Expenses		
Personnel and Related Expenses	550,000,000	545,000,000
Total, All Activities	3,000,000,000	3,015,000,000

*NextGen—separation management portfolio.*—The agreement includes \$21,200,000. The FAA should evaluate the human factors and technical approach of the multi-platform ATC re-hosting solution (MARS) platform.

*Enterprise, concept development, human factors, and demonstration portfolio.*—The agreement includes not less than \$6,000,000 and up to \$9,000,000 to continue the implementation of the remote tower pilot program authorized in section 161 of the FAA Reauthorization Act of 2018 (Public Law 115–254). The FAA is directed to equitably distribute resources to assess and certify these systems between each remote tower location and to support the inclusion of additional remote towers to the pilot program as appropriate.

*Terminal air traffic control facilities—replace.*—The agreement directs the FAA to work to address aging and antiquated air traffic control facilities that it leases from airport authorities to ensure they are fully compliant with current building codes consistent with being occupied by air traffic controllers, and directs the FAA to consider creative financing options and to include consideration of long-term cost recovery leases, when conditions warrant the construction of new air traffic control towers.

*Terminal and en route surveillance portfolio.*—The agreement includes \$78,600,000, including \$3,100,000 for airport surveillance radar (ASR)–8 sustainment, and directs the FAA to work to address airports concerns with existing ASR–8 radar systems interference with surrounding topography and local economic development, and to incorporate the potential needs for radar relocation into its ongoing ASR–8 technology refresh program.

*Instrument landing systems (ILS).*—The agreement includes \$10,000,000 for the procurement and installation of ILS services. The agreement directs the FAA to accelerate the installation and commissioning of ILS systems, utilizing established contractors to augment FAA resources, if necessary.

*Time division multiplexing (TDM) to internet protocol (IP) migration.*—The FAA must invest in new broadband/carrier ethernet technology where cost-effective and available to replace low speed TDM service in order to sustain NAS operations. In addition, the FAA must modernize its systems to utilize IP technology to take advantage of a modern broadband/carrier ethernet based network and reduce dependence on TDM technology.

*Central Appalachia.*—The agreement requests FAA to review air navigation needs in Central Appalachia and the potential benefits of transponder landing system (TLS), or similar technologies to enhance safety and efficiency in the region. FAA is instructed to brief the House and Senate Committees on Appropriations on the potential solutions no later than 90 days after enactment of this Act.

RESEARCH, ENGINEERING, AND DEVELOPMENT  
(AIRPORT AND AIRWAY TRUST FUND)

The agreement provides \$198,000,000 for the FAA’s research, engineering, and development activities, to remain available until September 30, 2023.

The following table provides details by program compared to the budget request:

Research, Engineering, and Development	Budget Request	Agreement
Program		
Safety:		
Fire Research and Safety	7,136,000	7,136,000
Propulsion and Fuel Systems	4,215,000	4,215,000
Advanced Materials/Structural Safety	1,003,000	14,720,000

Aircraft Icing/Digital System Safety/Aircraft Cyber	6,426,000	6,426,000
Continued Air Worthiness	9,642,000	11,269,000
Aircraft Catastrophic Failure Prevention Research	0	1,565,000
Flightdeck/Maintenance/System Integration Human Factors	7,469,000	7,469,000
System Safety Management/Terminal Area Safety	5,485,000	5,485,000
Air Traffic Control Technical Operations Human Factors	5,685,000	5,685,000
Aeromedical Research	10,235,000	10,235,000
Weather Program	6,236,000	6,236,000
Unmanned Aircraft Systems Research	24,035,000	24,035,000
Alternative Fuels for General Aviation	2,524,000	2,524,000
Commercial Space Transportation Safety	5,840,000	5,840,000
NextGen - Wake Turbulence	3,698,000	3,698,000
NextGen - Air Ground Integration Human Factors	6,757,000	6,000,000
NextGen - Weather Technology in the Cockpit	1,982,000	1,982,000
Information/Cyber Security	4,769,000	4,769,000
NextGen-Flight Deck Data Exchange Requirements	1,000,000	1,000,000
Other:		
Environment and Energy	17,911,000	20,303,500
NextGen Environmental Research Aircraft Technologies and Fuels	27,009,000	31,464,500
System Planning and Resource Management	8,022,000	13,022,000
William J. Hughes Technical Center Laboratory Facilities	2,921,000	2,921,000
Total	170,000,000	198,000,000

*UAS research.*—The agreement includes \$24,035,000 for UAS research. Of this amount: (1) \$12,035,000 is directed to support the expanded role of the UAS center of excellence (COE) in areas of UAS research, including cybersecurity, agricultural applications, beyond visual line of sight technology, studies of advanced composites and other non-metallic engineering materials not common to manned aircraft but utilized in UAS, the STEM program, and to continue efforts with the UAS safety research facility at the Center to study appropriate safety standards for UAS

and to develop and validate certification standards for such systems; (2) \$2,000,000 is for the Center's role in transportation disaster preparedness and response, partnering with institutions that have demonstrated experience in damage assessment, collaboration with state transportation agencies, and applied UAS field testing; and (3) \$10,000,000 is to support UAS research activities at the FAA technical center and other FAA facilities.

*Environmental sustainability.*—The agreement provides \$20,303,000 for Environment and Energy, of which up to \$3,000,000 is additional funding for the FAA to analyze noise at a national level using existing public health surveillance datasets and to conduct field studies in the U.S. The agreement provides \$31,465,000 for NextGen Environmental Research Aircraft Technologies and Fuels, of which up to \$3,000,000 is additional funding to support the continuous lower energy, emissions and noise (CLEEN) program and \$15,000,000 is for the center of excellence. The agreement directs the FAA to continue to provide resources to certify fuels for safe use in commercial aviation and their inclusion for meeting compliance obligations under CORSIA, and encourages utilization of the aviation sustainability center (ASCENT) researchers to address the entire sustainable aviation fuels supply chain to identify and enable industry to overcome key barriers to entry such as fuel costs.

*Advanced materials/structural safety.*—The agreement includes \$14,720,000 for advanced materials/structural safety, of which: (1) \$6,000,000 is to advance the use of these new additive materials (both metallic and non-metallic based additive processes) in the commercial aviation industry; (2) \$4,000,000 is to advance the use of fiber reinforced composite materials in the commercial aviation industry through the FAA Joint Advanced Materials and Structures Center of Excellence; and (3) \$2,000,000 is for the FAA to continue its work with existing public-private partnerships that provide leading-edge research, development, and testing of composite materials and structures.

*Community and technical college centers of excellence (COE) in small UAS technology training program.*—The FAA should continue working with the UAS collegiate training initiative (CTI) schools and the consortium for small unmanned aircraft system technology training to develop additional benefits and opportunities for engagement as both programs are developed. The FAA should use available funds to assist designated UAS CTIs and include any funding needs permissible under current law for this program in future budget justifications.

GRANTS-IN-AID FOR AIRPORTS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(LIMITATION ON OBLIGATIONS)  
(AIRPORT AND AIRWAY TRUST FUND)  
(INCLUDING TRANSFER OF FUNDS)

The agreement provides an obligation limitation of \$3,350,000,000 and a liquidating cash appropriation of \$3,350,000,000, to remain available until expended. Within the obligation limitation, the agreement provides not more than \$119,402,000 for administrative expenses, no less than \$15,000,000 for the airport cooperative research program, not less than \$40,666,000 for airport technology research, and \$10,000,000 for the small community air service development program.

*Automated weather-observing system (AWOS) equipment.*—The FAA should waive the requirement for a positive cost-benefit ratio for AWOS equipment for airports located in a county with a population of 50 or fewer persons per square mile based on the most recent decennial census. Furthermore, for such projects at public use airports that would have a material impact on the safety of operations at that airport, the FAA should not require the completion of a cost-benefit analysis as long as that project is funded using non-primary entitlement funding and no additional discretionary funding from the FAA.

*Airport technology.*—The agreement includes not less than \$40,666,000 for airport technology research. Of this amount, \$6,000,000 is for the airfield pavement technology program authorized under section 744 of Public Law 115–254, of which \$3,000,000 is for concrete pavement research and \$3,000,000 is for asphalt pavement research. The agreement also includes the budget request of \$1,200,000 to support FAA’s role in the urban air mobility program. The agreement also supports the budget request for research efforts related to the replacement of perfluoroalkyl or polyfluoroalkyl substances and directs the FAA to brief the House and Senate Committee on Appropriations on the testing and development of new firefighting performance requirements for the use of compressed air foam system technology in aircraft rescue and firefighting.

*Policy and procedure concerning the use of airport revenue.*—Given the utility of sales tax measures to address local transportation needs and reduce the burden on Federal spending, the

Secretary is directed to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their enactment.

*Airport improvement program (AIP) formula.*—The agreement directs the FAA to consider the full range of flight activities (such as flight training, air cargo, emergency response, pilot training, etc.) and associated metrics when considering AIP discretionary grants.

*Burdensome regulations.*—The FAA should identify opportunities to eliminate unnecessary regulations and streamline burdensome regulations and identify areas where more autonomy can be given to local jurisdictions with a better understanding of needs and challenges in building and maintaining infrastructure.

*Boarding bridges.*—The agreement continues to direct the FAA to consult with the U.S. Trade Representative (USTR) and the U.S. Attorney General to develop, to the extent practicable, a list of entities that: (1) are a foreign State-owned enterprise that is identified by the USTR in the report required by subsection (a)(1) of section 182 of the Trade Act of 1974 (Public Law 93–618) and subject to monitoring by the USTR under section 306 of the Trade Act of 1974; and (2) have been determined by a Federal court, after exhausting all appeals, to have misappropriated intellectual property or trade secrets from an entity organized under the laws of the United States or any jurisdiction within the United States. The FAA shall make such list available to the public and work with the USTR, to the extent practicable, to utilize the system for award management database to exclude such entities from being eligible for Federal non-procurement awards. The FAA is expected to notify the Committee of any significant challenges the agency faces in completing these actions.

*National plan of integrated airport systems (NPIAS).*—The agreement directs the FAA to expeditiously review requests for entry into the NPIAS. Public-use airports that meet all applicable criteria and which have had significant and material investment from their local communities should be included in the NPIAS.

## GRANTS-IN-AID FOR AIRPORTS

The agreement provides \$400,000,000 in new budget authority for additional discretionary grants for airport construction projects. The agreement directs the FAA to consult with the House and Senate Committees on Appropriations and allow airports to update or modify any relevant planning documents prior to making any grant awards. The agreement continues to direct the FAA to provide priority consideration for grant applications that complete previously awarded discretionary grant projects, and to provide priority consideration based on project justification and completeness of pre-grant actions.

### ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 allows no more than 600 technical staff-years at the center for advanced aviation systems development.

Section 111 prohibits funds for adopting guidelines or regulations requiring airport sponsors to provide FAA “without cost” building construction or space.

Section 112 allows reimbursement for fees collected and credited under 49 U.S.C. 45303.

Section 113 allows reimbursement of funds for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114 prohibits funds for Sunday premium pay unless work was actually performed on a Sunday.

Section 115 prohibits funds from being used to buy store gift cards with Government issued credit cards.

Section 116 requires the Administrator to block the identifying information of an owner or operator’s aircraft in any flight tracking display to the public upon the request of an owner or operator.

Section 117 prohibits funds for salaries and expenses of more than nine political and Presidential appointees in the FAA.

Section 118 prohibits funds to increase fees under 49 U.S.C. 44721 until the FAA provides a report to the House and Senate Committees on Appropriations that justifies all fees related to aeronautical navigation products and explains how such fees are consistent with Executive

Order No. 13642.

Section 119 requires the FAA to notify the House and Senate Committees on Appropriations at least 90 days before closing a regional operations center or reducing the services provided.

Section 119A prohibits funds from being used to change weight restrictions or prior permission rules at Teterboro Airport in New Jersey.

Section 119B prohibits funds from being used to withhold from consideration and approval certain application for participation in the contract tower program, or for certain reevaluations of cost-share program participation.

Section 119C prohibits funds from being used to open, close, redesignate, or reorganize a regional office, the aeronautical center, or the technical center subject to the normal reprogramming requirements outlined under section 405 of this Act.

FEDERAL HIGHWAY ADMINISTRATION  
LIMITATION ON ADMINISTRATIVE EXPENSES  
(HIGHWAY TRUST FUND)  
(INCLUDING TRANSFER OF FUNDS)

The bill limits obligations for the administrative expenses of the Federal Highway Administration (FHWA) to \$475,649,049. In addition, the bill provides \$3,248,000 for the administrative expenses of the Appalachian Regional Commission (ARC).

FEDERAL-AID HIGHWAYS  
(LIMITATION ON OBLIGATIONS)  
(HIGHWAY TRUST FUND)

The bill limits obligations for the federal-aid highways program to \$46,365,092,000 in fiscal year 2021.

*Advanced digital construction management.*—The Secretary of Transportation is directed to provide \$10,000,000 from within the technology and innovation deployment program for advanced digital construction management systems, consistent with direction and supportive language in the House report.



*Materials for highway construction.*—The agreement directs the FHWA to work with the U.S. Geological Survey to ensure information on and access to efficient and environmentally-friendly aggregates are readily available in order to work with stakeholders to further the use of reclaimed asphalt, concrete materials, and virgin aggregates. The agreement also directs the Department to continue funding projects under the technology and innovation deployment program that use innovative materials including composites, recycled concrete aggregates, and sustainable materials with heightened durability. The agreement continues to encourage the Department to support materials with neutral decisions that do not promote or provide preference for specific building materials.

*Shoreline protections.*—The agreement directs the FHWA to complete the overdue fiscal year 2018 report on cost-effective resiliency recommendations for states, metropolitan planning organizations, and cities, including shoreline protections for existing highways, within 30 days of enactment of this Act. The agreement also directs the FHWA to provide a report to the House and Senate Committees on Appropriations, within one year of enactment of this Act, that details shoreline erosion impacting roadways in Hawaii and the U.S. Territories and to provide technical assistance to such state DOTs as they develop their transportation budgets and priorities.

*Tribal safety data.*—The agreement directs the Department to implement recommendations from FHWA reports entitled “Tribal Government & Transportation Safety Data” issued on May 22, 2017, and “Options for Improving Transportation Safety in Tribal Areas” issued on January 22, 2018, and any other related updates in order to improve transportation safety in tribal areas.

*Timber bridge initiative.*—The agreement continues to urge the Department to collaborate with other Federal agencies for deploying mass timber into highway and bridge systems, as well as inform state and local entities of the advantages of using these materials as they make engineering decisions for Federal-aid projects.

*Automated vehicles (AV) and pavement performance.*—The agreement strongly encourages the FHWA to complete its study on the impacts of AVs on highway infrastructure, as well as the potential needs to be considered in the design of new infrastructure, and to report on its results to the House and Senate Committees on Appropriations.

*Emergency route working group (ERWG).*—The agreement directs the Department to notify the House and Senate Committees on Appropriations of the actions that the Secretary and states

have taken or intend to take to implement the ERWG's recommendations within 120 days of enactment of this Act. As part of this notification, the Secretary is directed to address the recommendation to create interstate compacts in order to increase the efficient movement of emergency response vehicles.

*Buy America.*—The agreement directs the FHWA to review and respond to Buy America waiver requests within 60 days of submission.

*Categorical exclusions.*—The agreement directs the FHWA to work with stakeholders, including state DOTs, to determine how to best minimize the bureaucratic burdens of the qualification process for certain projects as “categorical exclusions”.

*Changeable message signs.*—The agreement directs the FHWA to submit the overdue report on changeable message signs within 30 days of enactment of this Act summarizing joint action with NHTSA regarding coordination with state DOTs on operations for changeable message sign flexibility and combating local emergency priorities, including the reduction of impaired driving. The agreement directs the agencies to work with state DOTs in order to use such signs to support high visibility enforcement campaigns.

*Appalachian Development Highway System (ADHS).*—The agreement directs the FHWA to continue working with the ARC and relevant state DOTs to identify segments of existing, unfinished, and potential corridors and to discuss the justification for expanding the current ADHS mileage cap.

*Manual of uniform traffic control devices (MUTCD).*—The agreement directs the FHWA to provide the House and Senate Committees on Appropriations with a report outlining key changes and safety implications in the forthcoming MUTCD. This information shall also be made available to the public. The agreement also directs FHWA to allow the use of specific service signs for electric vehicle charging stations in the publication of the MUTCD.

*Innovative technologies.*—The agreement urges the FHWA to work with state DOTs to consider the feasibility of utilizing or deploying innovative technologies, including moveable barriers.

*Infrastructure safety.*—The agreement encourages the FHWA to consider pilot programs that allow the testing and review of new technologies that use nondestructive testing to locate and

quantify soil voids behind the pipe wall, as well as provide imaging and photographic documentation of all defects, condition, and location on to-scale pipe maps that allow for subsequent targeted repair or replacement, as appropriate.

*Collaboration with National Park Service.*—The agreement expects the collaboration between the Western Federal Lands Highway Division and the National Park Service to address needs related to the Pretty Rocks Landslide area of the Denali Park Road to continue.

(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(HIGHWAY TRUST FUND)

The bill provides a liquidating cash appropriation of \$47,104,092,000, which is available until expended, to pay the outstanding obligations of the various highway programs at the levels provided in this Act and prior Appropriations acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

The bill provides \$2,000,000,000 from the general fund. Of the total amount, the bill provides \$1,080,000,000 for a bridge replacement and rehabilitation program, \$640,650,000 for surface transportation block grants and infrastructure to support alternative fuel corridors, \$100,000,000 for the ADHS, \$2,700,000 for the Puerto Rico highway program, \$650,000 for the territorial highway program, \$100,000,000 for the nationally significant federal lands and tribal projects program, of which 25 percent shall be set-aside for projects in tribal areas, \$50,000,000 for competitive grants to improve safety at certain highway-railway crossings, \$16,000,000 for the scenic byways program, \$5,000,000 for a program to assist local governments in developing improved infrastructure priorities and financing strategies for projects that are already eligible for TIFIA, and \$5,000,000 for a pilot program to improve the use of technology on the national road network.

*Critical bridge infrastructure.*—The agreement directs the FHWA to proactively work with state and local stakeholders to reduce administrative and regulatory burdens in order to expeditiously advance bridge projects of urgent need in order to minimize impacts on commuters, freight movement, and disadvantaged communities.

*Nationally significant federal lands and tribal projects program.*—The agreement encourages the Department to use amounts set-aside for tribal projects to ensure potentially overlooked high priority projects, particularly needed by smaller tribes, be addressed by this program.

*National road network pilot program.*—The agreement includes \$5,000,000 for the extension of the national road network pilot program. In addition to the direction contained in House Report 116-452, the agreement directs the FHWA to continue the development of unified data specification to be made accessible to state transportation agencies and provide interoperability across state boundaries.

*Scenic byways.*—The agreement directs the FHWA to make new designations under the scenic byways program, as required by the Reviving American Scenic Byways Act of 2019 (Public Law 116-57), prior to issuing a notice of funding opportunity for the scenic byways program. Funding provided for this program should be prioritized for roads in rural areas. The agreement also directs the FHWA to study the economic benefits of scenic byways and make the report publicly available on the FHWA website.

#### ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120 distributes the federal-aid highways program obligation limitation.

Section 121 allows funds received by the Bureau of Transportation Statistics from the sale of data products to be credited to the federal-aid highways account.

Section 122 provides requirements for any waiver of Buy America Act requirements.

Section 123 requires 60-day notification to the House and Senate Committees on Appropriations for any INFRA grants awarded under 23 U.S.C. 117, provided that such notification shall be made no later than 180 days from the date of enactment of this Act.

Section 124 allows State DOTs to repurpose certain highway project funding within 25 miles of its original designation.

Section 125 requires FHWA to adjudicate Buy America requests based on the criteria used prior to April 17, 2018.

#### FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(LIMITATION ON OBLIGATIONS)  
(HIGHWAY TRUST FUND)  
(INCLUDING TRANSFERS OF FUNDS)

The bill includes a liquidation of contract authorization and a limitation on obligations of \$328,143,124 for the operations and programs of the Federal Motor Carrier Safety Administration (FMCSA). Of this limitation, \$9,073,000 is for the research and technology program, and \$75,477,124 is for information management, to remain available for obligation until September 30, 2023.

*Hours of service (HOS).*—In place of the study required in House Report 116-452, the agreement directs the FMCSA to analyze the real world effects of new HOS regulations by comparing safety data, including but not limited to, the number of crashes, crash type, number of fatalities categorized by occupant type, number of serious injuries, the rate of involvement that large-trucks have accidents, and the time of day and on what type of roadway the accident occurred. The agreement directs the FMCSA to compare the data above from the years prior to the enactment of HOS regulations that were implemented as of September 29, 2020, with the data collected after the implementation of such regulations to determine any correlations. The agreement directs the FMCSA to report the results of this analysis annually in the Congressional budget request, and to brief the House and Senate Committees on Appropriations upon request. The agreement directs FMCSA to post the analysis on the agency's website.

*Border crossing capital improvement program (CIP).*— The FMCSA is directed to provide an annual report on the current status of the border crossing CIP to the House and Senate Committees on Appropriations by March 31, 2021. The report shall include: a list of all funded and underfunded projects in the past fiscal year; cost overruns, cost savings, and cost projections for each active project; target dates for projection completion; delays and schedule changes; current challenges; and relevant safety inspection data.

*Overdue AV directives.*—The FMCSA is directed to submit the overdue AV report required in the fiscal year 2018 Explanatory Statement within 60 days of this Act. The report shall summarize the Department's interagency collaboration with the Department of Labor on workforce changes, trucking safety, and labor force training needs necessary as AV technology

progresses. Additionally, the FMCSA is prohibited from obligating the remainder of the \$38,000,000 appropriated in fiscal year 2018 for research on AVs until a formal research plan is provided to and approved by the House and Senate Committees on Appropriations. The Department shall consider utilizing skilled researchers in the areas of crash worthiness and crash avoidance technologies that are equipped with comprehensive test facilities in developing the research spending plan.

*Information technology capital investment plan (IT CIP).*—The agreement provides \$75,477,124 to fund the IT modernization activities described in FMCSA’s IT CIP, of which \$40,143,124 is from prior year funds. The agreement directs the FMCSA to report no less than annually on the spending plans for the amounts provided for information technology and information management and to update the House and Senate Committees on Appropriations about progress on modernizing legacy systems.

*Clearinghouse.*—The agreement encourages the FMCSA, industry, law enforcement, and state partners to utilize the drug and alcohol clearinghouse to improve roadway safety.

*State inspector training.*—The agreement directs the FMCSA to examine different options to improve the facilitation of the state inspector training program in order to ensure that inspectors receive training that is relevant, current, and accurate. The FMCSA is encouraged to consider awarding the training contracts to a wider group of entities, including non-profits, to expand the pool of candidates and improve the delivery of training materials.

MOTOR CARRIER SAFETY GRANTS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(LIMITATION ON OBLIGATIONS)  
(HIGHWAY TRUST FUND)  
(INCLUDING TRANSFERS OF FUNDS)

The bill provides a liquidating cash appropriation of \$389,800,000 and a limitation on obligations of \$419,800,000 for motor carrier safety grants of which \$30,000,000 shall be for a study on the causes of large truck crashes, and shall be available until expended.

*Large truck crash study.*—The agreement reemphasizes the concerns expressed in House Report 116-452 about the significant increase in large truck crashes since 2009 and funds a study by FMCSA and NHTSA to analyze the causes of such crashes. The agreement directs the FMCSA to report no less than annually on the spending plans for the amounts provided for the

study on the causes of large truck crashes and to update the House and Senate Committees on Appropriations about its progress and findings of the study.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130 requires the FMCSA to send notice of 49 CFR section 385.308 violations by certified mail, registered mail, or some other manner of delivery which records receipt of the notice by the persons responsible for the violations.

Section 131 requires the FMCSA to update inspection regulations for rear underride guards as specified in GAO-19-264.

Section 132 prohibits funds from being used to enforce the electronic logging device rule with respect to carriers transporting livestock or insects.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

The agreement provides \$194,167,000 from the general fund for operations and research. Of this amount, \$40,000,000 shall remain available until September 30, 2022.

The agreement provides not less than \$30,000,000 for rulemaking programs, up to \$39,167,000 for enforcement programs, of which not less than \$15,000,000 is for the office of defects investigation. The agreement also provides not less than \$44,000,000 for research and analysis programs and \$81,000,000 for administrative expenses.

*Fuel-economy regulations.*—The agreement amends direction included in House Report 116-452 to report on modeling assumptions for vehicle consumer trends and instead directs NHTSA to brief the Committee before proposing any new fuel economy standards and to include in the briefing an analysis of the projected effects of fleet turnover.

*Truck underride safety.*—The agreement directs NHTSA to implement recommendations on truck underride safety, to complete a rulemaking to improve rear guards to meet the Insurance Institute for Highway Safety standards, and to brief the House and Senate Committees on Appropriations within 30 days of enactment of this Act on the agency's progress. The agreement also directs NHTSA to continue to implement recommendations contained in the GAO-19-264

report.

*NTSB recommendations.*—The agreement directs NHTSA to address any outstanding NTSB recommendations, prioritizing those from November 2019 and December 2020 on the testing of autonomous vehicles on public roads.

*Automated vehicles.*—The agreement directs NHTSA to develop a research program, which may include partnering with one or more academic institutions for an experimental validation study, on the kinetics and injury outcomes of occupants traveling in automated vehicles with alternative seating postures and configurations.

*Crashworthiness research.*—The agreement directs NHTSA to update its countermeasures for frontal, side, rollover, front seatbacks, and lower interior impacts for children and small adults, as well as pedestrian crashworthiness projects, emphasizing vehicle light-weighting in traditional and automated vehicle structural designs and to leverage lessons learned from lightweight materials research at DOT, the Department of Energy, and by industry stakeholders in its development of safety-centered approaches for future lightweight automotive design.

*Research on the accessibility of automated vehicles.*—The agreement directs NHTSA to develop goals and considerations for future amendments to the Federal motor vehicle safety standards related to the accessibility of automated vehicles which should properly and thoroughly consider people with communicative, physical, cognitive, mental, and other disabilities.

*Tire-efficiency safety.*—The agreement encourages NHTSA to implement three tire-related provisions from the “Tire, Efficiency, Safety and Registration Act of 2015” and directs NHTSA to report to the House and Senate Committees on Appropriations regarding the agency’s schedule and plan for promulgating regulations regarding tire efficiency, as directed by Section 24331 of the FAST Act, within 120 days of enactment of this Act.

*Move over laws.*—The agreement directs NHTSA to consult with the House and Senate Committees on Appropriations on its plan to use funds provided by the Consolidated Appropriations Act of 2020 to evaluate driver behavior related to “Move Over Laws” using digital alerting and other technologies that will improve first responder and road worker safety. The agreement also encourages NHTSA to consider the feasibility of a deployment technology demonstration project or an evaluation of alert technology currently used in the field.



*Speed limiters.*—The agreement encourages DOT to report to the House and Senate Committees on Appropriations on its schedule and plan to fully and expeditiously address all public comments from the August 26, 2016, NHTSA and FMCSA proposed rule on speed limiter devices on heavy vehicles.

OPERATIONS AND RESEARCH  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(LIMITATION ON OBLIGATIONS)  
(HIGHWAY TRUST FUND)

The bill provides a liquidating cash appropriation and an obligation limitation of \$155,300,000, to remain available until expended, which reflects the authorized level of contract authority.

*Pedestrian injuries.*—As NHTSA updates its data collection methodologies for pedestrian injuries and fatalities, and improves risk analysis and pedestrian crash prevention strategies, the agreement encourages NHTSA to partner with one or more academic institutions to develop modern pedestrian crash data collection protocols.

*Impaired driving detection.*—The agreement notes that NHTSA has engaged the Volpe National Transportation System Center and issued a request for information consistent with the direction in House Report 116-452 on advanced drunk driving prevention systems. The agreement directs NHTSA to update the House and Senate Committees on Appropriations on the status of the Volpe report and the request for information within 30 days of enactment of this Act and expects the agency to report on any factors that may delay progress on the implementation and integration of impaired driving technology across the automotive industry. NHTSA is directed to continue to be fully attentive to development of advanced technology beyond direct alcohol detection, including driver monitoring systems that are under development or already being offered to motorists.

*Drug impairment technology.*—The agreement directs NHTSA to work with the Departments of Justice, Health and Human Services, and Commerce to ensure that state highway safety officers and law enforcement have the most up-to-date information on detecting impaired driving, including available technologies, and directs NHTSA to continue its partnership with the National Institute of Justice to complete a report on driver impaired technologies as required by

Senate Report 115-275. It further directs NHTSA to work with states to determine their toxicology analysis and funding needs and to provide states with flexibility in how they use impaired driving countermeasures grants, including, but not limited to, grants for gathering data on individuals in fatal car crashes for substance impairments and testing and data analysis at state toxicology labs.

*NTSB recommendations.*—The agreement expects NHTSA to work with Federal agencies to address NTSB recommendations including: (1) developing and disseminating to appropriate State officials a common standard of practice for drug toxicology testing; (2) developing and disseminating best practices, identifying model specifications, and creating a conforming products list for oral fluid drug screening devices; and (3) evaluating best practices and countermeasures found to be the most effective in reducing fatalities, injuries, and crashes involving drug-impaired drivers and providing additional guidance to the States on drug-impaired driving.

*Child hyperthermia.*—The agreement provides not less than \$3,000,000 for NHTSA to continue and expand upon policies and programs implemented in 2019 regarding public education and outreach efforts on child hyperthermia prevention. The agreement directs NHTSA to engage in a two-pronged approach by equally using funds to both advance the installation of effective detection and technological solutions and to raise the awareness of parents and caregivers.

*Research on older drivers.*—The agreement directs that the study on research on older drivers contained in House Report 116-452 be funded out of amounts provided in this account.

*Vehicles electronics and cybersecurity.*—The agreement encourages NHTSA to work with stakeholders on vehicle electronics and cybersecurity challenges, including the development of objective cyber risk evaluation methods that may be applied to a motor vehicle and its associated information-sharing eco-systems.

HIGHWAY TRAFFIC SAFETY GRANTS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(LIMITATION ON OBLIGATIONS)  
(HIGHWAY TRUST FUND)

The bill provides a liquidating cash appropriation and an obligation limitation of \$623,017,000 for highway traffic safety grants, to remain available until expended.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Section 140 provides funding for travel and related expenses for state management reviews and highway safety core competency development training.

Section 141 exempts obligation authority made available in previous public laws from the obligation limitations set for the current year.

Section 142 provides \$17,000,000 in additional highway safety funding through the general fund, of which \$10,000,000 is to support a high visibility enforcement paid-media campaign in the area of highway-rail grade crossing safety, and \$7,000,000 is for grants, pilot program activities, and other innovative solutions to reduce impaired-driving fatalities.

Section 143 prohibits funds from being used to enforce certain State Maintenance of Effort requirements under 23 U.S.C. 405.

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

The bill provides \$234,905,000 for safety and operations of the FRA, of which \$25,000,000 shall remain available until expended. The agreement provides the following funding levels for specific activities within this account:

Safe transportation of energy products.....	\$2,000,000
Automated track inspection program and data analysis.....	16,500,000
Railroad safety information system and front end interface.....	up to \$4,400,000
Positive train control support program.....	up to \$3,001,000
Confidential close call reporting system.....	up to \$3,000,000
Trespasser prevention.....	2,300,000

Highway-rail grade crossing safety ..... 1,325,000

*Competitive grants.*—The agreement notes with appreciation FRA’s efforts in calendar year 2020 to make awards for FRA competitive grant programs funded in fiscal years 2018, 2019, and 2020. The agreement does not include direction included in House Report 116-452 to complete notice of funding opportunities (NOFOs) for fiscal year 2021 for the federal-state partnership for state of good repair and consolidated rail infrastructure and safety improvements (CRISI) grant programs by specific dates. Instead, the agreement directs FRA to administer and manage all FRA competitive grant programs funded by this Act in a timely and responsible manner. Further, the agreement directs FRA to provide quarterly reports to the House and Senate Committees on Appropriations on the status of grant agreements and obligations for all awards for fiscal years 2017, 2018, 2019, and 2020 for the federal-state partnership for state of good repair and CRISI grant programs.

*Positive train control (PTC).*—The agreement directs FRA to continue to work with railroads on PTC testing and interoperability, provide technical assistance, expedite its review of safety technology solutions, and take enforcement actions, as necessary, in order to ensure that all railroads fully implement PTC and achieve interoperability by the statutory deadline of December 31, 2020. FRA is directed to continue to brief to the House and Senate Committees on Appropriations on progress by railroads to implement PTC on a regular basis until December 31, 2020, and as needed thereafter, and to report on railroads that are at risk of not meeting the PTC deadline prior to December 31, 2020.

*Blocked railroad crossings.*—The agreement directs FRA to follow the direction included in House Report 116-452 relating to the website for the public and law enforcement to report blocked highway-rail grade crossings. The agreement encourages FRA to include on this website the 24/7 emergency phone number for each railroad and the crossing identification number located near highway-rail grade crossings in order to help the public report blocked crossings incidents to relevant railroads who can identify short- and long-term solutions to address blocked crossings.

*Track inspection pilots.*—The agreement directs FRA to provide a report to the House and Senate Committees on Appropriations within 90 days of enactment of this Act describing all

industry-led automatic track geometry measurement system technology test programs and how FRA is evaluating and validating the performance of each technology system. FRA is further directed to report on FRA's process for soliciting, evaluating, and addressing all public comments in response to test program petitions prior to approving each test program. As FRA evaluates these technology systems for any type of broader deployment, FRA is expected to evaluate the calibration requirements, operation standards, and maintenance recommendations for each test program for an acceptable level of performance, as well as FRA's process for verifying, validating, and certifying such systems.

#### RAILROAD RESEARCH AND DEVELOPMENT

The bill provides \$41,000,000 for railroad research and development, to remain available until expended.

*Energy products research.*—The agreement provides \$2,500,000 to research and mitigate risks associated with the transportation of crude oil, ethanol, liquefied natural gas (LNG), and other hazardous materials, including tank car research in partnership with other Federal agencies, and for high-horsepower natural gas engine research, development, and deployment opportunities in rail applications. FRA is directed to continue to undertake comprehensive efforts in collaboration with the Pipeline and Hazardous Materials Safety Administration (PHMSA) to identify and address gaps in research relating to the transportation of LNG in rail tank cars which should inform rulemaking.

*Short-line safety.*—The agreement provides \$2,500,000 to continue to improve safety practices and training for Class II and Class III freight railroads, including efforts to improve the safe transportation of crude oil, other hazardous materials, freight, and passenger rail. The agreement encourages future case studies of safety culture assessments to examine railroad safety culture improvement barriers and the relationship between the assessment process and changes observed at railroads.

*Research partnerships with universities.*—The agreement provides up to \$5,000,000 for partnerships with qualified universities on research related to improving the safety, capacity, and efficiency of rail infrastructure, including \$1,000,000 for research on intelligent railroad systems. Research conducted in conjunction with FRA at universities should also be structured to

facilitate the education and training of the next generation of professionals in rail engineering and transportation.

*Passenger rail in rural states.*—The agreement directs the Department to examine the potential for new intercity or commuter passenger rail service connecting urban and suburban areas in the Northeast and the Midwest. The study should be conducted by a non-partisan, nonprofit, independent policy research organization; explore the costs of new infrastructure investment; and consider the unique challenges of providing passenger rail service over short line railroads.

*Safety technologies.*—The agreement urges FRA to invest in electronic safety systems, as well as the development of technologies designed to verify the functional performance of these systems, and to work with industry to develop standardized performance specifications, test and verification processes, and maintenance and diagnostics tools for such systems.

#### FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR

The bill provides \$200,000,000 for grants authorized by section 24911 of title 49, United States Code, to remain available until expended.

#### CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (INCLUDING TRANSFER OF FUNDS)

The bill provides \$375,000,000 for grants authorized by section 22907 of title 49, United States Code, to remain available until expended. Of this amount, not less than \$75,000,000 is for projects eligible under section 22907(c)(2) of title 49, United States Code, that support the development of new intercity passenger rail service routes including alignments for existing routes and not less than \$25,000,000 is for capital projects and engineering solutions targeting trespassing. Of the total amount, 25 percent shall be available for projects in rural areas.

*Use of CRISI funds.*—The agreement directs FRA to continue to provide technical assistance to and prioritize CRISI funding for commuter railroads most at risk of not meeting the PTC deadline of December 31, 2020. Maintenance and operations costs incurred after a PTC system is

placed in revenue service are not eligible for CRISI funding; however, the agreement encourages the Secretary to allow CRISI to be used for eligible non-construction expenses, such as the installation of onboard locomotive apparatuses, back office server technology, and other core functionalities of PTC. FRA should continue to consider CRISI planning grants that re-evaluate infrastructure capacity and scheduling to accommodate the restoration of passenger service.

*Quiet zones.*—When evaluating applications for CRISI funding, the Secretary shall give consideration to proposals that would mitigate crossing safety concerns on high volume tracks in populated areas and reduce the negative impacts on the community through the implementation of a quiet zone.

*Federal cost-share.*—The agreement notes that in evaluating applications for CRISI funding, the Secretary may give consideration to projects requesting a Federal cost-share of up to 80 percent, and urges the Secretary to do so for projects that address capacity concerns at intermodal facilities that will serve manufacturing and distribution facilities to foster intermodal connections.

#### MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM

The bill provides \$2,000,000 for the deployment of magnetic levitation transportation projects, to remain available until expended.

#### RESTORATION AND ENHANCEMENT

The bill provides \$4,720,000 for restoration and enhancement grants authorized by section 24408 of title 49, United States Code, to remain available until expended.

#### THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

The agreement provides a total of \$2,000,000,000 for Amtrak. The agreement directs FRA to make a timely disbursement of funds to maximize Amtrak's ability to efficiently manage its cash flow. FRA is further directed to release adequate funding in the first quarter of the fiscal year in order to allow Amtrak to efficiently manage its financial obligations in a timely manner.

