

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND
URBAN DEVELOPMENT, AND RELATED AGENCIES AP-
PROPRIATIONS BILL, 2020

XXX XX, 2019.—Committed to the Committee of the Whole House on the State of
the Union and ordered to be printed

Mr. PRICE of North Carolina, from the Committee on
Appropriations, submitted the following

R E P O R T

[To accompany H.R.]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Departments of Transportation, Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2020.

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PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2020, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to appropriations contained in the accompanying bill, the terms “program, project, and activity” (PPA) shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) and accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget

(obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill or report language.

The Committee directs the Departments and agencies funded by this bill to address each number listed in the reports in their respective operating plans and warns that efforts to operate programs at levels contrary to the levels recommended and directed in these reports would not be advised.

OPERATING PLANS AND REPROGRAMMING GUIDELINES

The Committee includes a provision (Sec. 405) establishing the authority by which funding available to the agencies funded by this Act may be reprogrammed for other purposes. The provision specifically requires the advance approval of the House and Senate Committees on Appropriations of any proposal to reprogram funds that:

- creates a new program;
- eliminates a program, project, or activity (PPA);
- increases funds or personnel for any PPA for which funds have been denied or restricted by the Congress;
 - redirects funds that were directed in such reports for a specific activity to a different purpose;
 - augments an existing PPA in excess of \$5,000,000 or 10 percent, whichever is less;
 - reduces an existing PPA by \$5,000,000 or 10 percent, whichever is less; or
 - creates, reorganizes, or restructures offices different from the congressional budget justifications or the table at the end of the Committee report, whichever is more detailed.

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 60 days after enactment of this Act to establish the baseline for application of reprogramming and transfer authorities provided in this Act. Specifically, each agency must provide a table for each appropriation with columns displaying the budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation both by object class and by PPA. The report also must identify items of special Congressional interest. In certain instances, the Committee may direct the agency to submit a revised operating plan for approval or may direct changes to the operating plan if the plan is not consistent with the directives of the conference report and statement of the managers.

The Committee expects the agencies and bureaus to submit reprogramming requests in a timely manner and to provide a thorough explanation of the proposed reallocations, including a detailed justification of increases and reductions and the specific impact of proposed changes on the budget request for the following fiscal year. Any reprogramming request shall include any out-year budgetary impacts and a separate accounting of program or mission impacts on estimated carryover funds. Reprogramming procedures shall apply to funds provided in this Act, unobligated balances from previous appropriations Acts that are available for obligation or expenditure in fiscal year 2020, and non-appropriated resources such

as fee collections that are used to meet program requirements in fiscal year 2020.

The Committee expects each agency to manage its programs and activities within the amounts appropriated by Congress. The Committee reminds agencies that reprogramming requests should be submitted only in the case of an unforeseeable emergency or a situation that could not have been anticipated when formulating the budget request for the current fiscal year. Except in emergency situations, reprogramming requests should be submitted no later than June 30, 2020. Further, the Committee notes that when a Department or agency submits a reprogramming or transfer request to the Committees on Appropriations and does not receive identical responses from the House and Senate, it is the responsibility of the Department to reconcile the House and Senate differences before proceeding and, if reconciliation is not possible, to consider the request to reprogram funds unapproved.

The Committee would also like to clarify that this section applies to working capital funds of both the Department of Transportation (DOT) and Department of Housing and Urban Development (HUD) and that no funds may be obligated from working capital fund accounts to augment programs, projects, or activities for which appropriations have been specifically rejected by the Congress, or to increase funds or personnel for any PPA above the amounts appropriated by this Act.

CONGRESSIONAL BUDGET JUSTIFICATIONS

Budget justifications are the primary tool used by the House and Senate Committees on Appropriations to evaluate the resource requirements and fiscal needs of agencies. The Committee is aware that the format and presentation of budget materials is largely left to the agency within presentation objectives set forth by the Office of Management and Budget (OMB). In fact, OMB Circular A-11, part 1 specifically instructs agencies to consult with congressional committees beforehand. The Committee expects that all agencies funded under this Act will heed this directive.

The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions. The Committee continues the direction that justifications submitted with the fiscal year 2021 budget request by agencies funded under this Act contain the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in the funding table included at the end of this report. Among other items, agencies shall provide a detailed discussion of proposed new initiatives, proposed changes in the agency's financial plan from prior year enactment, detailed data on all programs, and comprehensive information on any office or agency restructurings. At a minimum, each agency must also provide adequate justification for funding and staffing changes for each individual office and materials that compare programs, projects, and activities that are proposed for fiscal year 2021 to the fiscal year 2020 enacted levels.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this Act. Therefore, the Committee expects that each agency will coordinate with the House and Senate Committees on Appropriations in ad-

vance on its planned presentation for its budget justification materials in support of the fiscal year 2021 budget request.

OTHER MATTERS

The Committee directs each of the Departments and agencies funded by this Act to identify opportunities to prioritize resilience, equity, regional efforts, and robust stakeholder engagement.

Resiliency.—The Committee believes that every new construction or major rehabilitation project funded by this Act should be constructed to the most current relevant standards and that these projects should address the risk of structure failure or loss of use from natural hazards throughout the lifetime of the project. As a measure of responsible fiscal prudence, resilient construction and land management practices should be integrated into every program funded by this Act.

Performance measures.—The Committee directs each of the Departments and agencies funded by this Act to comply with title 31 of the United States Code including the development of their organizational priority goals and outcomes such as performance outcome measures, output measures, efficiency measures, and customer service measures.

Customer service.—The Committee continues to support efforts to improve customer service in accordance with Executive Order 13571. The Committee directs all Departments and agencies funded by this Act to develop standards to improve customer service and incorporate the standards into the performance plans required under title 31 of the United States Code. Further, the Committee recognizes not all Departments and agencies are subject to Executive Order 13571. For such Departments and agencies funded by this Act, the Committee directs the Departments and agencies to make continuous improvements and adopt best practices for improving customer service.

Regional councils of government.—The Committee recommends that all Departments and agencies funded by this Act list regional councils and councils of governments as eligible entities in competitions for Federal funding whenever local governments or non-profit agencies are eligible entities. Furthermore, it is the desire of the Committee that all Departments and agencies actively seek opportunities for regional councils and councils of governments to serve as lead applicants and grantees in order to encourage and expand greater regional collaboration. In the competitive grants process, all Departments and agencies should work with entities having previous experience with administering Federal funding that resulted in successful, comprehensive, well-coordinated outcomes. Further, all Departments and agencies should encourage regional systems planning and coordination to ensure more efficient and expeditious development of systems needed to sustain regional growth, economic prosperity, and global competitiveness.

Native plant preference.—In undertaking a land management activity on lands under the jurisdiction of any of the Departments or agencies funded by this Act, including maintenance and restoration in response to degradation caused by human activity or natural events (such as fire, flood, or infestation), the Committee directs that it be the policy of the aforementioned agencies that preference

shall be made, to the extent practicable, for the use of locally adapted native plant materials.

Contracting.—As the largest advertiser in the United States, the Federal government should work to ensure fair access to its advertising contracts for small, disadvantaged businesses and businesses owned by minorities and women. The Committee directs each Department and agency funded by this Act to include the following information in its fiscal year 2021 budget justification: expenditures for fiscal year 2019 and expected expenditures for fiscal year 2021, respectively, for (1) all contracts for advertising services; and (2) contracts for the advertising services of all Small Business Administration-recognized socioeconomic subcategory-certified small businesses, as defined in the Small Business Act, and minority-owned businesses.

First aid kit enhancements.—The Committee is aware that first aid products endorsed by the Department of Defense's Committee on Tactical Combat Casualty Care (CoTCCC) help reduce death or trauma as a result of bleeding. To improve outcomes in crisis situations, the Committee encourages the Departments and agencies funded by this Act to incorporate CoTCCC supported dressings in first aid kits.

Targeted investments in impoverished areas.—The Committee supports targeted investments in impoverished areas, particularly in persistent poverty counties and in other high-poverty census tracts. To understand how programs funded through the Departments and agencies funded by this Act are serving these particular areas, the Committee directs the Departments and agencies to submit a report to the House and Senate Committees on Appropriations on the percentage of funds allocated by each program in fiscal years 2017, 2018, and 2019 and estimates for fiscal year 2020 to serve populations living in persistent poverty counties, as defined as a county that has had 20 percent or more of its population living in poverty over the past 30 years, as measured by the 1990 and 2000 decennial censuses and the most recent Small Area Income and Poverty estimates, and high-poverty areas, as defined as any census tract with a poverty rate of at least 20 percent as measured by the 2013–2017 five-year data series available from the American Community Survey of the Census Bureau. The Departments and agencies shall report this information to the Committees within 90 days of such data being available and provide a briefing to the Committees no later than 180 days of enactment of this Act on how the Departments and agencies are carrying out this directive.

Fair access to science and technology research.—The Committee applauds the progress made by the White House Office of Science and Technology Policy (OSTP) on the Department and agency public access plans required by the February 22, 2013 Memorandum on Increasing Access to the Results of Federally Funded Scientific Research. The Committee understands that 22 Departments and agencies with annual expenditures on research and development of \$100,000,000 or more have completed their public access plans for increasing access to peer reviewed scholarly publications and digital data resulting from Federally funded research. The Committee encourages OSTP to continue its efforts to coordinate the implementation of public access policies across all Departments and agencies funded by this Act and to identify additional opportunities

to enhance access to the results of Federally funded research. The Committee urges OSTP to report on an annual basis on the progress of all Departments and agencies funded by this Act in implementing their public access plans, including relevant measures of progress, and on additional steps being taken to improve access to the results of Federally funded research.

MEGABYTE Act.—The Government Accountability Office (GAO) has repeatedly identified software acquisition and licensing as high-risk due to significant vulnerabilities to fraud, waste, abuse, and mismanagement. The Committee notes that HUD received a failing grade on the most recent Oversight and Government Reform Committee’s Biannual FITARA Scorecard for software licensing, while DOT has made significant improvements. The Committee directs the Departments and agencies funded by this Act to prioritize the management of software licenses, including inventory and analysis of usage, as required by the MEGABYTE Act (P.L. 114–210).

Tribal consultation.—The GAO recently completed a review of Federal agencies’ processes for consulting with Indian tribes and Alaska Native corporations on infrastructure projects and related activities, such as permitting, which may impact tribal natural and cultural resources. The Committee supports strong tribal consultation, and directs the Departments funded by this Act to prioritize implementing the GAO recommendations.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$113,910,000 |
| Budget request, fiscal year 2020 | 117,993,000 |
| Recommended in the bill | 113,910,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | -4,083,000 |

Immediate Office of the Secretary.—The immediate Office of the Secretary has primary responsibility to provide overall planning, direction, and control of departmental affairs.

Immediate Office of the Deputy Secretary.—The Office of the Deputy Secretary has primary responsibility to assist the Secretary in the overall planning, direction, and control of departmental affairs. The Deputy Secretary serves as the chief operating officer of the Department of Transportation.

Office of the General Counsel.—The Office of the General Counsel provides legal services to the Office of the Secretary and coordinates and reviews the legal work of the chief counsels’ offices of the operating administrations.

Office of the Under Secretary of Transportation for Policy.—The Office of the Under Secretary of Transportation for Policy serves as the Department’s chief policy officer, and is responsible for the coordination and development of departmental policy and legislative initiatives; international standards development and harmonization; aviation and other transportation-related trade negotiations; the performance of policy and economic analysis; and the execution of the Essential Air Service program.

Office of the Assistant Secretary for Budget and Programs.—The Assistant Secretary for Budget and Programs is responsible for developing, reviewing, and presenting budget resource requirements for the Department to the Secretary, Congress, and Office of Management and Budget.

Office of the Assistant Secretary for Governmental Affairs.—The Office of the Assistant Secretary for Governmental Affairs is responsible for coordinating all Congressional, intergovernmental, and consumer activities of the Department.

Office of the Assistant Secretary for Administration.—The Office of the Assistant Secretary for Administration serves as the principal advisor to the Secretary on department-wide administrative matters and the responsibilities include leadership in acquisition reform and human capital.

Office of Public Affairs.—The Office of Public Affairs is responsible for the Department's press releases, articles, briefing materials, publications, and audio-visual materials.

Executive Secretariat.—The Executive Secretariat assists the Secretary and Deputy Secretary in carrying out their responsibilities by controlling and coordinating internal and external documents.

Office of Intelligence, Security, and Emergency Response.—The Office of Intelligence, Security, and Emergency Response is responsible for intelligence, security policy, preparedness, training and exercises, national security, and operations.

Office of the Chief Information Officer.—The Office of the Chief Information Officer serves as the principal advisor to the Secretary on information resources and information systems management.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$113,910,000 for the salaries and expenses of the offices comprising the Office of the Secretary of Transportation. The Committee's recommendation includes individual funding for each office as has been done in prior years.

Operating plan.—The Committee directs the Department to submit an operating plan for fiscal year 2020 signed by the Secretary for review by the House and Senate Committees on Appropriations within 60 days of the enactment of this Act. The operating plan should include funding levels for the various offices, programs, and initiatives detailed down to the object class or program element covered in the budget justification and supporting documents, documents referenced in the House and Senate reports, and the statement of the managers (i.e. not simply the activities called out in bill language). Should the Department create, alter, discontinue, or otherwise change any program as described in the Department's budget justification, those changes must be a part of the Department's operating plan. Finally, the Department shall submit with the operating plan a summary of the DOT reporting requirements contained in this Act, the House and Senate reports, and the statement of the managers. The summary should include Inspector General and Government Accountability Office reports as well.

Green infrastructure for rail transportation hubs.—The Committee encourages the Secretary to allow slow green infrastructure on or near rail transportation hubs to be eligible for Federal funding administered by the Department. This includes, but is not lim-

ited to, activities that would increase green space surrounding the structure such as urban trees, vegetation, and enhanced streetscapes. These elements not only provide opportunities to mitigate transportation pollution, improve air quality, and control storm water runoff but in some cases could also provide or enhance the structure's security elements and help conserve and reduce the structure's energy use.

Open skies.—The Committee continues to urge the Department to take steps to ensure that U.S. airline carriers and their workers have a fair and equal opportunity to compete in accordance with open skies agreements with foreign governments. The Committee notes that DOT worked with the State Department to reach recent memorandums of agreement with foreign governments to ensure transparency, accountability, and enforcement remain important tenets of open skies agreements. The Committee directs the Department to continue to proactively work with the State Department to take appropriate action with any foreign governments where government subsidies have resulted in market distortion. The Committee directs the Department to provide regular updates to the Committee on their activities related to the fair enforcement of open skies agreements.