*Amtrak station agents.*—The agreement directs Amtrak to provide a station agent in each Amtrak station that had a ticket agent position eliminated in fiscal year 2018. Amtrak is directed to improve communication and collaboration with local partners and take into consideration the unique needs of each community, including impacts to local jobs, when making decisions related to the staffing of Amtrak stations.

*Amtrak police department (APD).*—The agreement directs Amtrak to work expeditiously to fill APD uniformed officer positions and to prioritize the backfill of APD uniformed officer positions in regions that may experience a reduction in staff through attrition in order to maintain sufficient staffing levels across regions. Amtrak is directed to report quarterly to the House and Senate Committees on Appropriations on the total number of uniformed officers by division and on Amtrak's hiring efforts. Further, Amtrak is expected to use the \$5,000,000 provided in fiscal year 2020 for radios, repeaters, and related technology to improve communications and interoperability for all APD officers.

*Charter trains and private cars.*—The agreement directs Amtrak to continually review and evaluate the locations and trains that may be eligible for private car moves, update the guidelines for private cars on Amtrak if additional locations or trains meet Amtrak's criteria, and notify private car owners of these changes. Amtrak is further directed to continue to brief the House and Senate Committees on Appropriations on the effects of the guidelines on private cars and charter trains and how Amtrak can achieve its goals without negatively impacting private car and charter train operations. The agreement directs Amtrak to include in its fiscal year 2022 budget justification an updated report on private car and charter train policies and how such policies impact charter trains and private cars, including the amounts and percentages by which revenues and usage declined and separate figures for charter trains run with Amtrak-owned and privately-owned cars.

*Amfleet replacement.*—The bill provides \$100,000,000 to support the acquisition of new single-level passenger equipment in proportion to the use of this equipment for Amtrak's northeast corridor (NEC), state-supported, and long-distance services. FRA is directed to allow state acquisition costs and on-going capital charges related to Amtrak's new fleet to be an eligible activity in any future NOFOs for the CRISI and federal-state partnership for state of good repair grant programs by utilizing flexibilities provided in 2 CFR 200.308(d)(1). Amtrak is expected to report to the House and



Senate Committees on Appropriations on its progress to find a solution toward a shared fleet replacement cost model.

*Budget and business plan.*—The agreement directs Amtrak to submit a business plan in accordance with section 11203(b) of P.L. 114-94 for fiscal year 2021.

*Food and beverage.*—The agreement notes that some have raised concerns with changes Amtrak initiated and implemented to food and beverage services on board Amtrak trains. Amtrak is reminded that the Continuing Appropriations Act, 2021 and Other Extensions Act (P.L. 116-159) removed the prohibition on the use of Federal funds to cover any operating loss associated with providing food and beverage service on Amtrak routes. The agreement directs Amtrak to periodically update the House and Senate Committees on Appropriations on the food and beverage offerings, new initiatives, operating loss, and workforce impacts, as appropriate.

*U.S. services.*—The agreement directs Amtrak to take the necessary affirmative steps to ensure that contracts for customer service, professional and IT services, including subsidiary services, shall be performed within the U.S. to the extent practicable. Amtrak is further directed to report to the House and Senate Committees on Appropriations within 90 days of enactment of this Act on its processes and procedures to prevent or limit the offshoring of Amtrak services contracts.

#### NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The bill provides \$700,000,000, to remain available until expended, for the Secretary to make grants for activities associated with the NEC, defined as the main line between Boston, Massachusetts, and the District of Columbia, and the facilities and services used to operate and maintain the NEC line.

#### NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The bill provides \$1,300,000,000, to remain available until expended, for the Secretary to make grants for activities associated with the national network. National network grants provide operating and capital funding for Amtrak's long-distance and state-supported routes, long-

distance routes that operate on the NEC, and other non-NEC activities. Of this amount, at least \$50,000,000 shall be for installation of safety technology on certain state-supported routes.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION  
(INCLUDING RESCISSIONS)

Section 150 limits overtime to \$35,000 per Amtrak employee and allows Amtrak's president to waive this restriction for specific employees for safety or operational efficiency reasons. Amtrak's president is required to submit a report to the House and Senate Committees on Appropriations no later than 60 days after enactment of this Act summarizing all overtime payments incurred by Amtrak for calendar year 2020 and the three prior calendar years. This summary shall include the total number of employees receiving waivers and the total overtime payments paid to employees receiving waivers for each month of calendar year 2020 and the three prior calendar years.

Section 151 prohibits the use of funds made available to Amtrak to reduce the total number of Amtrak police department uniformed officers patrolling on board passenger trains or at stations, facilities or rights-of-way below the staffing level on May 1, 2019.

Section 152 prohibits the use of funds made available by this Act by Amtrak in contravention of the Worker Adjustment and Retraining Notification Act.

Section 153 provides that unobligated balances remaining for the CRISI grant program 6 years after the date of enactment of P.L. 116-6 and 6 years after the date of enactment of P.L. 116-94 may be used for any eligible project under section 22907(c) of title 49, United States Code.

Section 154 rescinds certain unobligated balances.

Section 155 expresses the sense of Congress that long-distance passenger rail routes and services should be sustained to ensure connectivity throughout the national network.

FEDERAL TRANSIT ADMINISTRATION

## ADMINISTRATIVE EXPENSES

The bill provides \$121,052,000 for the administrative expenses of the FTA, which shall remain available until September 30, 2022, and up to \$1,000,000 shall be available for administrative expenses related to transit asset management.

*Project management oversight (PMO) activities.*—The agreement directs the FTA to continue to submit quarterly PMO reports for each project with a full funding grant agreement to the House and Senate Committees on Appropriations.

*Coordinating council on access and mobility (CCAM).*—The agreement directs the FTA to complete the CCAM report required in fiscal year 2020 and to brief the House and Senate Committees on Appropriations within 30 days of the completion of such report.

*Office of regional services.*—The Committee supports the FTA's request to create a new Office of Regional Services at headquarters to oversee all regional field operations, consistent with the reprogramming request submitted by the Secretary to the House and Senate Committees on Appropriations on August 18, 2020.

*Pregnant transit riders.*—The agreement requires the FTA to complete an analysis of the challenges faced by and the accessibility of public transit for pregnant women within 1 year of enactment of this Act and to post the analysis on the FTA's website.

## TRANSIT FORMULA GRANTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (LIMITATION ON OBLIGATIONS) (HIGHWAY TRUST FUND)

The bill limits obligations from the mass transit account for transit formula grants to \$10,150,348,462 as authorized by the FAST Act and provides \$10,800,000,000 for the liquidation of contract authority.

*Coronavirus pandemic.*—The agreement does not include direction included in House Report 116-452.

*Transit-oriented development (TOD).*—The agreement directs that not less than \$10,000,000 be made available for the FTA’s pilot program for TOD as authorized under Section 20005(b) of MAP-21 (Public Law 112-141).

*Innovative procurement.*—The agreement directs the FTA to continue to permit procurement partnerships for the fiscal year 2021 grant awards for the low or no emissions bus program in the same manner as in previous fiscal years. The agreement also encourages the FTA to promote greater use of the innovative procurement authorities for technologically advanced buses that were established by section 3019 of the FAST Act (Public Law 114–94), including separate battery lease agreements. The FTA should provide technical assistance to states regarding the development of state purchasing schedules that are consistent with Federal law; take steps to ensure that the FTA funds used by transit agencies off of state schedules from other states comply with Federal requirements; and use webinars and stakeholder events to make transit agencies more aware that they may purchase off of state schedules regardless of location.

*Small and rural transit agencies.*— The agreement directs the FTA to award grants at levels that are adequate for transit agencies to initiate their projects.

*Low and no emission buses.*—The agreement directs the FTA to implement 49 U.S.C. 5339(c) in a manner that encourages a variety of different fuel types, and consider procurements that reduce an agency’s overall greenhouse gas emissions.

#### TRANSIT INFRASTRUCTURE GRANTS

The bill provides an additional \$516,220,000 in transit infrastructure grants to remain available until expended. Of the funds provided, \$243,000,000 is available for grants for buses and bus facilities authorized under 49 U.S.C. 5339, of which \$118,000,000 is provided for formula grants and \$125,000,000 is provided for competitive grants; \$125,000,000 is available for low or no emission grants authorized under 49 U.S.C. 5339(c); \$40,000,000 is available for formula grants for rural areas authorized under 49 U.S.C. 5311; \$40,000,000 is available for high density State apportionments authorized under 49 U.S.C. 5340(d); \$40,000,000 is available for state of good repair grants authorized under 49 U.S.C. 5337; \$8,000,000 is available for the passenger ferry grant program authorized under 49 U.S.C. 5307(h), of which \$4,000,000 is

available only for low or zero-emission ferries or ferries using electric battery or fuel cell components or the infrastructure to support such ferries; \$2,000,000 is available for bus testing facilities authorized under 49 U.S.C. 5318; \$1,000,000 is available for an innovative mobility demonstration pilot program; \$1,000,000 is available for the accelerating innovative mobility program; and \$16,220,000 is available for areas of persistent poverty. The bill provides funding from the general fund, and the funding is not subject to any limitation on obligations.

*Transit vehicle innovation deployment centers (TVIDC).*—In addition to the direction contained in House Report 116-452, within 30 days of enactment of this Act, the agreement directs the FTA to publicly release the June 26, 2020, report produced by the TVIDC advisory panel and to work with the panel to ensure clear Federal and industry direction with respect to the roles of grantees. The agreement also directs the FTA to partner with experienced research consortia to research best practices for increasing deployment of low-emissions public transportation in non-attainment areas.

#### TECHNICAL ASSISTANCE AND TRAINING

The bill provides \$7,500,000 for technical assistance and training activities under 49 U.S.C. 5314. The funding provided under this heading is supplemental to the funding provided under the heading “Transit Formula Grants,” as authorized by the FAST Act.

*Cooperative agreements.*—The agreement directs that not less than \$2,500,000 shall be for a cooperative agreement consistent with the direction in House Report 116-452 and not less than \$1,500,000 shall be for a cooperative agreement for a technical assistance center to assist small urban, rural, and tribal public transit recipients and planning organizations with applied innovation and capacity building.

#### CAPITAL INVESTMENT GRANTS

The bill provides \$2,014,000,000 for fixed-guideway projects, to remain available until September 30, 2024, and directs the Secretary to administer the Capital Investment Grants (CIG) program and move projects through the program to construction in accordance with the requirements of 49 U.S.C. 5309 and section 3005(b) of the FAST Act. Of the funds provided,

\$1,169,000,000 is available for new starts projects, \$525,000,000 is available for core capacity projects, \$200,000,000 is available for small starts projects, and \$100,000,000 is available for the expedited project delivery pilot program. The bill also includes language to clarify that project sponsors may be concurrently eligible for both the new starts and expedited project delivery programs.

*Administrative expenses.*—Consistent with 49 U.S.C. 5339, the agreement expects that the FTA will use one percent of the amounts provided, \$20,000,000, for administrative expenses.

*Programmatic guidance.*—The agreement directs the Secretary to provide notice to the House and Senate Committees on Appropriations not less than 30 days prior to altering or rescinding any rule, circular, or guidance relating to the evaluation, rating and approval process pursuant to 49 U.S.C. 5339.

*Program implementation.*—The agreement directs the FTA to continue to work with Congress to implement a program that streamlines procurements by combining multiple projects and directs the Department to implement the May 2018 GAO recommendations within 60 days of the date of enactment of this Act.

*Expedited project delivery program.*—The agreement directs the FTA to implement the expedited project delivery program and to report to the House and Senate Committees on Appropriations on the selection process, the status of issuance of funding opportunities, and future funding needs within 180 days of enactment of this Act.

*Coronavirus pandemic.*—The agreement does not include direction contained in House Report 116-452 under this section.

*Addressing urban transportation challenges.*—The FTA is directed to leverage research conducted by minority serving institutions located in urbanized areas and that partner with local metropolitan planning organizations.

#### GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

The bill provides \$150,000,000 to carry out section 601 of division B of Public Law 110-432, to remain available until expended.

*Wireless infrastructure.*—The agreement directs WMATA to incorporate the installation of wireless infrastructure into closures and regularly scheduled maintenance, where feasible.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION  
(INCLUDING RESCISSIONS)

Section 160 exempts previously made transit obligations from limitations on obligations.

Section 161 allows funds provided in this Act that remain unobligated by September 30, 2024, for fixed guideway capital investment projects to be available for projects to use the funds for the purposes for which they were originally provided.

Section 162 allows for the transfer of appropriations made prior to October 1, 2020, from older accounts to be merged into new accounts with similar current activities.

Section 163 prohibits the use of funds to adjust apportionments pursuant to 26 U.S.C. 9503(e)(4).

Section 164 permits recipients of low or no emission bus grants to continue to partner with non-profits and companies as part of their grant applications.

Section 165 prohibits the use of funds to impede or hinder project advancement or approval for any project seeking a Federal contribution from the CIG program of greater than 40 percent of project costs.

Section 166 prohibits the use of funds by the Department of Transportation to implement policies that require a project to receive a medium or higher project rating within the CIG program before taking action to finalize and environmental impact statement.

Section 167 rescinds unobligated amounts made available in prior fiscal years from the formula grants account.

Section 168 rescinds unobligated amounts made available in prior fiscal years from the job access and reverse commute account.

Section 169 rescinds unobligated amounts made available in prior fiscal years from the research, training, and human resources account.

Section 169A permits the use of unexpended balances appropriated for low or no emission component assessment under 49 U.S.C. 5312(h) to be used for specified capital activities.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE  
(HARBOR MAINTENANCE TRUST FUND)

The bill provides \$38,000,000 for the operations, maintenance, and capital infrastructure activities of the Saint Lawrence Seaway Development Corporation (SLSDC). Of that amount, not less than \$14,500,000 is provided for the seaway infrastructure program. The agreement provides \$2,000,000 for trade and economic development activities at the SLSDC, to be carried out in conjunction with system stakeholders.

*Seaway infrastructure program.*—The agreement supports the budget request to realign projects strategically from the former asset renewal program to a separate seaway infrastructure account that assesses capital projects on a 5-year planning cycle. The SLSDC is directed to submit an annual report to the House and Senate Committees on Appropriations, not later than March 31, 2021, summarizing the activities of the seaway infrastructure program during the immediate preceding fiscal year and overall 5-year plan.

*Seaway vessel traffic flow management system.*—The agreement supports the development of the seaway vessel traffic flow management system and the SLSDC's efforts to continue to make progress on this multi-phased project through the seaway infrastructure program. The SLSDC is directed to ensure this project clearly defines stakeholder requirements, performs engineering and human factors analyses, and prepares the necessary system design documents that are required for system development efforts.

MARITIME ADMINISTRATION

MARITIME SECURITY PROGRAM

The bill provides \$314,007,780 for the maritime security program, to remain available until expended, of which \$7,780 shall be from unobligated balances from prior year appropriations.

CABLE SECURITY FLEET



The bill provides \$10,000,000 for the cable security fleet program, to remain available until expended.

OPERATIONS AND TRAINING  
(INCLUDING TRANSFER OF FUNDS)

The bill provides \$155,616,000 for the Maritime Administration’s (MARAD) operations and training account. The agreement approves the proposed non-budgetary organizational realignment for two new offices – the Office of Policy and Strategic Engagement and the Office for Maritime Industry Support. The agreement does not approve the transfer of any personnel or activities for the administration of Title XI maritime guaranteed loan program. The agreement provides the following funding levels for specific activities within this account:

USMMA operations.....	\$80,000,000
USMMA facilities maintenance and repair, equipment.....	5,944,000
Maritime environmental and technical assistance program.....	3,000,000
Short sea transportation program (America’s marine highways).....	10,819,000
MARAD headquarters operations.....	55,853,000

*United States Merchant Marine Academy (USMMA) capital improvements plan (CIP).*—The agreement directs the Administrator to continue to provide an annual report by March 31, 2021, on the current status of the CIP in the same manner and context as previous fiscal years.

*Secure composite shipping containers.*—The agreement encourages MARAD to collaborate with the Federal Maritime Commission (FMC), the Department of Defense, and the DHS to support the transition of secure composite shipping containers into wider use, and directs MARAD to use the existing short sea transportation grant program to promote and provide funding for such containers, if eligible.

STATE MARITIME ACADEMY OPERATIONS

The bill provides \$432,700,000 for state maritime academy (SMA) operations. The agreement provides the following funding levels for specific activities within this account:

Schoolship maintenance and repair.....	\$30,500,000
<i>Training vessel sharing</i> .....	<i>[8,500,000]</i>
National security multi-mission vessel program.....	390,000,000
Student incentive program.....	2,400,000
Fuel assistance payments.....	3,800,000
Direct payments for SMAs.....	6,000,000

*National security multi-mission vessel (NSMV).*—The agreement directs MARAD to conduct vigorous oversight of the vessel construction manager, as well as the shipyard, to ensure the NSMVs are delivered on budget and on time. MARAD is directed to provide briefings to the House and Senate Committees on Appropriations on the status of the NSMV program on a quarterly basis, and to provide immediate notification of any substantial risks to the construction schedule or cost. MARAD should enter into contract options for all vessels as soon as possible upon the appropriation of funds by Congress in order to achieve maximum cost savings.

*Insurance.*—The agreement supports the additional cost of protection and indemnity insurance for state maritime academy training vessels, which are owned by the Federal government, under the schoolship maintenance and repair set aside.

#### ASSISTANCE TO SMALL SHIPYARDS

The bill provides \$20,000,000 for the small shipyard grant program, to remain available until expended.

#### SHIP DISPOSAL

The bill provides \$4,200,000 for the ship disposal program, to remain available until expended.

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT  
(INCLUDING TRANSFER OF FUNDS)

The bill provides \$3,000,000 for administrative expenses of the Title XI program and directs these funds to be transferred to MARAD's operations and training account.

#### PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

The bill provides \$230,000,000 for the port infrastructure development program, to remain available until expended.

#### ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Section 170 authorizes MARAD to furnish utilities and services and to make necessary repairs in connection with any lease, contract, or occupancy involving government property under control of MARAD and allows payments received to be credited to the Treasury and to remain available until expended.

#### PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

##### OPERATIONAL EXPENSES

The bill provides \$28,715,000 for the necessary operational expenses of the PHMSA, of which \$4,500,000 shall remain available until September 30, 2023. The agreement specifies that \$1,500,000 shall be for pipeline safety information grants to communities and up to \$3,000,000 shall be for emergency response grants authorized under 49 U.S.C. 60125(b).

*Pipeline safety rulemaking.*—The agreement notes with disappointment that PHMSA has not issued a final rule on automatic and remote-controlled shut-off valves and hazardous liquid pipeline facilities leak detection systems and is expected to miss the December 20, 2020 deadline established in P.L. 116-94. The agreement directs PHMSA to issue a final rule on this matter no later than 180 days after enactment of this Act.