3D Elevation Program (3DEP).—3DEP is a national program managed by the U.S. Geological Survey to acquire high-resolution elevation data. The Committee understands the use of 3DEP data in infrastructure projects and construction management could increase safety and reduce costs, with applications such as spanning route, grade, line-of-sight, and utility surveys and corridor mapping; terrain and obstruction identification for aviation; evaluation of geologic, coastal, and other natural hazards; dam, levee, and coastal-structure failure modeling and mitigation; hydraulic and hydrologic modeling; drainage and cut-and-fill issues; and analysis of vegetation and topographic features. While the Committee recognizes the Department is an active participant in the 3DEP Executive Forum, the Committee encourages the Department to develop an efficient, systematic approach to acquiring foundational 3DEP data to support the work of all modal administrations.

Transportation accessibility.—The Committee understands the Department and some States and metropolitan planning organizations have undertaken efforts to measure accessibility or multimodal connectivity, and that more work is needed in this area. Therefore, the Committee encourages the Secretary, in coordination with the Federal Highway Administration and Federal Transit Administration, to review and analyze policies which could be used by States, metropolitan planning organizations, transit agencies, and others to improve accessibility. This review should include the degree to which transportation systems provide multimodal connections to economic opportunities, healthcare services, child care services, education and workforce training services, particularly for disadvantaged populations, and other services. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 120 days of enactment of this Act on the review and potential recommendations to achieve accessibility.

Advanced technologies.—The Committee believes the Department should work with stakeholders to analyze the best methods to im-

prove infrastructure while implementing next generation, technologically advanced updates to modernize the nation's infrastructure. The Committee encourages the Department to prioritize advanced technology while addressing infrastructure needs.

Dig once.—The Committee recognizes that the Federal Highway Administration encourages States to work with service providers on joint highway and utility planning to help minimize the excavation of roadways. However, the Committee believes more work is needed to better coordinate transportation projects with the installation, upgrade, or repair of water, broadband, and other utility transmission lines. The Committee encourages the Department to provide additional support to recipients of Federal funding to facilitate communication with public and private utility providers when planning transportation projects. This should include providing lessons learned from projects which have implemented “dig once” measures.

Smart cities.—The Committee recognizes the leadership and support the Department has provided through the Smart City Challenge Program, which has resulted in community-driven advanced technology transportation projects. The Committee encourages the Department to ensure the program reaches a successful conclusion, and to identify program elements and characteristics which could be applied to large urban areas and small or rural communities.

Further, the Committee urges the Department to create incentives for urban and rural communities to use advanced data and intelligent transportation systems technologies to improve their transportation network through existing competitive grant programs. The Department should engage with local communities, metropolitan planning organizations, and regional transportation commissions on these innovative technological solutions and other “smart cities” concepts.

Infrastructure coordinator.—Mexico is the United States' third largest trading partner. The Committee supports strengthening coordination between the Department and other relevant Federal agencies to improve freight infrastructure development at the southwest border, which is critical to maintaining this bilateral trade relationship. Therefore, the Committee directs the Department to work with the General Services Administration, the Department of Homeland Security, and other relevant agencies to designate a lead infrastructure coordinator to facilitate more efficient development of infrastructure projects and to coordinate with his or her counterpart in the Mexican government. The Committee directs the Department to submit a report to the House and Senate Committees on Appropriations within 60 days of the enactment of this Act on its efforts in this regard.

National Special Security Events (NSSE).—The President or Secretary of Homeland Security may designate major Federal government or public events that are considered to be nationally significant as National Special Security Events. The Committee recognizes such events can pose transportation challenges for the regions that are hosting NSSEs and impact surrounding areas. While some NSSEs are designated with very little notice others are designated months or years in advance. The Committee believes NSSEs represent unique opportunities to transform and revitalize local and regional transportation systems, such as public transit,

highway, multimodal, and aviation infrastructure. Therefore, the Committee encourages the Department to work with local and State governments preparing to host an NSSE to assess the transportation improvements and needs associated with the event, and to provide technical assistance as appropriate.

Value capture.—The Committee recognizes the use of value capture as a tool for economic development and as a non-Federal source of funding for transportation infrastructure, such as transit and passenger rail projects. The Committee encourages the Department to improve the dissemination of information and education of guidance on the use of value capture, and to provide technical assistance as appropriate.

RESEARCH AND TECHNOLOGY

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$8,471,000 |
| Budget request, fiscal year 2020 | 22,000,000 |
| Recommended in the bill | 42,948,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +34,477,000 |
| Budget request, fiscal year 2020 | +20,948,000 |

The Office of the Assistant Secretary for Research and Technology coordinates, facilitates, and reviews the Department’s research and development programs and activities; coordinates and develops positioning, navigation, and timing (PNT) technology; maintains PNT policy, coordination, and spectrum management; manages the Nationwide Differential Global Positioning System; and oversees and provides direction to the Bureau of Transportation Statistics, the Intelligent Transportation Systems Joint Program Office, the University Transportation Centers program, the Volpe National Transportation Systems Center, and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$42,948,000 for research and technology activities. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|--|---------|----------------|
| Transportation Resilience Metrics Study | --- | \$1,000,000 |
| Highly Automated Systems Safety Center of Excellence | --- | 10,000,000 |
| University Transportation Centers | --- | 15,000,000 |

Transportation resilience metrics study.—The Committee believes that new construction or major rehabilitation projects funded by the Department through formula and competitive grant programs should be constructed to the most current relevant standards and address the risk of structural failure or loss of use from natural hazards throughout the lifetime of the project. To achieve this, additional research is needed to establish approaches to measuring the resilience of transportation systems. Therefore, the Committee directs 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 effective ways to measure the resilience of transportation systems and services to natural disasters and hazards. For the purposes of this study, the Committee urges the Department to take an all-encompassing view

of natural disasters and hazards, including but not limited to, extreme weather events, hurricanes, floods, wildfires, heat waves, high winds, and changes in the freeze-thaw patterns.

Highly Automated Systems Safety Center of Excellence (COE).—Advanced technologies are rapidly transforming the national transportation system, and are already critical components in airplanes, trains, and motor vehicles. In recent years, multiple fatal accidents have underscored the importance of validating the safety of new technologies. As automated technologies become increasingly widespread, the Committee believes the safety of the traveling public jointly depends on technology developers, owners and operators, and appropriate Federal regulations and effective oversight. To ensure automated technologies are safe and work as intended, the Department must have a workforce that can review and analyze complex transportation-based systems. The Committee directs the Secretary to stand up the Highly Automated Systems Safety COE. The Highly Automated Systems Safety COE would serve as a dedicated workforce at the Department with the necessary skills and expertise in automation and human behavior, including but not limited to, computer science, machine learning, sensors, and other technologies to audit, inspect, and certify the safety of highly automated systems across all modes of transportation.

University Transportation Centers (UTCs).—The Committee continues to support UTCs, which are authorized under section 5505 of title 49, United States Code, and funded through the Federal Highway Administration. The Committee recommendation provides \$15,000,000 to support competitive grants to fund new Tier I University Transportation Centers. This increase is in addition to amounts provided for fiscal year 2020 by the Fixing America’s Surface Transportation (FAST) Act (P.L. 114–94).

Natural gas vehicle data.—The Committee encourages the Department to gather data from States relating to the use of natural gas in transportation. This should include data on the number of natural gas vehicles deployed on roads and the amount of compressed natural gas, liquefied natural gas, and renewable natural gas sold or distributed for use in transportation.

NATIONAL INFRASTRUCTURE INVESTMENTS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$900,000,000 |
| Budget request, fiscal year 2020 | 1,000,000,000 |
| Recommended in the bill | 1,000,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +100,000,000 |
| Budget request, fiscal year 2020 | — — — |

The National Infrastructure Investments program (also known as BUILD and formerly known as TIGER) was created in the American Recovery and Reinvestment Act (P.L. 111–5) to provide grants and credit assistance to State and local governments, tribal governments, transit agencies, port authorities, metropolitan planning organizations, or a combination of such entities to improve the Nation’s transportation infrastructure. Eligible projects include highways and bridges, public transportation, freight and passenger rail, port infrastructure, and bicycle and pedestrian improvements. The National Infrastructure Investments program awards funds on a competitive basis to projects that will have a significant local or regional impact.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$1,000,000,000 for National Infrastructure Investments grants to support multimodal, multijurisdictional transportation projects that are more difficult to accomplish through traditional transportation programs. Key tenets of this program include its flexibility and the ability for any public entity to apply directly and not through a State department of transportation as is the case with many Federal transportation programs. BUILD also fosters collaboration and leverages non-Federal investments from private, State, and local sources. The Committee has consistently heard from communities large and small on the difference BUILD grants have made in improving safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life.

The Committee is concerned that the Department has moved away from the original intent of the program. In fiscal year 2017, 78 percent of the awards were for road projects while the remaining 22 percent of awards were spread among transit, rail, and maritime projects. This preference continued in fiscal year 2018, with 66 percent of awards for road projects. The Department's prioritization of road projects came at the expense of transit-related projects, which on average received about 32 percent of awards between fiscal year 2009 and fiscal year 2016. This also contradicts the Committee's direction to invest in a variety of transportation modes. The Committee strongly reminds the Department that highway and bridge projects have dedicated funding sources through Highway Trust Fund formula programs, and directs the Department to refocus fiscal year 2020 grants on multimodal projects which include transit, passenger rail, and pedestrian improvements. The Committee also notes that investments in projects can have benefits far beyond the project location. For example, projects in urban areas can provide benefits to rural areas. Therefore, the Committee directs the Secretary to consider the benefits of a project to the fullest extent possible and to include all relevant geographic areas.

The Committee reiterates to the Department and potential applicants that BUILD grants support a broad variety of transportation projects including, but also not limited to, highway, bridge, or road projects; public transportation projects; passenger and freight rail projects; port infrastructure improvements; intermodal projects, including commercial, transit, and intermodal parking garages; bicycle and pedestrian projects; and multimodal infrastructure. The Committee also reiterates that applicants from all 50 States, the District of Columbia, and all U.S. territories are eligible to apply for BUILD grants, including communities whose transportation infrastructure supports the readiness of Department of Defense installations.

Notice of Funding Opportunity (NOFO).—The Committee is disappointed that the Department's fiscal year 2019 NOFO incorporates new criteria which the Department will use to evaluate and award grants. This contradicts the Committee's direction to consider and award projects based solely on the selection criteria from the fiscal year 2017 NOFO. The Committee again directs the De-

partment to use the selection criteria from the fiscal year 2017 NOFO for fiscal year 2020.

Planning grants.—The Committee also notes with disappointment that the Department did not award a single planning grant in fiscal year 2018. The Committee recognizes that planning support can be critical for communities seeking to invest in transit, transit-oriented development, and multimodal projects but often lack the resources or expertise to adequately plan for such investments. The Committee provided planning grant funding in fiscal years 2010, 2014, 2018, and 2019. Planning grants awarded in fiscal years 2010 and 2014 have spurred project development and, in turn, construction. The Committee recommendation requires the Department to award \$35,000,000 in grants for planning, preparation, or design of projects. Of this amount, \$15,000,000 is provided for any eligible project and applicant with an emphasis on transit, transit-oriented development, and multimodal projects, and \$20,000,000 is provided for any eligible project for applicants located in counties and census tracts experiencing persistent poverty.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE
BUREAU

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$5,000,000 |
| Budget request, fiscal year 2020 | 4,000,000 |
| Recommended in the bill | 5,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +1,000,000 |

Authorized under section 9001 of the FAST Act, the National Surface Transportation and Innovative Finance Bureau administers and coordinates the Department of Transportation’s existing transportation finance programs.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$5,000,000 for the National Surface Transportation and Innovative Finance Bureau (Bureau). The Committee rejects the proposal in the budget request to transfer the Maritime Guaranteed Loan (Title XI) program from the Maritime Administration to the Bureau. The Committee recommendation requires the Department to consider Transportation Infrastructure Finance and Investment Act (TIFIA) loans to be part of the non-Federal share of the project costs if the loans are repaid by non-Federal funds.

Transit-oriented development (TOD).—In the FAST Act, Congress authorized TOD projects as an eligible use for credit assistance under TIFIA and the Railroad Rehabilitation and Improvement Financing (RRIF) programs. The Committee is concerned that despite interest from project sponsors to use TIFIA or RRIF to support TOD projects, to date the Bureau has not received a formal application under either program. The Committee directs the Department to submit a report to the House and Senate Committees on Appropriations within 90 days of enactment of this Act summarizing the inquiries DOT has received on potential TOD projects, including the type of applicant, potential project, whether the potential project was seeking assistance through TIFIA or RRIF, if the potential project was deemed eligible, and the rationale for deter-

mining that the potential project was ineligible. Further, the report should identify current statutory, regulatory, or administrative requirements that may be hindering the financing of TOD projects under TIFIA and RRIF, and any actions the Department has taken to modify requirements or guidelines to facilitate financing TOD projects.

FINANCIAL MANAGEMENT CAPITAL

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$2,000,000 |
| Budget request, fiscal year 2020 | 2,000,000 |
| Recommended in the bill | 2,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The Financial Management Capital program supports a multiyear project to upgrade DOT financial systems, processes, and reporting capabilities.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$2,000,000 for the Financial Management Capital program.

Digital Accountability and Transparency (DATA) Act.—Within the amounts provided for this account, funding is included for necessary expenses to support the Department’s activities related to the implementation of the DATA Act (P.L. 113–101), which includes changes in business processes, workforce, or information technology to support high quality, transparent Federal spending information. Amounts provided should supplement and not supplant existing DATA Act activities.

CYBER SECURITY INITIATIVES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$15,000,000 |
| Budget request, fiscal year 2020 | 15,000,000 |
| Recommended in the bill | 15,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The Cyber Security Initiatives account is an effort to close performance gaps in the Department’s cyber security. The account includes support for essential program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department’s computer network and reduce the risk of security breaches.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$15,000,000 to support the Secretary’s Cyber Security Initiatives.