*Emergency response grants.*—The agreement directs PHMSA to consider expanding emergency response grants to rural communities, to the extent permissible under law, and to work with relevant authorizing committees to consider expanding grant eligibility to non-profit organizations providing emergency response training and to areas outside of high consequence areas.

*Aboveground storage tanks.*—The agreement directs PHMSA to conduct a review of current and new corrosion control techniques that may be used to improve leak prevention of regulated aboveground storage tanks. PHMSA is directed to submit a report within 1 year of enactment of this Act to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, and the Senate Committee on Commerce, Science and Transportation detailing the findings on supplementary or alternative techniques to cathodic protection systems and the application of such techniques to aboveground storage tanks.

#### HAZARDOUS MATERIALS SAFETY

The bill provides \$62,000,000 for PHMSA's hazardous materials safety functions, of which \$14,000,000 shall remain available until September 30, 2023. Funds made available until September 30, 2023, are for long-term research and development contracts, grants, and, in more limited scope, contract safety programs.

The agreement provides \$1,000,000 for the community safety grant program. The agreement provides up to \$2,500,000 for a state program for hazardous materials safety inspection and enforcement training to support training state inspectors, reimbursing shipper inspection costs, and developing a certification for state hazardous materials packaging and shipping inspection programs.

#### PIPELINE SAFETY (PIPELINE SAFETY FUND) (OIL SPILL LIABILITY TRUST FUND)

The bill provides \$168,000,000 for PHMSA’s pipeline safety program, to remain available until September 30, 2023. Of that amount, \$23,000,000 is derived from the oil spill liability trust fund, \$137,000,000 is derived from the pipeline safety fund, and \$8,000,000 is derived from fees collected under 49 U.S.C. 60302 and deposited in the underground natural gas storage facility safety account.

The agreement provides the following levels for specific activities within this account:

Research and development.....	\$12,000,000
State pipeline safety grants.....	58,000,000
Underground natural gas storage facilities safety grants.....	6,000,000
One-Call state grants.....	1,058,000
State damage prevention grants.....	1,500,000

The agreement provides that not less than \$2,000,000 of the funds provided for research and development shall be used for the pipeline safety research competitive academic agreement program to focus on near-term solutions in order to improve the safety and reliability of the nation’s pipeline transportation system.

*Interstate pipeline safety.*—The agreement encourages PHMSA to work with state and Federal regulators and industry stakeholders to improve information sharing between entities during investigations into natural gas pipeline emergency incidents and supply disruptions, and to increase system-wide risk analyses in order to enhance emergency responses and the reliability of interstate pipeline systems.

*Research, development, and testing facilities.*—The agreement notes with concern PHMSA’s recent actions to move forward with the planning and development of a research and development facility at the transportation technology center, and its change to the identification and selection of research projects, which was not included in its most recent annual modal research plan or biennial plan and executed without the appropriate level of budget request detail and notification. As such, the agreement directs PHMSA to submit an updated research plan to the House and Senate Committees on Appropriations, and as part of this plan PHMSA shall: conduct an assessment of the causes of pipeline failure and pipeline safety risks; identify specific short-term and long-term research and development objectives that address pipeline safety risks and vulnerabilities; identify specific research activities and how they relate to DOT research

goals, agency objectives, and research programs; define the roles and responsibilities of PHMSA, industry, academia and other Federal partners in advancing technological solutions that improve the overall safety and integrity of the nation's pipeline system through the execution of the proposed research and development activities; report on the implementation and execution of the prior year proposed annual research activities compared to the annual research plan and how such activities were co-funded with industry and/or academia consistent with subparagraph (b) of section 22 of Public Law 114-183.

EMERGENCY PREPAREDNESS GRANTS  
(LIMITATION ON OBLIGATIONS)  
(EMERGENCY PREPAREDNESS FUND)

The bill provides an obligation limitation of \$28,318,000 for emergency preparedness grants, to remain available until September 30, 2023.

*Energy products training.*—The agreement directs PHMSA to continue to enhance its training curriculum for local emergency responders, including response activities for crude oil, ethanol, and other flammable liquids transported by rail, loading and unloading at LNG facilities, and the transportation of LNG in rail tank cars.

The agreement encourages PHMSA to train public sector emergency response personnel in communities on or near rail lines that transport high volumes of hazardous materials.

*Assistance for local emergency response training (ALERT) grants.*—The agreement continues to provide PHMSA the authority to use prior year carryover and recaptures for the development of web-based, off-the-shelf training materials that can be used by emergency responders across the country. In addition, section 180 of this Act provides \$1,000,000 from the general fund for ALERT grants. The agreement urges PHMSA to prioritize ALERT grants for training in rural areas.

ADMINISTRATIVE PROVISIONS—PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Section 180 provides \$1,000,000, to remain available until September 30, 2023, from the general fund for ALERT grants.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The bill provides \$98,150,000 for the salaries and expenses of the Office of Inspector General.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 190 provides authorization for the DOT to maintain and operate aircraft, hire passenger motor vehicles and aircraft, purchase liability insurance, pay for uniforms, and purchase and operate unmanned aircraft systems.

Section 191 limits appropriations for services authorized by 5 U.S.C. 3109 up to the rate permitted for an executive level IV.

Section 192 prohibits recipients of funds in this Act from disseminating personal information obtained by state DMVs in connection to motor vehicle records with an exception.

Section 193 prohibits funds in this Act for salaries and expenses of more than 125 political and presidential appointees in the Department of Transportation.

Section 194 stipulates that revenue collected by FHWA and FRA from states, counties, municipalities, other public authorities, and private sources for training may be credited to specific accounts within the agencies with an exception for state rail safety inspectors participating in training.

Section 195 prohibits DOT from using funds to make a loan, loan guarantee, line of credit, letter of intent, Federally funded cooperative agreement, full funding grant agreement, or discretionary grant unless DOT gives a 3-day advance notice to the House and Senate Committees on Appropriations. The provision requires DOT to provide a comprehensive list of

all such loans, loan guarantees, lines of credit, letters of intent, Federally funded cooperative agreements, full funding grant agreements, and discretionary grants that will be announced with a 3-day advance notice to the House and Senate Committees on Appropriations. The provision also requires concurrent notice of any "quick release" of funds from FHWA's emergency relief program, and prohibits notifications from involving funds not available for obligation.

Section 196 allows funds received from rebates, refunds, and similar sources to be credited to appropriations of DOT.

Section 197 allows amounts from improper payments to a third party contractor that are lawfully recovered by DOT to be made available until expended to cover expenses incurred in the recovery of such payments.

Section 198 requires reprogramming actions to be approved or denied by the House and Senate Committees on Appropriations, and reprogramming notifications shall be transmitted solely to the Appropriations Committees.

Section 199 allows funds appropriated to operating administrations to be obligated for the Office of the Secretary for costs related to assessments only when such funds provide a direct benefit to the operating administrations.

Section 199A authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits, including distribution of transit benefits.

Section 199B allows the use of funds to assist a contract utilizing geographic, economic, or other hiring preference not otherwise authorized by law, only if certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

Section 199C directs the Secretary of Transportation to work with the Secretary of Homeland Security to ensure that best practices for industrial control systems procurement are up to date and that systems procured with funds provided under this title were procured using such practices.



Section 199D prohibits funds made available by this Act to DOT from being used in contravention of 54 U.S.C. 306108.

## TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

### MANAGEMENT AND ADMINISTRATION

*Appropriations attorneys.*—The agreement funds appropriations attorneys in the Office of the Chief Financial Officer (OCFO) and directs the Department to refer all appropriations law issues to such attorneys within the OCFO.

*Organizational charts and staffing realignments.*—The agreement directs HUD to submit, in consultation with the House and Senate Committees on Appropriations, current and accurate organizational charts for each office within the Department as part of the fiscal year 2022 congressional justifications. HUD is further directed to submit any staff realignments or restructuring to the House and Senate Committees on Appropriations, consistent with section 405 of this Act.

*GAO priority recommendations.*—The agreement directs HUD, within 30 days of enactment of this Act, to report to the House and Senate Committees on Appropriations on the steps it has taken in fiscal year 2020 to implement 17 outstanding priority recommendations made by GAO and additional actions the Department will undertake in fiscal year 2021 to implement these recommendations, and report on its implementation progress within 180 days of enactment of this Act.

### EXECUTIVE OFFICES

The agreement includes \$17,292,000 for the salaries and expenses for executive offices, available until September 30, 2022, and directs the Secretary to outline in the Department's fiscal year 2021 operating plan how budgetary resources will be allocated among the Offices of the Secretary, Deputy Secretary, Adjudicatory Services, Congressional and Intergovernmental Relations (CIR), Public Affairs, Small and Disadvantaged Business Utilization, and the Center for Faith-Based and Neighborhood Partnerships. The agreement includes funding for the transfer of the Executive Secretariat Division from the Office of Administration to the Office of the Secretary, as proposed in the budget request, but does not provide any funding to increase the

staffing level of CIR, and prohibits the realignment of the Appropriations Liaison Division from the OCFO to CIR.

The agreement directs the Department to submit all reports required by House Report 114-129 within 180 days of enactment of this Act, but does not reduce the appropriation for the Office of the Secretary after such date.

The agreement directs the Secretary to form an executive task force to address the top management challenges identified by the Office of Inspector General (OIG) within 60 days of enactment of this Act and submit a report to the House and Senate Committees on Appropriations not later than 180 days after the date of enactment of this Act on a strategy and action items to address these challenges.

In lieu of direction in House Report 116-452 on affordable housing organization accreditation under this heading, the agreement includes direction in the public housing fund on public housing agency (PHA) accreditation.

#### ADMINISTRATIVE SUPPORT OFFICES

The agreement provides \$576,689,000 for the salaries and expenses for administrative support offices, available until September 30, 2022. Funds are provided as follows:

Office of the Chief Financial Officer	\$74,462,000
Office of the General Counsel	107,254,000
Office of Administration	207,693,000
Office of the Chief Human Capital Officer	38,933,000
Office of Field Policy and Management	59,652,000
Office of the Chief Procurement Officer	21,013,000
Office of Departmental Equal Employment Opportunity	4,239,000
Office of the Chief Information Officer	63,443,000
Total	\$576,689,000

In lieu of the House requirement for an expenditure plan, the agreement directs HUD to include expenditures for modernizing the Weaver Building and space consolidation in its fiscal year 2021 operating plan.

*Office of the Chief Financial Officer.*—Of the amounts provided for the OCFO, the agreement includes a total of \$15,000,000 for a center of excellence (COE) for customer experience and the financial transformation initiative, and no funding is included for a COE in the Office of Field Policy and Management. The agreement directs the OCFO to submit a report to the House and Senate Committees on Appropriations within 30 days of enactment of this Act on expired balances for fiscal years 2015-2020.

*Appropriations Liaison Division (ALD).*—The agreement prohibits the restructure or alteration of ALD or any division within OCFO without prior approval from the House and Senate Committees on Appropriations.

The agreement directs ALD to inform the House and Senate Committees on Appropriations of the issuance of Notices of Funding Availability and program and administrative support office notices.

*Office of Administration.*—The agreement prohibits the proposed consolidation of the Office of Administration, the Office of the Chief Human Capital Officer, and the Office of Procurement into a single funding line.

*Office of Disaster and Emergency Management (ODEM).*—The agreement directs the Department to hire 5 additional full time equivalents (FTEs) for disaster management in ODEM, and directs HUD to submit a resource allocation plan for ODEM prior to executing hires for the additional FTEs provided for in fiscal year 2021 in order to ensure effective use and oversight of the personnel funding.

*Office of Field Policy and Management (OFPM).*—The agreement directs HUD to support the existing promise zone designations for the length of their agreements. To realize the full potential of these designations, the agreement directs the OFPM to work with designees to ensure the provision of any OMB-requested data for an effective evaluation of the initiative.

PROGRAM OFFICES

The agreement provides \$904,673,000 for the salaries and expenses for program offices, available until September 30, 2022. Funds are provided as follows:

Office of Public and Indian Housing	\$243,056,000
Office of Community Planning and Development	131,107,000
Office of Housing	404,194,000
Office of Policy Development and Research	36,250,000
Office of Fair Housing and Equal Opportunity	79,763,000
Office of Lead Hazard Control and Healthy Homes	10,303,000
Total	\$904,673,000

*Office of Public and Indian Housing (PIH).*—The agreement includes funding for 40 additional FTEs in PIH, of which no less than 20 FTEs are for the Office of Public Housing and Voucher Programs, and directs HUD to inform the House and Senate Committees on Appropriations within 15 days of enactment of this Act on its implementation of this hiring directive. The agreement provides no less than \$200,000 for travel related to the provision of training, technical assistance, oversight, and management of Indian housing.

*Office of Community Planning and Development (CPD).*—The agreement includes funding for 20 additional FTEs in CPD, of which no less than 12 FTEs are for the Office of Grant Programs, and directs HUD to inform the House and Senate Committees on Appropriations within 15 days of enactment of this Act on its implementation of this hiring directive.

*Office of Housing.*—The agreement permits the Office of Housing to move the Mortgagee Review Board to within the Office of the Assistant Secretary for Housing-Federal Housing Administration (FHA) Commissioner. The Department is prohibited from undertaking any other proposed restructuring within the Office of Housing without prior review and approval of the House and Senate Committees on Appropriations.

*Office of Policy Development and Research (PD&R).*—The agreement includes the funding for the Office of the Chief Data Officer within PD&R, and HUD is encouraged to enable the Chief Data Officer to leverage commercial technologies and carry out pilot projects related to implementation of the requirements under Title II of the Foundations for Evidence-Based Policymaking Act (Public Law 115–435).

*Office of Lead Hazard Control and Healthy Homes (OLHCHH).*—For the OLHCHH, the agreement includes funding for 1 additional FTE to improve the oversight of environmental hazard reduction in HUD-assisted housing and 2 additional FTEs which shall be for the oversight of radon related activities in HUD-assisted and low-income housing.

*New housing in high cost metropolitan areas.*—The agreement directs HUD to report to the House and Senate Committees on Appropriations within 90 days after the enactment of this Act on identified metropolitan areas where income concentration and housing supply constraints are most prevalent and recommend best practices for localities and states to help encourage the production of new housing in high-cost metropolitan areas.

*Homelessness prevention.*—The agreement directs HUD to evaluate homelessness prevention initiatives around the country and to issue policy guidance for the adoption and implementation of effective and best practices. HUD is further directed to brief the House and Senate Committees on Appropriations within 180 days of enactment of this Act on ways the Federal Government can increase flexibility in policies and funding to allow for the creation or expansion of homelessness prevention programs.

WORKING CAPITAL FUND  
(INCLUDING TRANSFER OF FUNDS)

For the Working Capital Fund (WCF), the agreement permits only centralized activities and funds from this account to include financial management, procurement, travel, relocation, human resources, printing, records management, space renovation, furniture, and supply services and requires HUD to centralize and fund from this account any shared service agreements executed between HUD and another Federal agency. Financial management, procurement, travel, and relocation costs for services provided to the OIG are to be covered by the OCFO. The agreement does not expand authority, as proposed in the budget request, to include IT customer devices, or

any other activity not expressly permitted in this Act. The agreement also requires HUD to include in its annual operating plan a detailed outline of its plans for transferring budgetary resources to the WCF in fiscal year 2021.

PUBLIC AND INDIAN HOUSING  
TENANT-BASED RENTAL ASSISTANCE

The bill provides \$25,777,439,000 for all tenant-based Section 8 activities under the tenant-based rental assistance account, to remain available until expended.

The bill includes \$23,080,000,000 for the renewal of tenant-based vouchers. This amount includes funding to renew veterans affairs supportive housing (VASH) vouchers funded in prior years and the bill includes an additional \$40,000,000 for new incremental VASH vouchers. The renewal amount also includes up to \$5,000,000 for the Tribal HUD-VASH demonstration program.

The bill provides \$43,439,000 in new incremental vouchers to reduce homelessness among families with children, the unsheltered, veterans, and survivors of domestic violence.

In addition to the \$116,000,000 that the bill provides for tenant protection vouchers (TPVs), the account has \$60,000,000 in available carryover funds which makes a total of \$176,000,000 available for TPVs in fiscal year 2021.

*HUD-VASH.*— The agreement directs HUD to consult with the Department of Veterans Affairs (VA) to determine how PHAs can become designated entities to screen for veteran eligibility and make referrals for the HUD-VASH program. The Department is further directed to use its existing authority to specify alternative requirements to permit PHAs to use unleased HUD-VASH vouchers to house VA- eligible homeless veterans, even if they have not received a referral from the VA. PHAs utilizing this new authority must adhere to the following requirements: the PHA must determine that a veteran it seeks to house is eligible for VA services under the HUD-VASH program; the PHA must refer the veteran to the VA for case management and services; the PHA must provide, on a temporary basis until the VA Medical Center has completed intake of the veteran, appropriate case management and supportive services; and the PHA must ensure that while using unleased HUD-VASH vouchers, it has sufficient HUD-

VASH vouchers available to immediately issue a HUD–VASH voucher to veterans referred by the VA. HUD is also directed to within 180 days of enactment of this Act report to the House and Senate Committees on Appropriations on its progress to implement the alternative requirements for the HUD-VASH program and its effect on voucher utilization.

To ensure all funds directed to the HUD-VASH program are accounted for and used efficiently, the agreement directs HUD to make public the need for additional funding and reasons for unused funds, which should also include an evaluation of the effectiveness of the program and distribution of resources. The agreement encourages the Department to use existing authority to recapture HUD–VASH voucher assistance from PHAs that voluntarily declare they no longer have a need for the assistance, and to reallocate it to PHAs with an identified need. The agreement directs HUD to submit a report to the House and Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies and the Subcommittee on Military Construction, Veterans Affairs, and Related Agencies within 120 days of enactment of this Act on methods to reallocate unused HUD–VASH vouchers, which shall include a determination of the feasibility of issuing a new solicitation of participation for unallocated HUD–VASH vouchers.

The Department is encouraged to prioritize, as part of this reallocation, PHAs that project-base a portion of their HUD–VASH vouchers.

*TPVs for victims of domestic violence.*— The agreement reminds HUD of the importance of submitting to the House and Senate Committees on Appropriations the report required by the Further Consolidated Appropriations Act, 2020 on HUD’s efforts to consult with PHAs, other covered housing providers, and advocates on how TPVs can be administered to HUD-assisted tenants seeking emergency transfers under the Violence Against Women Act (VAWA) and operationalized.

*Landlord participation.*— The agreement directs HUD, as part of its landlord task force, to provide guidance and best practices to PHAs on how to use their authority under the Section 8 housing choice voucher administrative fees program to incentivize landlords to accept more housing voucher recipients.



*Regional approaches to administering vouchers.*—To ensure the efficient use of housing choice vouchers that are made available upon turnover, the agreement encourages HUD to provide PHAs with technical assistance on how the industry can leverage regional approaches to administering vouchers across multiple PHAs and improve coordination of voucher portability within regions.

*Local coordination.*—The agreement directs the Department to evaluate how PHAs can work with local code enforcement agencies to improve collaboration with units of local government to monitor and address health and safety conditions in Section 8 voucher units.