OFFICE OF CIVIL RIGHTS

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$9,470,000 |
| Budget request, fiscal year 2020 | 9,000,000 |
| Recommended in the bill | 9,470,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +470,000 |

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal opportunity issues, and ensuring the full implementation of the civil rights laws and departmental civil rights policies in all official actions and programs. This office is responsible for enforcing laws and regulations that prohibit discrimination in Federally operated and Federally assisted transportation programs and enabling access to transportation providers. The Office of Civil Rights also handles all civil rights cases affecting Department of Transportation employees.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$9,470,000 for the Office of Civil Rights.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$7,879,000 |
| Budget request, fiscal year 2020 | 8,000,000 |
| Recommended in the bill | 15,879,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +8,000,000 |
| Budget request, fiscal year 2020 | +7,879,000 |

This appropriation finances research activities and studies related to the planning, analysis, and information development used in the formulation of national transportation policies and plans. It also finances the staff necessary to conduct these efforts. The overall program is carried out primarily through contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$15,879,000 for transportation planning, research, and development activities, of which \$1,000,000 is for the Interagency Infrastructure Permitting Improvement Center.

Non-traditional and emerging transportation technologies.—The Committee recognizes the growth and innovation in new transportation technologies that seek to improve safety, alleviate congestion and shorten commute times, expand access and mobility for rural and urban communities, and enable a more efficient flow of commercial goods. The Committee understands hyperloop technology is an emerging transportation concept that has the potential to fulfill some of these objectives. In December 2018, the Secretary established the Non-Traditional and Emerging Transportation Technology (NETT) Council to identify and resolve, where possible, the jurisdictional and regulatory gaps associated with cross-modal transportation technologies, such as hyperloop technology, and leverage expertise from across the Department on safety approaches. The Committee supports the NETT’s focus on safety oversight and environmental review and directs the NETT to review hyperloop technology as part of this effort.

The Committee provides \$5,000,000 to assist the NETT in developing and establishing Department-wide processes, solutions, and best practices for identifying and managing non-traditional and emerging transportation technologies and projects, to provide assistance to local and State governments for non-traditional and

emerging technologies, and to conduct research to better understand the safety and regulatory needs of these technologies. The funding provided may be used for dedicated staff for the NETT. Further, the Committee directs the NETT to conduct a study of the Department’s existing authorities and policies that may apply to hyperloop projects, and identify any statutory, regulatory, and policy issues that would preclude the Department from exercising operational safety oversight over some or all of the features of a hyperloop transportation system. The NETT shall submit this report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act.

Data sharing.—The Department possesses and collects much information from airports, roads, bridges, and transit infrastructure networks. However, the systems used to collect and process this data for insight are not integrated across asset types. As the Department continues to grow its data, the Committee believes it needs to organize, share, and analyze data through enterprise data management, reporting, visualization, and advanced analytics software to discover patterns and other information. This will require the Department to continue to prioritize its management of information technology (IT) investments, lifecycle data management capabilities, and software licenses as it transitions to shared services as part of the DestinationsDigital program. Therefore, within the amounts provided for this account, the Committee recommendation includes funding to support an enterprise IT environment that will allow the Department to properly analyze the condition of assets, choose investments that would be most impactful, accurately report where investments were implemented, measure the results of the investments, provide data for public oversight in a modern, completely transparent environment, and support data driven public policy. The Committee urges the Department to include the management and modernization of existing advanced analytics licenses in this work.

Bridges.—The Committee supports the Department’s work through the Long-Term Bridge Performance Research program to develop models to predict bridge performance, and support decisions concerning bridge preservation and rehabilitation investments. Within the amounts provided for this account, funding is included to develop advanced numerical analysis methods and artificial-intelligence based prediction tools to accurately assess the safety and remaining service life of the Nation’s bridges.

WORKING CAPITAL FUND

| | |
|--|---------------|
| Limitation, fiscal year 2019 | \$319,793,000 |
| Budget request, fiscal year 2020 | n/a |
| Recommended in the bill | 424,901,000 |
| Bill compared with: | |
| Limitation, fiscal year 2019 | +105,108,000 |
| Budget request, fiscal year 2020 | n/a |

The Working Capital Fund (WCF) was created to provide common administrative services to the operating administrations and outside entities that contract for the fund’s services. The WCF operates on a fee-for-service basis and receives no direct appropriations. It is fully self-sustaining and must achieve full cost recovery.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of \$424,901,000 on the Working Capital Fund. The Committee continues to stipulate that the limitation is only for services provided to the Department of Transportation, not other entities. Further, the Committee directs that, as much as possible, services shall be provided on a competitive basis.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$3,488,000 |
| Budget request, fiscal year 2020 | 3,000,000 |
| Recommended in the bill | 4,646,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +1,158,000 |
| Budget request, fiscal year 2020 | +1,646,000 |

The Office of Small and Disadvantaged Business Utilization and Outreach assists small, disadvantaged businesses and businesses owned by minorities and women in competing for contracting opportunities with DOT and DOT-funded contracts or grants for transportation-related projects. The office also provides technical and financial assistance, bonding education, training, counseling, and procurement assistance, and administers DOT's Small Business Transportation Resource Center program.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$4,646,000 for the Small and Disadvantaged Business Utilization and Outreach account. The Committee recognizes that the Department has merged the Minority Business Resource Center Program with the Office of Small and Disadvantaged Business Utilization and Outreach. Therefore, the Committee provides the Office of Small and Disadvantaged Business Utilization and Outreach the authority to support loans and other activities that were previously conducted by the Minority Business Resource Center Program.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$175,000,000 |
| Budget request, fiscal year 2020 | 125,000,000 |
| Recommended in the bill | 175,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +50,000,000 |

The Essential Air Service (EAS) program provides subsidies to air carriers to maintain a minimal level of scheduled air service to small communities that had received air service prior to Airline Deregulation Act of 1978. Since 1998, the source of funding for the EAS program has been "overflight fees," which are charged to carriers for Federal Aviation Administration navigational and surveillance services for flights that traverse, but neither take off from nor land in, the United States.

COMMITTEE RECOMMENDATION

The following table shows the appropriation, overflight fees, and total program levels for the EAS program.

| | Appropriations | Overflight fees | Total |
|-----------------------|----------------|-----------------|---------------|
| FY 2019 Enacted | \$175,000,000 | \$145,400,000 | \$320,400,000 |
| Request | 125,000,000 | 150,500,000 | 275,500,000 |
| Recommendation | 175,000,000 | 150,500,000 | 325,500,000 |

The Committee directs the Department to utilize all collected overflight fees and provides an additional \$175,000,000 for this vital link between small communities and the nation.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF
TRANSPORTATION

Section 101 prohibits the Office of the Secretary of Transportation from approving assessments or reimbursable agreements pertaining to funds appropriated to the operating administrations in this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.

Section 102 requires the Secretary 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 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 provides an additional \$2,052,000 to the Salaries and Expenses account on the date on which the Secretary announces the selection of projects to receive awards for certain competitive grant programs funded in fiscal years 2017 and 2018.

Section 105 provides \$1,000,000 from the Research and Technology account for the Secretary to enter into an arrangement with the National Academies of Sciences, Engineering, and Medicine to conduct a study through the Transportation Research Board on effective ways to measure the resilience of transportation systems and services to natural disasters and hazards.

Section 106 provides \$10,000,000 from the Research and Technology account to establish the Highly Automated Systems Safety Center of Excellence.

FEDERAL AVIATION ADMINISTRATION

The Federal Aviation Administration (FAA) is responsible for the safety of civil aviation, navigation and surveillance, and airports. The Federal government’s regulatory role in civil aviation dates back 1926. When the Department of Transportation began its operations in 1967, the FAA became one of several modal administrations within the department. FAA’s mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary and contracted in December 2001 with the transfer of civil aviation security activities to the new Transportation Security Administration.

NextGen.—The Committee places a high priority on Next Generation of Air Traffic Control (NextGen) programs and provides resources in the operations, facilities and equipment, and research evaluation and demonstration accounts to modernize air traffic control along with private sector stakeholders.

NextGen Advisory Committee.—The NextGen Advisory Committee (NAC) includes an appropriate mix of the aviation community, including representatives from general aviation, commercial aviation, labor organizations, airports, local community representatives, and the Federal government. The Committee supports the current diverse NAC membership and believes that the NAC performs an important role in setting priorities for the FAA’s air traffic control modernization efforts. The Committee encourages the FAA to implement NAC recommendations and directs the FAA to provide an annual update on the status of NAC recommendations to the House and Senate Committees on Appropriations.

OPERATIONS

(AIRPORT AND AIRWAYS TRUST FUND)

| | |
|--|------------------|
| Appropriation, fiscal year 2019 | \$10,410,758,000 |
| Budget request, fiscal year | 10,340,000,000 |
| Recommended in the bill | 10,677,758,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +267,000,000 |
| Budget request, fiscal year 2020 | +337,758,000 |

This appropriation provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA’s regulatory, international, medical, engineering and development programs as well as policy oversight and overall management functions.

The operations appropriation includes the following major activities: (1) operation on a 24-hour daily basis of a national air traffic system; (2) establishment and maintenance of a national system of aids to navigation; (3) establishment and surveillance of civil air regulations to ensure safety in aviation; (4) development of standards, rules and regulations governing the physical fitness of air-men, as well as the administration of an aviation medical research program; (5) administration of the acquisition, and research and development programs; (6) headquarters, administration, and other staff offices; and (7) development, printing, and distribution of aeronautical charts used by the flying public.

COMMITTEE RECOMMENDATION

The following table shows a comparison of the budget request and the Committee recommendation by budget activity:

| FAA Operations Activities | Request | Recommendation |
|---|-----------------------|-----------------------|
| Air Traffic Organization | \$7,777,357,000 | \$7,841,720,000 |
| Aviation Safety | 1,327,779,000 | 1,603,969,000 |
| Commercial Space Transportation | 25,598,000 | 24,949,000 |
| Finance and Management | 784,832,000 | 816,398,000 |
| NextGen and Operations Planning | 60,145,000 | 61,258,000 |
| Security and Hazardous Materials Safety | 117,694,000 | 114,165,000 |
| Staff offices | 246,595,000 | 215,299,000 |
| Total | 10,340,000,000 | 10,677,758,000 |

TRUST FUND SHARE OF FAA BUDGET

The bill derives \$9,833,400,000 of the total operations appropriation from the Airport and Airway Trust Fund. The balance of the appropriation will be drawn from the general fund of the Treasury.

Aviation safety.—The Committee provides \$1,603,969,000 for the core mission of the FAA—safety. Establishing and enforcing the safety standards for every product, person, and process in the national airspace system is the exclusive jurisdiction of the FAA. The Committee supports the FAA’s role as both a national regulator and international leader in safety oversight.

The Committee expects the multiple, on-going reviews of the certification process to result in the need for greater technical competency at the FAA and deep, substantive responses to the recommendations from these reviews; the Committee provides resources accordingly. The Committee also supports the augmentation of aviation safety inspectors, aviation safety technicians, aerospace engineers, operations research analysts, and medical officers to conduct investigations and audits of airlines, manufacturers, and pilots as a form of accident prevention.

Incorporating a “safety first” approach into the FAA and its operations is essential and takes precedence over the commercial success of any technology, manufacturer, carrier, or airport.

Additive manufactured continued airworthiness.—The Committee is encouraged by the potential impact that stitched resin composites and large volume additive manufactured discontinuous fiber reinforced composites can have on the aviation industry. The Committee urges FAA to evaluate the material for airworthiness certification and inspection, using destructive and non-destructive testing approaches, while ensuring the safety of using these materials in the aviation industry.

Aircraft accessibility.—The Committee notes the air travel-related challenges for disabled and paralyzed Americans, including damaged assistive devices, delayed assistance, and lack of seating accommodations. Therefore, the Committee encourages the Secretary of Transportation and Administrator of the FAA to work diligently on requirements in the FAA Reauthorization Act (P.L. 115–254) to address the concerns of aviation consumers with disabilities.

Aircraft certification service.—The Committee recommendation includes no less than \$240,720,000 for the Aircraft Certification Service.

Allergic reactions aboard aircraft.—The fiscal years 2017, 2018, and 2019 reports directed the FAA to review its policies concerning severe allergic reactions aboard aircraft and submit a report within 90 days of enactment of these Acts, detailing the documentation requirements for airlines when an incident of allergic reaction occurs, the data definition and standards for such a document, and the number of documented incidents that occurred in the past year. The Committee has yet to receive this report. The FAA is directed to submit this report to the House and Senate Committees on Ap-

ropriations within 30 days of enactment of this Act, updated with the most recent data including fiscal years 2017, 2018, and 2019.

Aviation professionals.—The Committee supports increasing the strength and number of aviation professionals who are well-trained and can be relied upon to make air travel safe and efficient. To that end, the Committee provides \$5,000,000 for the aviation maintenance technician development program and \$5,000,000 for aviation workforce development program.

In order to improve safety oversight, the Committee further supports efforts by the FAA to review and revise its safety workforce training strategy and by the Government Accountability Office to assess the FAA Office of Aviation Safety in accordance with sections 231 and 232 of the FAA Reauthorization Act (P.L. 115–254), respectively.

Contract tower program.—The Committee recommendation includes \$169,000,000 for the contract tower program, including the contract tower cost share program. The Committee continues to strongly support the FAA contract tower program as a cost-effective and efficient way to provide air traffic control services to smaller airports across the country. The Committee expects FAA to continue to operate the 256 contract towers currently in the program, annualize funding for towers that will be added in 2019, and provide full-year funding for new airports expected to be added to the program in fiscal year 2020.

Emergency preparedness.—The Committee directs the FAA to work with airport sponsors and other Federal, State and local agencies to help plan for emergency preparedness and response, including planning for what spaces on the airport might be available for staging and storing equipment. Additionally, the Committee directs the FAA to provide a briefing on feasibility, benefits, and risk associated with developing consolidated emergency command centers.

Emergency service heliports.—Accurate heliport data is needed for accurate navigation charting for ingress and egress to medical centers and other landing locations. The Committee directs the FAA to develop a national data standard to design and chart airspace in order to identify potential hazards and develop flight procedures for helicopter pilots, especially for helicopter air ambulance procedures.

Field and regional offices.—The Committee strongly supports FAA field and regional offices. These offices are the workhorses of FAA, providing leadership and expertise to solve a wide range of local safety, planning, operational, research, permit, infrastructure, and engineering problems with State and local stakeholders. The Committee encourages the FAA to operate efficiently and effectively, but requires the FAA to follow reprogramming procedures and seek approval from the Committee before closing, opening, redesignating, or reorganizing field or regional offices.

Human Intervention Motivation Study and the Flight Attendant Drug and Alcohol Program.—The Committee recognizes the effectiveness of the Human Intervention Motivation Study (HIMS) and the Flight Attendant Drug and Alcohol Program (FADAP) in mitigating drug and alcohol misuse through a peer identification and intervention program. The Committee recommends that the FAA

continue to prioritize this program and urges the FAA to continue this program from within available resources.