HOUSING CERTIFICATE FUND  
(INCLUDING RESCISSIONS)

The agreement includes language allowing unobligated balances in the housing certificate fund to be used for the renewal of or amendments to section 8 project-based contracts and for performance-based contract administrators.

PUBLIC HOUSING FUND

The bill provides \$7,806,000,000 for the public housing fund, to remain available until September 30, 2024.

The agreement consolidates the public housing operating fund and public housing capital fund accounts into a single public housing fund. This account consolidation brings the funding of the public housing program in line with the other rental assistance programs of HUD, which are all funded through a single account. The agreement does not permit additional flexibility between operating and capital activities beyond those flexibilities that are already statutorily permitted.

Within the total, the bill provides \$4,839,000,000 for the public housing operating fund for 2021 payments and an additional \$25,000,000 is for a need-based allocation to PHAs that experience or are at risk of financial shortfalls. Within the total, the bill provides \$2,765,000,000 for allocations to PHAs through the capital fund formula.

The bill includes \$23,000,000 for public housing financial and physical assessment activities; \$15,000,000 for administrative and judicial receiverships; \$75,000,000 for emergency capital needs, of which \$45,000,000 shall be for PHAs under receivership or under the control of a federal monitor, which shall be awarded based on need and shall not be subject to a cap on individual grant award amounts and, of which not less than \$10,000,000 is for safety and security measures; and \$60,000,000 for competitive grants to public housing agencies to evaluate and reduce lead-based paint hazards and other hazards, such as carbon monoxide and mold in public housing, of which \$25,000,000 is specifically for lead hazards. The bill also provides \$4,000,000 for a new radon testing and mitigation resident safety demonstration program. The agreement provides that all PHAs, including those that are troubled, substandard, or are under the direction of HUD, a monitor, or a court-appointed receiver are eligible for funding for competitive grants for both lead-based paint hazards and other hazards under the public housing healthy homes initiative, such as carbon monoxide, mold, and radon.

*Recycling and Zero Waste Pilot Program.*— The agreement does not include funding for the Recycling and Zero Waste Pilot Program included in House Report 116-452. Instead, the Agreement directs HUD to evaluate methods of supporting and expanding recycling and zero-waste programs in public housing and to report to the House and Senate Committees on Appropriations no later than 180 days after enactment of this Act on those efforts.

*Environmental hazards.*—The agreement reminds the Department that the intent of the public housing environmental hazards set-aside funding, which includes lead-based paint hazard reduction and healthy homes initiative activities, is to help PHAs come into compliance with Federal statutes and regulations in order to improve the living conditions of public housing residents. HUD is prohibited from deeming any PHA, including those that are troubled, substandard, or are under the direction of HUD, a monitor, or a court-appointed receiver, to be ineligible to apply for or receive funding made available under this heading for lead-based paint hazards and public housing activities under the healthy homes initiative set-asides, provided the agency is in compliance with any current memorandum of agreement or recovery agreements. The agreement also prohibits HUD from deeming any PHA as ineligible to apply for or receive funding if it has a violation or violations of the Lead Safe Housing or Lead Disclosure Rules and presents documentation establishing it is working in good faith to resolve such findings by

meeting any deadlines it was required to reach under the terms of a settlement agreement, consent decree, voluntary agreement, or similar document as of the date of application. The agreement further prohibits HUD from precluding funds from being used to carry out work to settle an outstanding violation. The agreement expects HUD to work with PHAs to ensure that the initiative reflects the unique needs of the industry and strongly encourages the Department to work with PHAs, their maintenance staff, and tenants to help ensure potential lead-based paint risks are identified and addressed expeditiously.

HUD's oversight of the physical condition of the Nation's public housing stock lacks standard guidance and best practices for PHAs. As such the agreement directs PIH to continue to work with the OLHCHH to develop guidance and conduct webinars on effective solutions to address mold, carbon monoxide, radon, and other environmental hazards in public housing during fiscal year 2021.

*Administrative and judicial receiverships.*—For fiscal year 2021, the agreement directs HUD to report quarterly to the House and Senate Committees on Appropriations on the status of PHAs under receivership, including factors that informed the receivership such as physical and financial scores, deficiencies with internal controls, and other information demonstrating each PHA's inability to effectively oversee their business operations. This report shall also include an identification of funding resources and technical assistance provided to each PHA for the purpose of transitioning out of receivership and how HUD will address deficiencies in an effort to return the respective PHAs to local control.

*Physical and financial assessments.*— The agreement directs HUD to submit to the House and Senate Committees on Appropriations within 90 days of enactment of this Act a report on real estate assessment center (REAC) inspections of all HUD assisted and/or insured properties. This report shall include: the percentage of all inspected properties that received a REAC-inspected score of less than 65 since calendar year 2013; the number of properties in which the most recent REAC-inspected score represented a decline relative to the previous REAC score; a list of the ten metropolitan statistical areas with the lowest average REAC-inspected scores for all inspected properties; and a list of the ten states with the lowest average REAC-inspected scores for all inspected properties.

The Committee expects the Department to build on the Uniform Physical Condition Standards for Vouchers (UPCS-V) inspection design for the housing choice voucher program to inform the broad application of National Standards for the Physical Inspection of Real Estate (NSPIRE) to all PHAs in order to reduce their costs and administrative burdens.

The agreement directs HUD to submit to the House and Senate Committees on Appropriations 30 days after enactment of this Act, a report identifying how funds provided for REAC, including any carryover balances, will be utilized during fiscal year 2021.

*Quality assurance of physical inspections.*—The agreement directs HUD to update the House and Senate Committees on Appropriations quarterly during fiscal year 2021 on its progress to implement the 14 recommendations in the GAO-19-254 report and 8 recommendations to enhance and improve the inspection process made by the 2017 internal HUD taskforce.

*ConnectHome.*—The agreement encourages HUD to continue to partner with foundations, nonprofit organizations, and other relevant stakeholders to help identify ways residents living in public housing can connect to broadband infrastructure through technical assistance and digital literacy training, and to work with its partners to take steps to expand the number of participating communities.

*Emergency and safety and security grants.*—The agreement includes \$75,000,000 for emergency capital needs, including safety and security measures in public housing in order to protect tenants. The agreement directs the Department to fund eligible safety and security projects with a portion of these funds as quickly as possible. Of the \$45,000,000 for PHAs under receivership or under the control of a Federal monitor, the agreement directs HUD to award these funds based on need and not be subject to a cap on individual grant award amounts.

*Shortfall funding.*—The agreement includes \$25,000,000 to mitigate the risk of financial shortfalls among PHAs and directs that the allocation of these funds shall first be prioritized to PHAs with 249 or fewer public housing units that are determined to be experiencing shortfalls and have less than one-month of reserves before allocating funds to larger PHAs. The agreement recognizes that PHAs in special circumstances, such as those undergoing rental assistance demonstration (RAD) conversions or utilizing flexibilities, are subject to temporary fluctuations

in operating expenses and may not be experiencing true financial shortfall situations and directs HUD to take these special circumstances into account determining the allocation of funding.

*Public housing agency accreditation.*—The Department is encouraged to explore the feasibility of a partnership between HUD and one or more entities that provide accreditation services to PHAs. Such entities would be nonprofit organizations that have developed standards for, and are experienced with, accrediting affordable housing organizations, including PHAs, and promoting best practices to implement a national accreditation process for affordable housing organizations. Such accreditation would include an evaluation of a PHA’s operations, policies, procedures, practices, communications, and relationships with residents and stakeholders. The agreement directs HUD to report to the House and Senate Committees on Appropriations within 240 days of enactment of this Act on the feasibility of such partnerships.

#### CHOICE NEIGHBORHOODS INITIATIVE

The bill provides \$200,000,000 for the choice neighborhoods initiative, to remain available until September 30, 2023. Of this amount, not less than \$100,000,000 shall be made available to PHAs, and no more than \$5,000,000 is available for planning grants.

The agreement directs the Secretary to give prior year planning grants priority consideration for implementation grant awards.

#### SELF-SUFFICIENCY PROGRAMS

The agreement provides \$155,000,000 for self-sufficiency programs, to remain available until September 30, 2024. Of the amount provided, \$105,000,000 is for the family self-sufficiency program (FSS), \$35,000,000 is for the resident opportunity and self-sufficiency program (ROSS), and \$15,000,000 is for the jobs plus initiative.

*Family Self-Sufficiency Program.*—The agreement does not include the directives in House Report 116-452 related to P.L. 115-174, requiring HUD to release related regulations, or expanding FSS grant eligibility to project-based section 8 properties. The agreement directs HUD to prioritize the renewal of all existing FSS coordinators.

The agreement directs HUD to use PIH Information Center data from the 12-month period immediately preceding the issuance of the FSS NOFA when calculating the number of new or additional FSS coordinators for which a PHA is eligible to apply.

For new families enrolling in the FSS program in fiscal year 2021, the agreement directs that the income and rent amounts to be used in the “Program Contract of Participation” shall be taken from the amounts on the last re-examination or interim determination before the family’s initial participation in the FSS program. The agreement further directs HUD to include in its annual budget submission to Congress data showing FSS participation, escrow accumulation, and graduation rates for the FSS program, including data from participating entities without coordinator grants.

The agreement further directs HUD to continue developing appropriate performance measures that will enable the Department to promote best practices across local programs and maximize the number of families that achieve self-sufficiency. These metrics should take into account factors including that include program size, geographic location, and the varied eligible activities of the FSS program. The agreement directs the Department to update the House and Senate Committees on Appropriations on its progress within 180 days of enactment of this Act.

NATIVE AMERICAN PROGRAMS

The bill provides \$825,000,000 for Native American programs, to remain available until September 30, 2025. The bill provides the following levels for specific activities within this account:

Native American housing block grants—formula.....	\$647,000,000
Native American housing block grants—competitive.....	100,000,000
Title VI loan program.....	1,000,000
Indian community development block grants.....	70,000,000
Training and technical assistance.....	7,000,000

*Competitive grants.*—For the \$100,000,000 in competitive grants, HUD staff is directed to review and score each application in its entirety. Each fiscal year appropriation shall be administered as a stand-alone competition and may not be combined with prior or future year appropriations, although any remaining balances from the fiscal year 2020 competition may be

included in the fiscal year 2021 competition. Applicants should be required to meet a threshold of capacity, but the competition should not provide additional points for capacity above and beyond what is needed to successfully administer these grants.

*Coordinated environmental reviews for tribal housing and related infrastructure.*—The agreement directs HUD to continue its efforts to collaborate with its Federal agency partners to develop a coordinated environmental review process to simplify and streamline tribal housing development and its related infrastructure needs in order to eliminate unnecessary Federal barriers to housing development in tribal communities while also balancing the need to ensure appropriate and necessary environmental protections. HUD is expected to provide routine reports to the House and Senate Committees on Appropriations on task force meetings, action items, goals, and recommendations.

#### INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

The bill provides \$1,500,000 for the cost of guaranteed loans, to remain available until expended. The bill provides an additional \$500,000 for administrative contract expenses to carry out the loan guarantee program, to remain available until expended. The bill allows HUD to use funds in this and prior Acts for the cost of guaranteed loans that are unobligated to subsidize a total loan level of up to \$1,000,000,000.

*Oversight and management.*—The agreement directs HUD to report quarterly to the House and Senate Committees on Appropriations on the steps it is taking to implement corrective actions to the OIG recommendations regarding weaknesses in internal controls, management processes, administrative contract expenses, and information technology systems identified in report 2018-OE-004. Further, the OIG shall conduct a follow up review of the Office of Loan Guarantee to determine if the weaknesses previously identified have been effectively addressed.

#### NATIVE HAWAIIAN HOUSING BLOCK GRANT

The bill provides \$2,000,000 for the Native Hawaiian housing block grant program, to remain available until September 30, 2025.

The agreement directs HUD to ensure that the funds provided are administered to maximize the provision of affordable housing through the construction of high density, multi-family affordable housing and rental units, as well as housing counseling services and the rehabilitation of housing on Native Hawaiian home lands that do not meet safe and sanitary housing building standards.

#### COMMUNITY PLANNING AND DEVELOPMENT

##### HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

The agreement provides \$430,000,000 for housing opportunities for persons with AIDS program, to remain available until September 30, 2022, except that amounts allocated pursuant to 854(c)(5) shall remain available until September 30, 2023.

#### COMMUNITY DEVELOPMENT FUND

The bill provides \$3,475,000,000 for the community development fund, to remain available until September 30, 2023. Of the total, the bill provides \$3,450,000,000 in community development block grant (CDBG) formula funding and \$25,000,000 for activities authorized under section 8071 of the SUPPORT for Patients and Communities Act.

*Data in rural communities.*—The agreement encourages HUD to extend flexibilities for the use of alternative data for rural communities with less than 1,000 residents when a CDBG applicant considers American community survey (ACS) data to be unreliable.

*Clarifying eligible activities to address homelessness.*—The agreement directs HUD to clarify that CDBG funds can be used for: (1) housing assistance for homeless individuals, including emergency or temporary shelter, transitional housing, permanent supportive housing or emergency temporary rental assistance; (2) supportive services for persons experiencing homelessness, including mental health, substance use disorder, recovery, and disabling or other



chronic health related services, and education and job-training; (3) capital building and infrastructure costs associated with the provision of housing and supportive services to homeless individuals; and (4) conditioning assistance for housing rehabilitation on renting units to voucher holders.

*CDBG timely performance reviews.*— To ensure HUD’s regulations for entitlement grantees allow for an appropriate amount of time to effectively allocate funds to projects after annual grants are awarded, the Department should review in consultation with grantees its timely expenditure regulations.

*Addressing blight and abandoned properties.*—The agreement encourages HUD to work with its grantees to identify effective solutions to blight and abandoned properties in order to alleviate its harmful effects on communities.

*CDBG disaster recovery.*—The agreement directs HUD to review its CDBG disaster recovery bifurcation policy, terms and conditions, and the benefits and inefficiencies generated by this policy.

#### COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

The bill provides the authority to collect fees from borrowers adequate to result in a subsidy cost of zero. The bill also provides an aggregate limitation on commitments of no more than \$300,000,000 for loan guarantees under section 108.

#### HOME INVESTMENT PARTNERSHIPS PROGRAM

The bill provides \$1,350,000,000, to remain available until September 30, 2024, for the HOME investment partnerships program.

*Affordable housing needs.* – The agreement supports innovative projects that combine public and private capital, and directs HUD to continue to work to expand the supply and affordability of housing for low-income and very low-income people.

*Reconciling income guidelines for disabled veterans.* – The agreement directs the Department to work with the Department of Treasury to determine policies that align HUD and low-income housing tax credit (LIHTC) guidelines to address the housing needs of low-income disabled veterans.

*Environmental reviews.* – The Agreements directs HUD to issue regulations aligning the environmental regulations for the HOME and housing trust fund programs within 60 days of enactment of this Act.

#### SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

The agreement provides \$60,000,000 to remain available until September 30, 2023. Within this amount, \$10,000,000 is available for the self-help homeownership opportunity program; \$41,000,000 for the second, third, and fourth capacity building activities authorized under section 4(a) of the HUD Demonstration Act of 1993, of which not less than \$5,000,000 shall be for rural capacity building activities; \$5,000,000 for capacity building activities by national organizations with expertise in rural development; and \$4,000,000 for a program to rehabilitate and modify homes of disabled or low-income veterans as authorized under section 1079 of Public Law 113-291.

*Section 4 program.*—The agreement directs funds available for Section 4 program to be used solely for capacity building activities.

*National organization definition.*—The agreement directs HUD to define an eligible national organization as a nonprofit with ongoing experience in rural housing in 8 or more of HUD’s regions.

#### HOMELESS ASSISTANCE GRANTS

The agreement provides \$3,000,000,000, to remain available until September 30, 2023, for homeless assistance grants. Funding is provided in the amounts shown in the following table:

Continuum of care (CoC) and rural housing stability assistance	not less than \$2,569,000,000
Emergency solutions grants	not less than \$290,000,000
Projects to assist survivors of domestic violence, dating violence, sexual assault or stalking	up to \$52,000,000
National homeless data analysis project	up to \$7,000,000
Comprehensive approach to serving homeless youth	up to \$82,000,000
<i>Technical assistance</i>	<i>[up to \$10,000,000]</i>
Total	\$3,000,000,000

*Projects serving survivors fleeing domestic violence.*—The agreement expects HUD to work with CoCs to ensure that projects to address the needs of domestic violence survivors do not supplant projects eligible for renewal as part of the 2022 CoC grant competition.

*Addressing the needs of youth experiencing homelessness.*—The agreement encourages the Department to continue to provide guidance to clarify the homeless assistance program requirements; to ensure that sufficient technical assistance resources are available; and to share best practices through a variety of communication strategies while understanding the unique opportunities and challenges for rural communities. The agreement also directs the Department to provide information on successful youth transitional housing models on its website. Additionally, the agreement encourages the use of coordinated entry as a process to ensure that youth experiencing a housing crisis have access to appropriate services and are quickly identified, assessed, referred, and connected to housing and services.

*Annual homeless assessment report (AHAR).*—The agreement continues to direct HUD to incorporate additional Federal data on homelessness, particularly as it relates to youth homelessness, into the AHAR. The Department shall submit the AHAR report to the House and Senate Committees on Appropriations by August 29, 2021.

*Overdue reports.*—The agreement directs the Department to submit all reports required by H. Rept. 114-129 within 180 days of enactment of this Act, but does not reduce the appropriation for the Office of the Secretary after that deadline.

## HOUSING PROGRAMS

### PROJECT-BASED RENTAL ASSISTANCE

The agreement provides \$13,465,000,000 for project-based rental assistance activities, to remain available until expended, including \$13,065,000,000 to be available on October 1, 2020, and an advance appropriation of \$400,000,000 to be available on October 1, 2021. Of the total, not more than \$350,000,000 is for performance-based contract administrators.

*Performance-based contract administrators.*— The agreement directs HUD to ensure that any solicitation for performance-based contract administrators does not impede housing finance agencies from bidding on State-based contracts.

### HOUSING FOR THE ELDERLY

The agreement provides \$855,000,000 for the section 202 program, to remain available until September 30, 2024, of which up to \$125,000,000 shall be for service coordinators and the continuation of existing congregate service grants. This includes up to \$52,000,000 for new capital advance and project rental assistance contracts, of which up to \$5,000,000 is for intergenerational dwelling units.

The agreement directs the Department to make all remaining funding provided in fiscal years 2018, 2019, and 2020 available not later than 100 days after enactment of this Act, and to award that funding not later than 220 days after enactment of this Act.

*Service coordinators.*— The agreement directs the Department to implement the following recommendations from the GAO report regarding section 202 properties employing service coordinators: (1) continue to improve the accuracy of the Department's data on section 202 properties with service coordination; (2) develop and make available written guidance on assessing compliance with supportive services requirements; and (3) develop and implement procedures for verifying and analyzing performance data.

*PRAC/SPRAC renewals.*— The agreement directs the Department to evaluate methodologies to improve the PRAC/SPRAC contract renewal process, identify existing funding and administrative mechanisms to assess the scheduling of renewal anniversary dates to more

effectively meet the renewal need, and report to the House and Senate Committees on Appropriations on such findings and recommendations.