Lunar exploration.—The Committee notes the possible value of using the payload and lifting capabilities of the Space Launch System and encourages the FAA to continue to facilitate lunar exploration and development.

Noise.—The Committee shares the concerns of communities affected by aircraft noise and urges the FAA to respond fully and completely to the requirements in the FAA Reauthorization Act (P.L. 115–254) pertaining to noise reduction. Among these requirements are a study on jet aircraft approach and takeoff speeds, a review of how and when to engage airports and communities in performance-based navigation proposals, updating airport noise exposure maps, and a study on the potential health and economic impact of overflight noise. Without deferring any safety-related projects, the FAA should evaluate alternative metrics to the current Day Night Level (DNL) 65 standard, enter into an agreement with an institution of higher education to conduct a study on the health impacts of aircraft noise exposure, deploy recently hired regional ombudsmen into communities, and make noise data as widely and publicly available as practical.

Pets.—The Committee directs the Administrator to encourage airports to provide a designated area for animals traveling with their owners to relieve themselves and to remind carriers that it is unlawful to place a live animal in an overhead storage compartment of an aircraft.

Special issuance for pilot medical certification.—Consistent with a 2018 opinion from the U.S. Court of Appeals for the District of Columbia Circuit, the FAA should develop an evidence-based framework to allow for the special issuance of first- or second-class medical certification for pilots with insulin-treated diabetes. The Committee directs the FAA to report to the House and Senate Committees on Appropriations not later than 90 days after enactment of this Act on actions, taken or planned, for completing such a framework.

Unfinished rulemakings.—The Committee notes that 49 U.S.C. 44733, requires the FAA to develop a safety assessment system for part 145 air repair stations. The Committee directs the Administration to begin the notice of proposed rulemaking process on these rules and to report back on its timeline for implementing these rules within 30 days of enactment of this Act.

Unmanned Aircraft Systems (UAS) integration and advanced operations.—The Committee is pleased with the recent progress that FAA has made to safely and efficiently integrate UAS in the national airspace system and enable advanced operations, such as the publication of long-awaited rulemakings. The Committee encourages the FAA to reduce the time to process Part 107 operational waivers, use the data from the UAS Integration Pilot Program to develop more complex UAS operations, and continue development of the unmanned traffic management network.

Workforce diversity.—The Committee supports the efforts of the FAA to increase diversity in hiring, retention, and promotion within its workforce, including the allocation of funds to continue and expand its recruitment programs, professional development activities, and outreach efforts. To further those goals, the Committee

provides \$5,000,000 for the Minority Serving Institutions internship program, which provides students from Historically Black Colleges and Universities, Hispanic Serving Institutions, students attending a college or university with a high percentage of Asian American and Pacific Islanders, Tribal Colleges and Universities, and Students with Disabilities the opportunity to participate in internship opportunities. The Committee also supports the Women in Aviation Advisory Board required by the FAA Reauthorization Act (P.L. 115–254) and looks forward to its recommendations.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAYS TRUST FUND)

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$3,000,000,000 |
| Budget request, fiscal year 2020 | 3,295,000,000 |
| Recommended in the bill | 3,000,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | — — — |
| Budget request, fiscal year 2020 | – 295,000,000 |

The Facilities and Equipment (F&E) account is the principal means for modernizing and improving air traffic control and airway facilities. The appropriation also finances major capital investments required by other agency programs, experimental research and development facilities, and other improvements to enhance the safety and capacity of the airspace system.

COMMITTEE RECOMMENDATION

The following table provides funding levels for specific facilities and equipment activities and budget line items. The Committee provides the FAA with additional flexibility to fund the programs and activities that improve the safety of the National Airspace System, but directs the FAA to submit to the House and Senate Committees on Appropriations a detailed spend plan for the funds made available by this account not later than 60 days after enactment of this Act. The spend plan shall include, as applicable, a comparison between the congressional budget justification funding levels, the most recent congressional directives or approved funding levels, and the funding levels proposed by the FAA. If the proposed level is less than or greater than the funding levels in the congressional budget justification, then the FAA shall provide a clear and concise justification, subject to the reprogramming requirements of section 405 of this Act.

| | Request | Recommendation |
|--|--------------|----------------|
| <hr/> | | |
| Activity 1—Engineering, Development, Test and Evaluation: | | |
| William J. Hughes Technical Center Laboratory Sustainment | \$20,000,000 | \$25,000,000 |
| William J. Hughes Technical Center Infrastructure Sustainment | 15,000,000 | 30,000,000 |
| NextGen Support Portfolio | 13,000,000 | 13,000,000 |
| Unmanned Aircraft Systems (UAS) | 68,400,000 | 68,400,000 |
| Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio | 32,000,000 | 32,000,000 |
| Other Activity 1 | 129,400,000 | 125,450,000 |
| | <hr/> | |
| TOTAL ACTIVITY 1 | 277,800,000 | 293,850,000 |
| Activity 2—Air Traffic Control Facilities and Equipment: | | |
| a. En Route Programs: | | |
| En Route Automation Modernization (ERAM)—System Enhancements and Tech Refresh | 105,950,000 | 105,950,000 |
| Air Route Traffic Control Center (ARTCC) & Combined Control Facility (CCF) Building Improvements | 96,900,000 | 96,900,000 |