*Integrated wellness in supportive housing (IWISH).*—The agreement extends the IWISH demonstration and directs on-time reporting to Congress with the appropriate evaluative measures as directed by this and prior Appropriations acts. The agreement directs the Department to provide an interim evaluation and a briefing to the House and Senate Committees on Appropriations within 90 days of enactment of this Act outlining the anticipated outcomes through the enhanced analysis of data collected through the extension of this demonstration.

#### HOUSING FOR PERSONS WITH DISABILITIES

The agreement provides \$227,000,000 for the section 811 program, to remain available until September 30, 2024. This includes up to \$54,000,000 for new project rental assistance and capital advance awards.

The agreement directs the Department to make all remaining funding provided in fiscal years 2018, 2019, and 2020 available not later than 100 days after enactment of this Act, and to award that funding not later than 220 days after enactment of this Act.

The agreement does not include the capital advances demonstration included in the House report. The agreement recognizes the importance of supportive services and directs the Department to complete the report required by House Report 116-106 expeditiously.

The agreement directs HUD to prioritize projects targeting individuals with intellectual and developmental disabilities who have been receiving care through family members when awarding the new project rental assistance funds provided in this Act.

#### HOUSING COUNSELING ASSISTANCE

The agreement provides \$57,500,000 for housing counseling assistance, including up to \$4,500,000 for administrative contract services, to remain available until September 30, 2022. The agreement also provides an additional \$20,000,000, to remain available until September 30,

2023, for competitive grants to nonprofit or governmental entities to provide legal assistance to low-income tenants at risk of eviction.

*Real estate wire fraud.*—The agreement directs HUD to brief the House and Senate Committees on Appropriations within 90 days of enactment of this Act on the efforts of HUD, interagency partners, and housing counseling agencies to educate consumers on real estate wire fraud.

*Evictions assistance demonstration.*— The agreement directs HUD to prioritize areas with high rates of evictions and encourages the Department to consider at least one national provider to ensure that assistance is accessible in rural areas that may lack a local or state provider. The agreement also directs the Secretary to determine the appropriate program office to implement this demonstration program and provide oversight.

*Housing counseling agency partnerships with minority-serving institutions (MSIs).*—The agreement directs that not less than \$3,000,000 of the funds provided for the housing counseling grant program are for housing counseling agencies to partner with historically black colleges and universities, Tribal colleges and universities and other MSIs.

#### PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

The agreement provides \$13,000,000 for the manufactured housing standards programs, of which \$13,000,000 is to be derived from fees collected and deposited in the manufactured housing fees trust fund. The agreement directs that not more than \$4,500,000 shall be for the monitoring of manufacturers' compliance with construction and safety standards by third-party inspection agencies.

A final rule entitled “Manufactured Housing Program: Minimum Payments to the States” was published in the Federal Register on November 11, 2020, (81 Fed. Reg. 71831), therefore the agreement eliminates the reporting requirement in House Report 116-452 related to this rule.

#### FEDERAL HOUSING ADMINISTRATION

#### MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

The agreement sets a limit of \$400,000,000,000 on commitments to guarantee single-family loans and provides \$130,000,000 for administrative contract expenses, which shall be available until September 30, 2022.

*Home equity conversion mortgages (HECM).*— The agreement directs HUD to reinstate online publishing of the HECM single-family data report on the loan performance and sales data used to compile the annual actuarial review, including a data element dictionary, and encourages FHA loan-level origination and performance data, including servicing and termination information, to also be included. This report shall not include personal identifying information to ensure appropriate privacy.

*Reporting on distressed assets.*—The agreement directs that within 60 days of enactment of this Act, the Secretary publish online a report or reports on the post-sale status of all loans sold through HUD’s single family asset sales program, including forward and HECM loans and non-distressed asset stabilization program sales since January 2017, and to update its online reporting semi-annually thereafter. Such reports shall contain the standards used to determine affordability of modified payments, including data concerning debt-to-income ratios for loans modified by purchasers.

#### GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

The agreement sets a \$30,000,000,000 limit on multifamily and specialized loan guarantees and provides that such commitment authority shall be available until September 30, 2022.

#### GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

##### GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

The agreement sets a limit of up to \$1,300,000,000,000 for new commitments and provides \$33,500,000 for salaries and expenses for the Government National Mortgage Association (Ginnie Mae), which shall be available until September 30, 2022.

The agreement directs Ginnie Mae to include as part of the fiscal year 2022 budget request recommendations for increasing its internal capacity for oversight of core functions and contracts, and directs the Department to work with GAO to address all open items related to

Executive action recommendations in GAO-19-191 report within 270 days of enactment of this Act.

## POLICY DEVELOPMENT AND RESEARCH

### RESEARCH AND TECHNOLOGY

The bill provides \$105,000,000 for research and technology activities and technical assistance, to remain available until September 30, 2022. Of the amounts made available, the agreement provides \$59,050,000 for core research and technology including: market surveys, research support and dissemination, data acquisition, housing finance studies, research partnerships, housing technology, up to \$500,000 for innovation activities, and up to \$5,550,000 for cooperative agreements and research partnerships with historically black colleges and universities.

The agreement provides not less than \$32,800,000 for technical assistance. Of this amount, \$5,000,000 shall be available on a competitive basis to non-profit or private sector organizations to provide technical assistance to units of general local government or non-profit organizations that serve counties or census tracts that have had 20 percent or more of the population living in poverty, as measured by the 1990 and 2000 decennial census and the most recent five-year data series available from the American community survey (ACS) of the Census Bureau, and any territory or possession of the United States. Additionally, of the amount provided for technical assistance, \$1,800,000 shall be available on a competitive basis to non-profit or private sector organizations to provide technical assistance to distressed cities or regions, including those that have been impacted by a natural disaster.

The agreement provides up to \$13,150,000 for critical research, demonstrations, and evaluations and directs HUD to include details on its allocation of these research resources in its fiscal year 2021 operating plan. Included in this total is the continuation of the following research and evaluations: moving to work (MTW) program expansion; HUD's supportive services demonstration (IWISH); pay-for-success permanent supportive housing partnership between HUD and the Department of Justice; and a follow-up evaluation of the first-time homebuyer education and counseling demonstration. The following new research and evaluations are also funded: a feasibility study of the creation of an eviction database; a collaboration with the Department of Health and Human Services (HHS) to better prioritize or



promote on-site childcare supportive services for HUD-assisted families; a qualitative study of how publicly available data on rental property health and safety violations impact landlord and renter behavior; a study on the effectiveness of disaster recovery funding; a study on Section 8 voucher success rates; and a review of the existing Federal tools to preserve and develop affordable housing.

*Evictions database.*— For amounts provided under this heading for an evictions database feasibility study, HUD shall submit to the House and Senate Committees on Appropriations within 270 days of enactment of this Act an examination of the possibility of incorporating information on the following: the defendant and other affected persons in the evicted household; the plaintiffs; the source of Federal rental assistance, if any; procedural and aggregate data on the court-ordered or administrative eviction case; data on executed evictions and the housing status of a tenant following a court-ordered or administrative eviction; and individual and aggregate level data on all illegal evictions. This study shall include recommendations for statistical analysis relating to such a database, including what additional data may be considered for collection in order to understand eviction trends by race, gender, disability status, ethnicity, and age, consistent with the protected classes under the Fair Housing Act of 1968 (Public Law 90–284).

*Fair market rents (FMRs).*— The agreement encourages the Department to continue its progress to improve the calculation of FMRs for rental markets experiencing a lag in the availability of rent data. HUD is strongly encouraged, to the extent permissible under current regulations, to set FMRs at no lower than the previous year’s level for an FMR area, unless the Department has sufficient local data to justify such a change (such as bureau of labor statistics, county or metropolitan area tabulations, annual ACS data for communities with populations over 65,000, or other comparable data points).

## FAIR HOUSING AND EQUAL OPPORTUNITY

### FAIR HOUSING ACTIVITIES

The agreement provides \$72,555,000 for fair housing activities, to remain available until September 30, 2022. This includes \$46,305,000 for the fair housing initiatives program (FHIP), \$24,400,000 for the fair housing assistance program, \$1,500,000 for the national fair housing

training academy, and \$350,000 for translated materials. Of the funds available for FHIP, not less than \$7,850,000 is for education and outreach programs, and not less than \$750,000 is for fair housing organization initiatives.

*Grant administration.*—The agreement extends the requirement to award funds not later than 200 days after enactment and directs HUD to allow for an overlap in grant cycles, thereby ensuring continuity, improved program management, and timely award of grants. The agreement also directs HUD to brief the House and Senate Committees on Appropriations on the implementation of the FHIP program within 60 days of enactment of this Act.

*Tester coordinator training.*—The agreement directs the Department to operate a comprehensive tester coordinator training program and to provide ongoing training, technical assistance, and resources to test coordinators working in fair housing organizations. Upon the publication of the fiscal year 2021 tester training NOFA, the Department is encouraged to clearly outline grantee eligibility requirements, provide thorough guidance, and indicate any changes from the previous NOFA so prospective grantees can plan their application strategies with sufficient notice before the submission deadline. HUD shall ensure technical assistance remains an eligible use of funds in the fiscal year 2021 tester training NOFA. Additionally, the Department shall not merge existing tester coordinator training with other fair housing activities, including the national fair housing training academy.

#### OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

##### LEAD HAZARD REDUCTION (INCLUDING TRANSFER OF FUNDS)

The agreement provides \$360,000,000 for lead hazard control and healthy homes programs, to remain available until September 30, 2023. Of the amount provided, \$60,000,000 is available for the healthy homes initiative, and not less than \$95,000,000 is available for lead-based paint hazard reduction in jurisdictions with the highest lead-based paint abatement needs.

*Weatherization assistance program.* – The agreement directs that \$5,000,000 of healthy homes funds be used for pilot projects in up to 5 communities that are served by both the healthy homes and Department of Energy (DOE) weatherization assistance program (WAP). The agreement supports participation in the interagency working group to coordinate with DOE and

to assist WAP grantees and sub-grantees in facilitating partnerships to perform window removal and installation work in older, low-income housing. The agreement directs HUD to collect information on how many units benefit from coordination with DOE and how much this coordination has reduced costs for hardware and labor. HUD is directed to provide this information to the House and Senate Committees on Appropriations no later than 6 months after the end of each grant cycle on an annual basis.

*Highest lead abatement needs.*—The agreement directs HUD to award no less than \$95,000,000 in grants to jurisdictions with the highest lead-based paint abatement needs and encourages HUD to exceed the threshold.

*Aging-in-place home modification grants.*—The agreement directs HUD to ensure funds appropriated for the aging-in-place home modification grants reflect the original intent of the program by serving low-income senior homeowners. HUD is further directed to continue to take into account successful models of low-barrier, participant led, holistic approaches to aging in place while designing the aging-in-place program NOFA. The agreement directs HUD to track the outcomes of seniors whose homes have been modified in order to better understand the effectiveness of this funding in reducing at-home falls, hospitalizations, and emergency response calls, as well as improving independence and tenure in home over time.

*Improving the lead grant application process.*—The agreement directs HUD to continue to improve technical assistance and ensure Department-issued NOFAs to encourage more grantees to apply for lead reduction grants, especially those that may not have access to professional grant writers, and specifies that HUD shall clearly state in the NOFA that an application may include non-profit co-applicants, provided an eligible entity is the lead or co-applicant. The agreement directs HUD to allow for an overlap in grant cycles in order to ensure continuity and improved program management at the local level. HUD is further directed to continue the weighting of criteria which ensures proper consideration is given to applicants that demonstrate previous successful completion of lead grants.

*Overdue directives.*—The agreement directs the Department to fulfill the following outstanding directives within 30 days of enactment: operationalizing a tool that will provide data to permit HUD to better target grant awards to communities most at risk for lead-based paint hazards; issuing clarifying guidance to address noncompliance of grantees with lead-based paint

regulations and to determine when enforcement actions should be pursued against grantees; completing the overdue best practices report required by section 312 of Public Law 115–474; and submitting annual reports mandated by 42 U.S.C. 4856.

*National radon action plan compliance.*—The agreement directs HUD to provide the House and Senate Committees on Appropriations with an update, within 120 days of enactment, on the two outstanding commitments outlined in the Federal Radon Action Plan. This update shall include: information on how HUD is collaborating with the Environmental Protection Agency (EPA), HHS, and the U.S. Department of Agriculture (USDA) on an interagency radon outreach initiative; the manner HUD is working with EPA and USDA on engaging the philanthropic community to support radon risk reduction; the reasoning as to why these objectives remain incomplete; and the steps HUD has outlined to complete these objectives.

*Inspection standards.* – The agreement directs the Department to provide the House and Senate Committees on Appropriations with a report within 180 days of enactment of this Act on the statutory changes recommended to strengthen lead inspection standards beyond a visual lead assessment in Federally-assisted housing, HCV units, and households with a child under age 6. This report shall include how HUD has or will address the oversight, performance assessment, and reporting deficiencies identified in GAO report 18-394. The report should also include the feasibility and estimated costs of incorporating a lead risk assessment or lead hazard screen into HCV units’ Housing Quality Standards inspection process while preserving rental housing availability, unit affordability, and landlord participation. The agreement expects OLHCHH to collaborate with PIH in producing this report.

#### INFORMATION TECHNOLOGY FUND

The agreement provides \$300,000,000 for the information technology fund, of which \$260,000,000 is available until September 30, 2022, and \$40,000,000 is available until September 30, 2024.

*FHA IT modernization.*—The agreement includes \$20,000,000 to improve FHA’s single-family insured mortgage processing underwriting and delivery, modernizing the single-family asset management and claims systems, and addressing lender activities and program compliance.

Funds made available for FHA IT modernization may also be used for more immediate IT needs, including improvements to FHA's system interface with the Department of the Treasury's "Do Not Pay System", FHA's origination systems for HUD IT security policy compliance, and the reverse mortgage system. The agreement amends the directive in House Report 116-452 on the frequency of updates on FHA's IT modernization efforts to instead require HUD to provide quarterly updates and GAO to evaluate these updates semiannually.

*PIH IT modernization.*—The agreement includes \$20,000,000 for the modernization and development of PIH IT systems, specifically the public housing information center and/or voucher management systems, the operating fund web portal, the NSPIRE demonstration, and support for the section 184 loan guarantee program.

The agreement directs HUD to submit a performance plan prior to obligating more than 10 percent of its fiscal year 2021 funding for development, modernization, and enhancements and amends the directive in House Report 116-452 on the frequency of updates on the performance plan to instead require quarterly updates. The agreement further directs HUD to report to the House and Senate Committees on Appropriations within 30 days of enactment of this Act on its progress to address two 2014 GAO recommendations on managing IT investments and current efforts to define the overall HUD IT modernization approach, which shall include efforts to establish an IT investment review board and a process for identifying and tracking cost savings and operational efficiencies due to IT investments, as well as the Department's progress on implementing and evaluating IT management controls.

#### OFFICE OF INSPECTOR GENERAL

The bill provides \$137,200,000 for the salaries and expenses of the Office of Inspector General (OIG). Within this amount, \$1,686,000 is available until September 30, 2021, to procure and rely upon the services of an independent external auditor for this fiscal year for HUD's consolidated financial statements, including those of the FHA and GNMA.

*Audit reports*—The OIG is expected to continue to provide copies of all audit reports to the House and Senate Committees on Appropriations immediately upon issuance and to make the Committees aware of any review that recommends significant budgetary savings at such time.

*Continued review of the Office of Native American Programs Office of Loan Guarantee section 184 program.*—The agreement directs the OIG to again conduct a review of the section 184 program to determine whether the weaknesses in internal controls and IT systems have been effectively addressed in response to the OIG’s previous oversight and management reviews (2018-OE-0004).

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)  
(INCLUDING RESCISSIONS)

Section 201 splits overpayments evenly between Treasury and state HFAs.

Section 202 prohibits funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 requires any grant or cooperative agreement to be made on a competitive basis, unless otherwise provided, in accordance with section 102 of the Department of Housing and Urban Development Reform Act of 1989.

Section 204 relates to the availability of funds for services and facilities for GSEs and others subject to the Government Corporation Control Act and the Housing Act.

Section 205 prohibits the use of funds in excess of the budget estimates, unless provided otherwise.

Section 206 relates to the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 207 requires the Secretary to provide quarterly reports on uncommitted, unobligated, recaptured, and excess funds in each departmental program and activity.

Section 208 exempts GNMA from certain requirements of the Federal Credit Reform Act of 1990.

Section 209 authorizes HUD to transfer debt and use agreements from an obsolete project to a viable project, provided that no additional costs are incurred and other conditions are met.

Section 210 sets forth requirements for section 8 voucher assistance eligibility and includes consideration for persons with disabilities.

Section 211 distributes Native American housing block grants to the same Native Alaskan recipients as in fiscal year 2005.

Section 212 instructs HUD on managing and disposing of any multifamily property that is owned or held by HUD.

Section 213 allows PHAs that own and operate 400 or fewer units of public housing to be exempt from asset management requirements.

Section 214 restricts the Secretary from imposing any requirements or guidelines relating to asset management that restrict or limit the use of capital funds for central office costs, up to the limits established in law.

Section 215 requires that no employee of the Department be designated as an allotment holder unless the CFO determines that such employee has received certain training.

Section 216 requires the Secretary to publish all notices of funding availability that are competitively awarded on the internet for fiscal year 2021.

Section 217 requires attorney fees for programmatic litigation to be paid from the individual program office and Office of General Counsel salaries and expenses appropriations, and requires the Department's annual budget submission to include any projected costs for attorney fees as a separate line item request.

Section 218 allows the Secretary to transfer up to 10 percent of funds or \$5,000,000, whichever is less, appropriated under the headings "Administrative Support Offices" or "Program Offices" to any other office funded under such headings.

Section 219 requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 220 places a salary and bonus limit on public housing agency officials and employees.

Section 221 requires the Secretary to notify the House and Senate Committees on Appropriations at least 3 full business days before grant awards are announced.

Section 222 prohibits funds to be used to require or enforce the physical needs assessment.

Section 223 prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 224 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with respect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 225 allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be reobligated for additional research.

Section 226 prohibits funds for financial awards for employees subject to administrative discipline.

Section 227 allows program income as an eligible match for 2015 through 2021 continuum of care funds.

Section 228 permits HUD to provide one year transition grants under the continuum of care program.

Section 229 prohibits the use of funds to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out the final rule entitled, "Affirmatively Furthering Fair Housing" or the notice entitled, "Affirmatively Furthering Fair Housing Assessment Tool".

Section 230 maintains current promise zone designations and agreements.

Section 231 prohibits funds from being used to establish review criteria, including rating factors or preference points, for competitive grants programs for envision center participation or coordination, with exceptions.

Section 232 prohibits funds from being used to make changes to the annual contributions contract that was in effect on December 31, 2017, with exceptions.

Section 233 clarifies the use of funds for the family self-sufficiency program.



Section 234 addresses the establishment of reserves for public housing agencies designated as MTW agencies.

Section 235 prohibits funds from being used to make certain eligibility limitations as part of a notice of fund availability for competitive grant awards under the public housing capital fund.

Section 236 rescinds all remaining balances from the rental housing assistance account.

Section 237 prohibits funds from being used to issue rules or guidance in contravention of section 210 of Public Law 115–254 (132 Stat. 3442) or section 312 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5155).

Section 238 permanently rescinds certain homeless assistance grants funding and makes an equivalent amount available to complete awards for the fiscal year 2019 youth homelessness demonstration.

TITLE III – RELATED AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

The agreement provides \$9,200,000 for salaries and expenses.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

The bill provides \$30,300,000 for the salaries and expenses of the FMC, of which not more than \$3,500 shall be available for official reception and representation expenses. Of the funds provided, up to \$553,744 is available for the FMC OIG.

The agreement provides funding to accommodate required increases to FMC's FERS contribution and annualization of cost of living adjustments for fiscal year 2020, and, dependent upon available funds, to support the hiring of additional FTE(s). FMC is directed to brief the House and Senate Committees on Appropriations no later than 30 days after enactment of this Act detailing its plans for these additional resources.

NATIONAL RAILROAD PASSENGER CORPORATION OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The bill provides \$25,274,000 for the salaries and expenses of the National Railroad Passenger Corporation Office of Inspector General.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

The bill provides \$118,400,000 for the salaries and expenses of the National Transportation Safety Board (NTSB).

*Recommendations to DOT.*— The agreement directs the NTSB to continue to provide the compliance report required under 49 U.S.C. 1135(e).

#### NEIGHBORHOOD REINVESTMENT CORPORATION

##### PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

The bill provides \$165,000,000 for the Neighborhood Reinvestment Corporation (NRC), of which \$5,000,000 shall be for a multi-family rental housing program. Within the total, the bill provides \$2,000,000, to remain available until September 30, 2024, for the promotion and development of shared equity housing models.

*Neighborhood revitalization.*— The agreement recognizes the importance of restoring communities left behind in legacy urban and rural areas suffering from depopulation and deindustrialization. Innovative revitalization strategies from partnerships including municipalities, land banks, community development organizations, nonprofits, and anchor institutions are needed to address the problem. Therefore, the agreement directs the NRC to prioritize neighborhood revitalization support activities in areas with concentrations of abandoned or distressed properties and to brief the House and Senate Committees on Appropriations on these efforts no later than 180 days after enactment of this Act.

*Grant notifications.*— The agreement directs the NRC to provide at least three days' advance notice to the House and Senate Committees on Appropriations prior to the announcement of any grant exceeding \$50,000 that is awarded to a NRC network organization.

*Rural areas.*—The agreement urges the NRC to continue capacity-building initiatives in rural areas.

*Multilingual training courses.* – The agreement directs the NRC to continue surveying of the NRC network to determine whether there is sufficient need for additional professional development and certification training courses for non-profit community development staff to be offered in additional languages.

*Shared equity.* – Of the \$2,000,000 provided for shared equity, the NRC is directed to invest \$1,000,000 in technical assistance and \$1,000,000 for two \$500,000 capital grants for affiliates to bring new homes into their existing shared equity portfolios. The agreement encourages the

NRC to invest in at least one recipient that serves a rural area or a city under 50,000 that has demonstrated success in managing a shared equity portfolio. The agreement further directs the NRC to work with affiliate organizations with experience in offering shared equity homeownership opportunities as technical assistance providers.

#### SURFACE TRANSPORTATION BOARD

##### SALARIES AND EXPENSES

The bill provides \$37,500,000 for the salaries and expenses of the Surface Transportation Board (STB). The bill permits the collection of up to \$1,250,000 in user fees to be credited to this appropriation and provides that the general fund appropriation be reduced on a dollar-for-dollar basis by the actual amount collected in user fees to result in a final appropriation from the general fund estimated at not more than \$36,250,000.

*Regulatory proceedings.*—The agreement encourages the STB to provide a timely and decisive regulatory process, applauds the recent actions to adopt the full complement of board members to the STB, and encourages the administration to make nominations as soon as possible after a member's term expires.

#### UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

##### OPERATING EXPENSES

The agreement provides \$3,800,000 for operating expenses of the U.S. Interagency Council on Homelessness (USICH). The agreement does not direct the USICH to complete the report directed by House Report 115-750, as the agency has fulfilled its obligation.

*Supporting transitioning service members.*—The agreement encourages the USICH to continue coordination with the Department of Defense and other Federal partners in generating necessary data to ensure an effective transition for service members into civilian life.

*Evidence-based practices and recommendations.*—The agreement directs the USICH to ensure best practices and evidence-based conclusions are central to any technical assistance and

recommendations released by the agency. Additionally, the agreement encourages the USICH to continue to work with its partners to develop a Federal strategic plan that utilizes humane strategies and effective data-driven interventions.

*Technical assistance for CoCs.*—The agreement directs the USICH to continue collaborating with stakeholders to improve the intake methodology and practices for survivors of domestic violence by providing necessary technical assistance to CoCs.

*Assistance for survivors fleeing domestic violence.*—The agreement directs the USICH to work with relevant HUD program offices to determine what reforms to the emergency transfer and voucher implementation processes are necessary to effectively serve domestic violence survivors and further the implementation of the VAWA. The agreement directs USICH to report to the House and Senate Committees on Appropriations on the status of this work within 180 days of enactment of this Act. This report shall identify the housing assistance models being considered in consultation with Federal partners, include input from other stakeholders and advocates, and discuss how the implementation of these models will ensure the needs of PHAs, service providers, and survivors are met.

*Interagency coordination tool.*—The USICH shall ensure that the development of the interagency coordination mobile application tool includes external stakeholder engagement to ensure a user-friendly format and compilation of data. The agreement directs the USICH to provide an interim report to the House and Senate Committees on Appropriations within 60 days of enactment providing an update on the feedback gained from stakeholder engagement, revisions made due to community feedback, and the next steps in developing and testing the application tool.

#### TITLE IV—GENERAL PROVISIONS—THIS ACT

Section 401 prohibits the use of funds for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings.

Section 402 prohibits the obligation of funds beyond the current fiscal year and the transfer of funds to other appropriations, unless expressly provided.

Section 403 limits consulting service expenditures through procurement contracts to those contracts contained in the public record, except where otherwise provided under existing law.

Section 404 prohibits funds from being used for certain types of employee training.

Section 405 specifies requirements for the reprogramming of funds and requires agencies to submit a report in order to establish the baseline for the application of reprogramming and transfer authorities.

Section 406 provides that not to exceed 50 percent of unobligated balances for salaries and expenses may remain available until September 30, 2022, for each account for the purposes authorized, subject to the approval of the House and Senate Committees on Appropriations.

Section 407 prohibits the use of funds for any project that seeks to use the power of eminent domain, unless eminent domain is employed only for a public use.

Section 408 prohibits funds from being transferred to any department, agency, or instrumentality of the U.S. Government, except where transfer authority is provided in this or any other appropriations Act.

Section 409 prohibits funds from being used to permanently replace an employee intent on returning to his or her past occupation following completion of military service.

Section 410 prohibits funds from being used by an entity unless the expenditure is in compliance with the Buy American Act.

Section 411 prohibits funds from being made available to any person or entity that has been convicted of violating the Buy American Act.

Section 412 prohibits funds from being used for first-class airline accommodations in contravention of sections 301-10.122 and 301-10.123 of title 41, CFR.

Section 413 prohibits funds from being used for the approval of a new foreign air carrier permit or exemption application if that approval would contravene United States law or Article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement.

Section 414 restricts the number of employees that agencies may send to international conferences unless such attendance is important to the national interest.

Section 415 caps the amount of fees the STB can charge or collect for rate or practice complaints filed at the amount authorized for district court civil suit filing fees.

Section 416 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 417 prohibits funds from being used to deny an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities, or to prevent or impede that Inspector General's access to such records, documents, or other materials.

Section 418 prohibits funds to be used to pay award or incentive fees for contractors whose performance is below satisfactory, behind schedule, over budget, or failed to meet requirements of the contract, with exceptions.

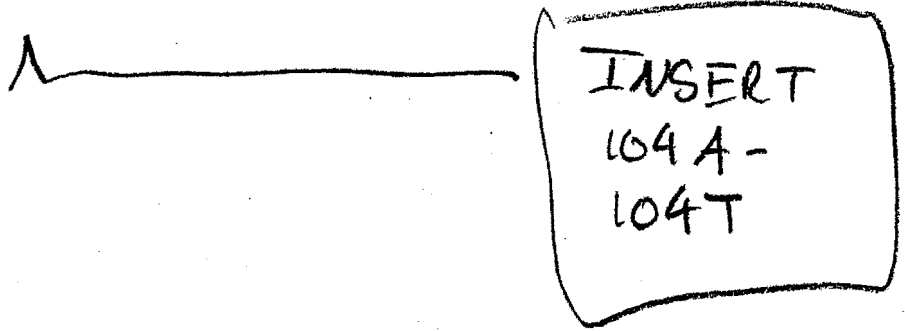
Section 419 cancels the fiscal year 2020 renewal competition for certain homeless assistance grants and renews grants to grantees that received funding in fiscal year 2019.

Section 420 designates certain amounts provided under the heading "Department of Housing and Urban Development—Public and Indian Housing—Tenant-Based Rental Assistance" as an emergency requirement.

Section 421 appropriates \$23,332,000 in additional funds for the essential air service program and waives certain eligibility requirements for fiscal years 2020 and 2021.

Section 422 makes certain adjustments to apportionments for airports in fiscal years 2022 and 2023.

Section 423 makes certain adjustments to the contract tower program.



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TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>TITLE I - DEPARTMENT OF TRANSPORTATION</b>					
<b>Office of the Secretary</b>					
Salaries and expenses.....	115,490	127,374	126,174	+10,684	-1,200
Immediate Office of the Secretary.....	(3,100)	---	(3,360)	(+260)	(+3,360)
Immediate Office of the Deputy Secretary.....	(1,000)	---	(1,200)	(+200)	(+1,200)
Office of the General Counsel.....	(21,000)	---	(22,210)	(+1,210)	(+22,210)
Office of the Under Secretary of Transportation for Policy.....	(10,500)	---	(11,797)	(+1,297)	(+11,797)
Office of the Assistant Secretary for Budget and Programs.....	(15,000)	---	(16,394)	(+1,394)	(+16,394)
Office of the Assistant Secretary for Governmental Affairs.....	(2,650)	---	(3,010)	(+360)	(+3,010)
Office of the Assistant Secretary for Administration.....	(29,244)	---	(32,239)	(+2,995)	(+32,239)
Office of Public Affairs.....	(2,142)	---	(2,610)	(+468)	(+2,610)
Office of the Executive Secretariat.....	(1,859)	---	(2,016)	(+159)	(+2,018)
Office of Intelligence, Security, and Emergency Response.....	(12,181)	---	(13,576)	(+1,395)	(+13,576)
Office of the Chief Information Officer.....	(16,814)	---	(17,780)	(+966)	(+17,780)
Research and Technology.....	21,000	11,033	22,800	+1,800	+11,767
National Infrastructure Investments.....	1,000,000	1,000,000	1,000,000	---	---
National Surface Transportation and Innovative Finance Bureau.....	5,000	4,250	5,000	---	+750
Federal-Aid Highways: TIFIA (Limitation on obligations).....	---	(311,000)	---	---	(-311,000)
Nationally Significant Freight Projects.....	---	1,000,000	---	---	-1,000,000

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
Financial Management Capital.....	2,000	2,000	2,000	---	---
Cyber Security Initiatives.....	15,000	22,000	22,000	+7,000	---
Office of Civil Rights.....	9,470	9,600	9,600	+130	---
Transportation Planning, Research, and Development....	10,879	9,350	9,350	-1,529	---
Working Capital Fund.....	(319,793)	---	(319,793)	---	(+319,793)
Small and Disadvantaged Business Utilization and Outreach.....	4,646	4,714	4,714	+68	---
Payments to Air Carriers (Airport & Airway Trust Fund)	162,000	141,724	141,724	-20,276	---
Transportation Demonstration Program.....	---	---	100,000	+100,000	+100,000
<b>Administrative Provision</b>					
<b>National Infrastructure Investments:</b>					
(Rescission) (Sec. 105).....	---	---	-340,000	-340,000	-340,000
(Reappropriation) (Sec. 105).....	---	---	340,000	+340,000	+340,000
<b>Total, Office of the Secretary.....</b>	<b>1,345,485</b>	<b>2,332,045</b>	<b>1,443,362</b>	<b>+97,877</b>	<b>-888,683</b>
<b>Federal Aviation Administration</b>					
Operations.....	10,630,000	11,001,500	11,001,500	+371,500	---
Aviation safety.....	(1,404,096)	(1,474,039)	(1,479,039)	(+74,943)	(+5,000)
Air traffic organization.....	(7,970,734)	(8,210,821)	(8,205,821)	(+235,087)	(-5,000)
Commercial space transportation.....	(26,040)	(27,555)	(27,555)	(+1,515)	---
Finance and management.....	(800,646)	(836,141)	(836,141)	(+35,495)	---
NextGen.....	(81,538)	(82,862)	(82,862)	(+1,324)	---
Security and Hazardous Materials Safety.....	(118,642)	(124,928)	(124,928)	(+8,286)	---
Staff offices.....	(248,304)	(265,154)	(265,154)	(+16,850)	---

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
Facilities and Equipment (Airport & Airway Trust Fund)	3,045,000	3,000,000	3,015,000	-30,000	+15,000
Research, Engineering and Development (Airport & Airway Trust Fund).....	192,665	170,000	198,000	+5,335	+28,000
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization).....	(3,000,000)	(3,350,000)	(3,350,000)	(+350,000)	---
(Limitation on obligations).....	(3,350,000)	(3,350,000)	(3,350,000)	---	---
Administration.....	(116,500)	(119,402)	(119,402)	(+2,902)	---
Airport cooperative research program.....	(15,000)	(15,000)	(15,000)	---	---
Airport technology research.....	(39,224)	(40,666)	(40,666)	(+1,442)	---
Small community air service development program.....	(10,000)	---	(10,000)	---	(+10,000)
Grants-in-Aid for Airports (General Fund).....	400,000	---	400,000	---	+400,000
Total, Federal Aviation Administration.....	14,267,665	14,171,500	14,614,500	+346,835	+443,000
Limitations on obligations.....	(3,350,000)	(3,350,000)	(3,350,000)	---	---
Total budgetary resources.....	(17,617,665)	(17,521,500)	(17,964,500)	(+346,835)	(+443,000)

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>Federal Highway Administration</b>					
Limitation on Administrative Expenses.....	(456,798)	(478,897)	(478,897)	(+22,099)	---
<b>Federal-Aid Highways (Highway Trust Fund):</b>					
(Limitation on obligations).....	(46,365,092)	(49,982,000)	(46,365,092)	---	(-3,616,908)
(Liquidation of contract authorization).....	(47,104,092)	(50,721,000)	(47,104,092)	---	(-3,616,908)
(Exempt contract authority).....	(739,000)	(739,000)	(739,000)	---	---
Appalachian development highway system (rescission)...	---	-12,000	---	---	+12,000
Highway Infrastructure Programs (General Fund).....	2,166,140	---	2,000,000	-166,140	+2,000,000
Miscellaneous highway trust funds (rescission).....	---	-126,000	---	---	+126,000
<b>Total, Federal Highway Administration.....</b>	<b>2,166,140</b>	<b>-138,000</b>	<b>2,000,000</b>	<b>-166,140</b>	<b>+2,138,000</b>
Limitations on obligations.....	(46,365,092)	(49,982,000)	(46,365,092)	---	(-3,616,908)
Exempt contract authority.....	(739,000)	(739,000)	(739,000)	---	---
<b>Total budgetary resources.....</b>	<b>(49,270,232)</b>	<b>(50,583,000)</b>	<b>(49,104,092)</b>	<b>(-166,140)</b>	<b>(-1,478,908)</b>
<b>Federal Motor Carrier Safety Administration</b>					
Motor Carrier Safety Operations and Programs (Highway Trust Fund)(Liquidation of contract authorization)..	(288,000)	(299,000)	(328,143)	(+40,143)	(+29,143)
(Limitation on obligations).....	(288,000)	(299,000)	(328,143)	(+40,143)	(+29,143)
Motor Carrier Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization).....	(391,136)	(403,000)	(389,800)	(-1,336)	(-13,200)
(Limitation on obligations).....	(391,136)	(403,000)	(419,800)	(+28,664)	(+16,800)

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<hr/>					
Total, Federal Motor Carrier Safety Administration.....	---	---	---	---	---
Limitations on obligations.....	(679,136)	(702,000)	(747,943)	(+68,807)	(+45,943)
Total budgetary resources.....	(679,136)	(702,000)	(747,943)	(+68,807)	(+45,943)
National Highway Traffic Safety Administration					
Operations and Research (general fund).....	194,000	156,100	194,167	+167	+38,067
Operations and Research (Highway Trust Fund)					
(Liquidation of contract authorization).....	(155,300)	(161,200)	(155,300)	---	(-5,900)
(Limitation on obligations).....	(155,300)	(161,200)	(155,300)	---	(-5,900)
Subtotal, Operations and Research.....	349,300	317,300	349,467	+167	+32,167
<hr/>					
Highway Traffic Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization).....	(623,017)	(647,200)	(623,017)	---	(-24,183)
(Limitation on obligations).....	(623,017)	(647,200)	(623,017)	---	(-24,183)
Highway safety programs (23 USC 402).....	(279,800)	---	(279,800)	---	(+279,800)
National priority safety programs (23 USC 405).....	(285,900)	---	(285,900)	---	(+285,900)
High visibility enforcement.....	(30,500)	---	(30,500)	---	(+30,500)
Administrative expenses.....	(26,817)	---	(26,817)	---	(+26,817)
Administrative Provision					
Impaired Driving/Rail-Grade funding (Sec. 142)					

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
(General Fund).....	17,000	---	17,000	---	+17,000
-----					
Total, National Highway Traffic Safety Administration.....	211,000	156,100	211,167	+167	+55,067
Limitations on obligations.....	(778,317)	(808,400)	(778,317)	---	(-30,083)
Total budgetary resources.....	(989,317)	(964,500)	(989,484)	(+167)	(+24,984)
-----					
Federal Railroad Administration					
Safety and Operations.....	224,198	225,634	234,905	+10,707	+9,271
Railroad Research and Development.....	40,600	41,000	41,000	+400	---
Subtotal.....	264,798	266,634	275,905	+11,107	+9,271
-----					
National Network Transformation Grants.....	---	550,000	---	---	-550,000
Federal-State Partnership for State of Good Repair....	200,000	---	200,000	---	+200,000
Consolidated Rail Infrastructure and Safety Improvements.....	325,000	330,000	375,000	+50,000	+45,000
Magnetic Levitation Technology Deployment Program.....	2,000	---	2,000	---	+2,000
Restoration and Enhancement.....	2,000	---	4,720	+2,720	+4,720
Subtotal.....	529,000	330,000	581,720	+52,720	+251,720

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>National Railroad Passenger Corporation:</b>					
Northeast Corridor Grants.....	700,000	325,466	700,000	---	+374,534
National Network Grants.....	1,300,000	611,000	1,300,000	---	+689,000
Subtotal.....	2,000,000	936,466	2,000,000	---	+1,063,534
<b>Administrative Provisions</b>					
Capital and Debt Service Grants to the National Railroad Passenger Corporation (rescission) (Sec. 154).....	---	-10,414	-10,458	-10,458	-44
Capital Assistance to States - Intercity Passenger Rail Service (rescission) (Sec. 154).....	---	-9,868	-10,165	-10,165	-297
Railroad Safety Technology Program (rescission) (Sec. 154).....	---	-613	-613	-613	---
Rail Line Relocation and Improvement Program (rescission) (Sec. 154).....	---	-12,650	-12,650	-12,650	---
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service (rescission) (Sec. 152).....	---	-55,364	---	---	+55,364
Next Generation High-Speed Rail (rescission) (Sec. 154).....	---	-3,019	-3,035	-3,035	-16
Total, Federal Railroad Administration.....	2,793,798	1,991,172	2,820,704	+26,906	+829,532

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>Federal Transit Administration</b>					
Administrative Expenses.....	117,000	121,052	121,052	+4,052	---
Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization)..... (Limitation on obligations).....	(10,800,000) (10,150,348)	(11,696,000) (11,046,000)	(10,800,000) (10,150,348)	--- ---	(-896,000) (-895,652)
Transit Infrastructure Grants.....	510,000	---	516,220	+6,220	+516,220
Transit Research.....	---	8,000	---	---	-8,000
Technical Assistance and Training.....	5,000	---	7,500	+2,500	+7,500
Capital Investment Grants.....	1,978,000	1,888,690	2,014,000	+36,000	+125,310
Grants to the Washington Metropolitan Area Transit Authority.....	150,000	150,000	150,000	---	---
<b>Administrative Provisions</b>					
Formula Grants (rescission) (Sec. 168).....	---	-1,607	-1,607	-1,607	---
Job Access and Reverse Commute Program (rescission) (Sec. 169).....	---	-320	-320	-320	---
Research, Training, and Human Resources (rescission) (Sec. 169a).....	---	-31	-31	-31	---
<b>Total, Federal Transit Administration.....</b>	<b>2,760,000</b>	<b>2,165,784</b>	<b>2,806,814</b>	<b>+46,814</b>	<b>+641,030</b>



TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
-----					
Saint Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund).....	38,000	30,700	38,000	---	+7,300
Meritime Administration					
Maritime Security Program.....	300,000	314,008	314,000	+14,000	-8
Rescission (legislative proposal).....	---	-20,554	---	---	+20,554
Cable Security Fleet.....	---	---	10,000	+10,000	+10,000
Operations and Training.....	152,589	137,797	155,616	+3,027	+17,819
State Maritime Academy Operations.....	342,280	337,700	432,700	+90,420	+95,000
Assistance to Small Shipyards.....	20,000	---	20,000	---	+20,000
Ship Disposal.....	5,000	4,200	4,200	-800	---
Rescission (legislative proposal).....	---	-6,803	---	---	+6,803
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses and guarantees.....	3,000	---	3,000	---	+3,000
Rescission (legislative proposal).....	---	-27,900	---	---	+27,900
Port Infrastructure Development Program.....	225,000	---	230,000	+5,000	+230,000
Total, Meritime Administration.....	1,047,869	738,448	1,169,516	+121,647	+431,068
-----					
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund.....	24,215	24,215	28,715	+4,500	+4,500

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>Hazardous Materials Safety:</b>					
General Fund.....	61,000	60,700	62,000	+1,000	+1,300
<b>Pipeline Safety:</b>					
Oil Spill Liability Trust Fund.....	23,000	22,000	23,000	---	+1,000
Pipeline Safety Fund.....	137,000	131,000	137,000	---	+6,000
Underground Natural Gas Storage Facility Safety Account.....	8,000	10,000	8,000	---	-2,000
Subtotal.....	168,000	163,000	168,000	---	+5,000
<b>Emergency Preparedness Grants:</b>					
Limitation on emergency preparedness fund.....	(28,318)	(28,318)	(28,318)	---	---
<b>Administrative Provision</b>					
PHMSA (Sec. 180).....	---	---	1,000	+1,000	+1,000
<b>Total, Pipeline and Hazardous Materials Safety</b>					
Administration.....	253,215	247,915	259,715	+6,500	+11,800
Limitations on obligations.....	(28,318)	(28,318)	(28,318)	---	---
Total budgetary resources.....	(281,533)	(276,233)	(288,033)	(+6,500)	(+11,800)
Pipeline safety fund user fees.....	-137,000	-131,000	-137,000	---	-6,000
Underground natural gas storage facility safety account user fees.....	-8,000	-10,000	-8,000	---	+2,000

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>Office of Inspector General</b>					
Salaries and Expenses.....	94,600	98,150	98,150	+3,550	---
=====					
Total, title I, Department of Transportation....	24,832,772	21,652,814	25,316,928	+484,156	+3,664,114
Appropriations.....	(24,832,772)	(21,939,957)	(25,695,807)	(+863,035)	(+3,755,850)
Rescissions.....	---	(-287,143)	(-378,679)	(-378,879)	(-91,736)
Limitations on obligations.....	(61,322,893)	(66,199,400)	(61,391,700)	(+68,807)	(-4,807,700)
Total budgetary resources.....	(86,155,685)	(87,852,214)	(86,708,628)	(+552,963)	(-1,143,586)
=====					

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT</b>					
<b>Management and Administration</b>					
Executive Offices.....	14,217	17,659	17,292	+3,075	-367
Administrative Support Offices.....	563,378	578,913	576,689	+13,311	-2,224
<b>Program Offices:</b>					
Public and Indian Housing.....	227,000	236,439	243,056	+16,056	+6,617
Community Planning and Development.....	124,000	129,503	131,107	+7,107	+1,604
Housing.....	384,000	411,878	404,194	+20,194	-7,684
Policy Development and Research.....	28,000	35,443	36,250	+8,250	+807
Fair Housing and Equal Opportunity.....	75,000	77,024	79,763	+4,763	+2,739
Office of Lead Hazard Control and Healthy Homes.....	9,000	9,862	10,303	+1,303	+441
Subtotal.....	847,000	900,149	904,673	+57,673	+4,524
Total, Management and Administration.....	1,424,595	1,496,721	1,498,654	+74,059	+1,933
<b>Public and Indian Housing</b>					
<b>Tenant-based Rental Assistance:</b>					
Renewals.....	21,502,000	16,958,000	23,080,000	+1,578,000	+6,122,000
Tenant protection vouchers.....	75,000	100,000	116,000	+41,000	+16,000
Administrative fees.....	1,977,000	1,465,000	2,159,000	+182,000	+694,000
Sec. 811 vouchers, incremental and renewals.....	229,050	310,000	314,000	+84,950	+4,000
Incremental VASH vouchers.....	40,000	---	40,000	---	+40,000

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
Tribal veterans affairs supportive housing renewals.....	1,000	---	---	-1,000	---
Incremental family unification vouchers.....	25,000	---	25,000	---	+25,000
Incremental Vouchers for Homelessness.....	---	---	43,439	+43,439	+43,439
Mobility Demonstration.....	25,000	---	---	-25,000	---
Subtotal (available this fiscal year).....	23,874,050	18,833,000	25,777,439	+1,903,389	+6,944,439
Advance appropriations.....	4,000,000	4,000,000	4,000,000	---	---
Less appropriations from prior year advances.....	-4,000,000	-4,000,000	-4,000,000	---	---
Total, Tenant-based Rental Assistance appropriated in this bill.....	23,874,050	18,833,000	25,777,439	+1,903,389	+6,944,439
Rental Assistance Demonstration.....	---	100,000	---	---	-100,000
Public Housing Capital Fund.....	2,869,894	---	---	-2,869,894	---
Public Housing Operating Fund.....	4,549,000	3,572,000	---	-4,549,000	-3,572,000
Public Housing Fund.....	---	---	7,806,000	+7,806,000	+7,806,000
Moving To Work (legislative proposal):					
Renewals.....	---	4,172,900	---	---	-4,172,900
Administrative fees.....	---	340,400	---	---	-340,400
Payments to PHAs.....	---	672,000	---	---	-672,000
Total, Moving To Work Demonstration.....	---	5,185,300	---	---	-5,185,300
Choice Neighborhoods.....	175,000	---	200,000	+25,000	+200,000

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
Self-Sufficiency Programs.....	130,000	190,000	155,000	+25,000	-35,000
Family Self-Sufficiency.....	(80,000)	(90,000)	(105,000)	(+25,000)	(+15,000)
ROSS.....	(35,000)	---	(35,000)	---	(+35,000)
Jobs Plus.....	(15,000)	(100,000)	(15,000)	---	(-85,000)
Native American Programs.....	825,000	600,000	825,000	---	+225,000
Native American Housing Block Grants, Formula.....	(646,000)	---	(647,000)	(+1,000)	(+647,000)
Native American Housing Block Grants, Competitive.....	(100,000)	---	(100,000)	---	(+100,000)
Title VI Loan Program.....	(2,000)	---	(1,000)	(-1,000)	(+1,000)
(Limitation on guaranteed loans).....	(32,000)	(30,000)	(45,649)	(+13,649)	(+15,649)
Indian CDBG.....	(70,000)	---	(70,000)	---	(+70,000)
Training and Technical Assistance.....	(7,000)	---	(7,000)	---	(+7,000)
Indian Housing Loan Guarantee Fund Program Account.....	1,600	2,000	2,000	+400	---
(Limitation on guaranteed loans).....	(1,000,000)	(1,000,000)	(1,000,000)	---	---
Native Hawaiian Housing Block Grant.....	2,000	---	2,000	---	+2,000
<b>Total, Public and Indian Housing.....</b>	<b>32,426,544</b>	<b>28,482,300</b>	<b>34,767,439</b>	<b>+2,340,895</b>	<b>+6,285,139</b>
<b>Community Planning and Development</b>					
Housing Opportunities for Persons with AIDS.....	410,000	330,000	430,000	+20,000	+100,000
Community Development Fund:					
CDBG formula.....	3,400,000	---	3,450,000	+50,000	+3,450,000
SUPPORT for Patients and Communities.....	25,000	---	25,000	---	+25,000
<b>Subtotal.....</b>	<b>3,425,000</b>	<b>---</b>	<b>3,475,000</b>	<b>+50,000</b>	<b>+3,475,000</b>

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
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Community Development Loan Guarantees (Section 108):					
(Limitation on guaranteed loans).....	(300,000)	---	(300,000)	---	(+300,000)
HOME Investment Partnerships Program.....	1,350,000	---	1,350,000	---	+1,350,000
Self-help and Assisted Homeownership Opportunity Program.....	55,000	---	60,000	+5,000	+60,000
Homeless Assistance Grants.....	2,777,000	2,773,000	3,000,000	+223,000	+227,000
	<hr/>				
Total, Community Planning and Development.....	8,017,000	3,103,000	8,315,000	+298,000	+5,212,000
	<hr/>				
Housing Programs					
Project-based Rental Assistance:					
Renewals.....	12,225,000	12,292,000	13,115,000	+890,000	+823,000
Contract administrators.....	345,000	350,000	350,000	+5,000	---
	<hr/>				
Subtotal (available this fiscal year).....	12,570,000	12,642,000	13,465,000	+895,000	+823,000
	<hr/>				
Advance appropriations.....	400,000	400,000	400,000	---	---
Less appropriations from prior year advances.....	-400,000	-400,000	-400,000	---	---
	<hr/>				
Total, Project-based Rental Assistance appropriated in this bill.....	12,570,000	12,642,000	13,465,000	+895,000	+823,000
	<hr/>				
Housing for the Elderly.....	793,000	853,000	855,000	+62,000	+2,000
Housing for Persons with Disabilities.....	202,000	252,000	227,000	+25,000	-25,000
Housing Counseling Assistance.....	53,000	45,000	77,500	+24,500	+32,500
Rental Housing Assistance.....	3,000	---	---	-3,000	---

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
Payment to Manufactured Housing Fees Trust Fund.....	13,000	14,000	13,000	---	-1,000
Offsetting collections.....	-13,000	-14,000	-13,000	---	+1,000
<b>Total, Housing Programs.....</b>	<b>13,621,000</b>	<b>13,792,000</b>	<b>14,624,500</b>	<b>+1,003,500</b>	<b>+832,500</b>
<b>Federal Housing Administration</b>					
<b>Mutual Mortgage Insurance Program Account:</b>					
(Limitation on guaranteed loans).....	(400,000,000)	(400,000,000)	(400,000,000)	---	---
(Limitation on direct loans).....	(1,000)	(1,000)	(1,000)	---	---
Offsetting receipts.....	-5,649,000	-8,541,000	-8,541,000	-2,892,000	---
Proposed offsetting receipts (HECM).....	---	-223,000	-223,000	-223,000	---
Administrative contract expenses.....	130,000	130,000	130,000	---	---
<b>General and Special Risk Program Account:</b>					
(Limitation on guaranteed loans).....	(30,000,000)	(30,000,000)	(30,000,000)	---	---
(Limitation on direct loans).....	(1,000)	(1,000)	(1,000)	---	---
Offsetting receipts.....	-602,000	-480,000	-480,000	+122,000	---
<b>Total, Federal Housing Administration.....</b>	<b>-6,121,000</b>	<b>-9,114,000</b>	<b>-9,114,000</b>	<b>-2,993,000</b>	<b>---</b>
<b>Government National Mortgage Association</b>					
<b>Guarantees of Mortgage-backed Securities Loan Guarantee Program Account:</b>					
(Limitation on guaranteed loans).....	(550,000,000)	(550,000,000)	(1,300,000,000)	(+750,000,000)	(+750,000,000)
Administrative expenses.....	30,500	31,479	33,500	+3,000	+2,021
Offsetting receipts.....	-132,000	-129,000	-129,000	+3,000	---



TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
Offsetting receipts.....	-1,050,000	-1,288,000	-1,288,000	-238,000	---
Proposed offsetting receipts (HECM) .....	---	-22,000	-22,000	-22,000	---
Additional contract expenses.....	1,000	---	1,000	---	+1,000
<b>Total, Gov't National Mortgage Association....</b>	<b>-1,150,500</b>	<b>-1,407,521</b>	<b>-1,404,500</b>	<b>-254,000</b>	<b>+3,021</b>
<b>Policy Development and Research</b>					
Research and Technology.....	98,000	94,650	105,000	+7,000	+10,350
<b>Fair Housing and Equal Opportunity</b>					
Fair Housing Activities.....	70,300	65,300	72,555	+2,255	+7,255
<b>Office of Lead Hazard Control and Healthy Homes</b>					
Lead Hazard Reduction.....	290,000	360,000	360,000	+70,000	---
Information Technology Fund.....	280,000	257,600	300,000	+20,000	+42,400
Office of Inspector General.....	138,200	133,300	137,200	-1,000	+3,900

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>General Provisions--Department of Housing and Urban Development</b>					
Native Hawaiian Housing Loan Guarantee Fund Program					
Account (rescission) (Sec. 228).....	---	-2,000	---	---	+2,000
Unobligated balances (rescission) (Sec. 236).....	---	---	-14,000	-14,000	-14,000
Unobligated balances (rescission of emergency funds) (Sec. 237).....	-7,000	---	---	+7,000	---
	=====	=====	=====	=====	=====
<b>Total, title II, Department of Housing and Urban Development.....</b>	<b>49,087,139</b>	<b>37,261,350</b>	<b>49,647,848</b>	<b>+560,709</b>	<b>+12,386,498</b>
Appropriations.....	(52,140,139)	(43,560,350)	(55,957,848)	(+3,817,709)	(+12,387,498)
Rescissions.....	---	(-2,000)	(-14,000)	(-14,000)	(-12,000)
Emergencies.....	---	---	---	---	---
Advance appropriations.....	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Rescission of emergency appropriations....	(-7,000)	---	---	(+7,000)	---
Offsetting receipts.....	(-7,433,000)	(-10,683,000)	(-10,683,000)	(-3,250,000)	---
Offsetting collections.....	(-13,000)	(-14,000)	(-13,000)	---	(+1,000)
(Limitation on direct loans).....	(2,000)	(2,000)	(2,000)	---	---
(Limitation on guaranteed loans).....	(981,332,000)	(981,030,000)	(1,731,345,649)	(+750,013,649)	(+750,315,649)
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TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
<b>TITLE III - RELATED AGENCIES</b>					
Access Board.....	9,200	9,200	9,200	---	---
Federal Maritime Commission.....	28,000	28,900	30,300	+2,300	+1,400
National Railroad Passenger Corporation Office of Inspector General.....	24,274	26,248	25,274	+1,000	-974
National Transportation Safety Board.....	110,400	116,400	118,400	+8,000	+2,000
Neighborhood Reinvestment Corporation.....	158,500	27,400	165,000	+6,500	+137,600
Surface Transportation Board.....	37,100	37,500	37,500	+400	---
Offsetting collections.....	-1,250	-1,250	-1,250	---	---
Subtotal.....	35,850	36,250	36,250	+400	---
United States Interagency Council on Homelessness.....	3,800	3,800	3,800	---	---
<b>Total, title III, Related Agencies.....</b>	<b>370,024</b>	<b>248,198</b>	<b>388,224</b>	<b>+18,200</b>	<b>+140,026</b>

**TITLE IV - GENERAL PROVISIONS - THIS ACT**

Unobligated General Fund Highway Balances (Sec. 424) (rescission).....	-19,935	---	---	+19,935	---
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TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2021

(Amounts in thousands)

	FY 2020 Enacted	FY 2021 Request	Final Bill	Final Bill vs Enacted	Final Bill vs Request
Reclassification of Tenant-based Rental Assistance funding.....	---	---	-695,000	-695,000	-695,000
Reclassification of Tenant-based Rental Assistance funding (emergency).....	---	---	695,000	+695,000	+695,000
Payments to air carriers (Sec. 421) (emergency).....	---	---	23,332	+23,332	+23,332
Grand total.....	74,270,000	59,162,362	75,376,332	+1,106,332	+16,213,970
Appropriations.....	(77,344,185)	(65,749,755)	(81,348,129)	(+4,003,944)	(+15,598,374)
Rescissions.....	(-19,935)	(-289,143)	(-392,879)	(-372,944)	(-103,736)
Rescissions of emergency funding.....	(-7,000)	---	---	(+7,000)	---
Emergency appropriations.....	---	---	(718,332)	(+718,332)	(+718,332)
Advance appropriations.....	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts.....	(-7,433,000)	(-10,683,000)	(-10,683,000)	(-3,250,000)	---
Offsetting collections.....	(-14,250)	(-15,250)	(-14,250)	---	(+1,000)
(Limitation on obligations).....	(61,322,893)	(66,199,400)	(61,391,700)	(+68,807)	(-4,807,700)
Total budgetary resources.....	(135,592,893)	(125,361,762)	(136,768,032)	(+1,175,139)	(+11,406,270)