| | Request | Recommendation |
|--|---------------|----------------|
| Air Traffic Control En Route Radar Facilities Improvements | 5,300,000 | 5,300,000 |
| Next Generation Very High Frequency Air/Ground Communications (NEXCOM) | 50,000,000 | 70,000,000 |
| System-Wide Information Management | 100,950,000 | 78,125,000 |
| ADS-B NAS Wide Implementation | 174,400,000 | 174,400,000 |
| Time Based Flow Management Portfolio | 30,700,000 | 30,700,000 |
| Data Communications in Support of NG Air Transportation System | 136,248,013 | 136,250,000 |
| Reduced Oceanic Separation | 32,300,000 | 35,000,000 |
| Commercial Space Integration | 33,000,000 | 33,000,000 |
| Other En Route programs | 148,700,000 | 118,000,000 |
| Subtotal En Route Programs | 914,448,013 | 883,625,000 |
| b. Terminal Programs: | | |
| Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1) | 41,300,000 | 41,300,000 |
| Terminal Automation Program | 6,500,000 | 6,500,000 |
| Terminal Air Traffic Control Facilities—Replace | 24,325,987 | 24,400,000 |
| ATCT/Terminal Radar Approach Control (TRACON) Facilities—Improve | 96,200,000 | 96,200,000 |
| NAS Facilities OSHA and Environmental Standards Compliance | 40,400,000 | 41,900,000 |
| Terminal Flight Data Manager (TFDM) | 135,450,000 | 135,450,000 |
| Performance Based Navigation & Metroplex Portfolio | 5,000,000 | 5,000,000 |
| Other Terminal programs | 271,250,000 | 37,600,000 |
| Subtotal Terminal Programs | 620,425,987 | 388,350,000 |
| c. Flight Service Programs: | | |
| Aviation Surface Observation System (ASOS) | 4,000,000 | 4,000,000 |
| Weather Camera Program | | 1,100,000 |
| Other Flight Service programs | 22,850,000 | 18,300,000 |
| Subtotal Flight Service Programs | 26,850,000 | 23,400,000 |
| d. Landing and Navigational Aids Program: | | |
| VHF Omnidirectional Radio Range (VOR) Minimum Operating Network (MON) | 18,000,000 | 18,000,000 |
| Wide Area Augmentation System (WAAS) for GPS | 90,000,000 | 90,000,000 |
| Runway Safety Areas—Navigational Mitigation | 1,400,000 | 1,400,000 |
| Other Landing and Navigational Aids programs | 49,345,000 | 40,722,500 |
| Subtotal Landing and Navigational Aids Programs | 158,745,000 | 150,122,500 |
| e. Other ATC Facilities Programs: | | |
| Fuel Storage Tank Replacement and Management | 26,400,000 | 26,400,000 |
| Electrical Power Systems—Sustain/Support | 150,000,000 | 140,700,000 |
| Child Care Center Sustainment | 1,500,000 | 1,500,000 |
| Other ATC Facilities programs | 153,000,000 | 145,450,000 |
| Subtotal Other ATC Facilities Programs | 330,900,000 | 314,050,000 |
| TOTAL ACTIVITY 2 | 2,051,369,000 | 1,759,547,500 |
| Activity 3—Non-Air Traffic Control Facilities and Equipment: | | |
| a. Support Equipment: | | |
| Hazardous Materials Management | 20,000,000 | 20,000,000 |
| Aviation Safety Analysis System (ASAS) | 19,700,000 | 19,700,000 |
| Facility Security Risk Management | 15,100,000 | 15,100,000 |
| Information Security | 33,300,000 | 33,300,000 |
| System Approach for Safety Oversight (SASO) | 23,100,000 | 23,100,000 |
| Aviation Safety Knowledge Management Environment (ASKME) | 5,300,000 | 5,300,000 |
| Other Support Equipment | 67,900,000 | 62,600,000 |
| Subtotal Support Equipment | 184,400,000 | 179,100,000 |
| b. Training, Equipment and Facilities | 19,000,000 | 15,000,000 |
| TOTAL ACTIVITY 3 | 203,400,000 | 194,100,000 |
| TOTAL ACTIVITY 4—Facilities and Equipment Mission Support | 237,700,000 | 235,300,000 |
| TOTAL ACTIVITY 5—Personnel and Related Expenses | 524,730,000 | 517,202,500 |
| TOTAL, ALL ACTIVITIES | 3,295,000,000 | 3,000,000,000 |

Air traffic control towers.—The Committee is concerned by outdated technology being used in air traffic control towers and believes the FAA should deploy the most up-to-date technology as

rapidly as operational safety allows. Replacing outdated technology should increase the safety and efficiency of all travelers, airports, and carriers.

Aviation Safety Information Analysis and Sharing.—The Committee commends the FAA for the collaborative, government-industry Aviation Safety Information Analysis and Sharing (ASIAS) whose mission is to proactively discover and mitigate emerging safety issues, before they result in an incident or accident. The Committee appreciates this collaborative initiative that has resulted in the implementation of safety enhancements that have improved our nation’s aviation safety. The Committee directs the FAA to keep the House and Senate Committees on Appropriations apprised on the status of ASIAS capability acceleration.

Reduced oceanic separation.—The recommendation includes \$35,000,000 for reduced oceanic separation to enable reduced separation in oceanic traffic, enable new air routes which will increase airspace capacity, and reduce time for search and rescue missions.

Remote towers.—Consistent with section 161 of the FAA Reauthorization Act of 2018, the Committee encourages the FAA to use remote tower technology as a means to enhance safety, reduce costs, and expand air traffic control services at rural and small community airports.

Technology refresh.—The Committee supports FAA efforts to modernize and enhance information technology and systems. Once deployed, these systems need to be continuously monitored for performance and periodically refreshed to preserve their capabilities. The Committee encourages the FAA to incorporate and budget for regular refresh cycles into their information technology practices, which will ready the FAA to leverage new architecture models and technology, such as cloud computing and artificial intelligence.

The VHF Omnidirectional Radio Range (VOR) Minimum Operational Network (MON) system is designed to support conventional navigation procedures, providing redundancy which is the centerpiece of safety. The Committee assumes it would be cost-effective to maintain it by using experienced technicians, including current FAA employees, familiar with this legacy technology.

Workplace safety.—The Committee is concerned that there are some contract towers that are more than 40 years of age, are non-compliant with Occupational Safety and Health Administration standards, and have line of sight issues that threaten air traffic control and passenger safety. The Committee looks forward to the assessments of these towers required last year.

RESEARCH, ENGINEERING AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$191,100,000 |
| Budget request, fiscal year 2020 | 120,000,000 |
| Recommended in the bill | 191,100,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | — — — |
| Budget request, fiscal year 2020 | +71,100,000 |

This appropriation provides funding for long-term research, engineering, and development programs to improve the air traffic control system and to raise the level of aviation safety, as authorized by the Airport and Airway Improvement Act and the Federal Avia-

tion Act. The appropriation also finances the research, engineering, and development needed to establish or modify Federal air regulations.

COMMITTEE RECOMMENDATION

The following table provides funding levels for specific research, engineering, and development programs. The Committee provides the FAA with additional flexibility to fund the programs that improve the safety of the National Airspace System, but directs the FAA to submit to the House and Senate Committees on Appropriations a detailed spend plan for the funds made available by this account not later than 60 days after enactment of this Act. The spend plan shall include, as applicable, a comparison between the congressional budget justification funding levels, the most recent congressional directives or approved funding levels, and the funding levels proposed by the FAA. If the proposed level is less than or greater than the funding levels in the congressional budget justification, then the FAA shall provide a clear and concise justification, subject to the reprogramming requirements of section 405 of this Act.

| | Request | Recommendation |
|--|--------------------|--------------------|
| Safety: | | |
| Fire Research and Safety | \$7,562,000 | \$7,562,000 |
| Advanced Materials/Structural Safety | 1,799,000 | 15,000,000 |
| Aircraft Icing /Digital System Safety | 7,450,000 | 9,300,000 |
| Continued Airworthiness | 10,006,000 | 11,300,000 |
| Aircraft Catastrophic Failure Prevention Research | | 1,565,000 |
| Flightdeck/Maintenance/System Integration Human Factors | 5,973,000 | 7,300,000 |
| System Safety Management | 4,309,000 | 5,500,000 |
| Air Traffic Control/Technical Operations Human Factors | 5,474,000 | 5,474,000 |
| Unmanned Aircraft Systems Research | 7,546,000 | 25,000,000 |
| Alternative Fuels for General Aviation | | 1,900,000 |
| Commercial Space | 5,971,000 | 5,971,000 |
| NextGen—Air Ground Integration Human Factors | 1,717,000 | 5,800,000 |
| NextGen—Information Security | 2,675,000 | 2,675,000 |
| Other Safety | 26,339,000 | 31,227,000 |
| Total Safety | 86,821,000 | 135,574,000 |
| Reduce Environmental Impacts: | | |
| Environment and Energy | 15,103,000 | 18,500,000 |
| NextGen—Environmental Research—Aircraft Technologies, Fuels, and Metrics | 12,500,000 | 29,600,000 |
| Total Reduce Environmental Impacts | 27,603,000 | 48,100,000 |
| Mission Support: | | |
| System Planning and Resource Management | 2,717,000 | 2,426,000 |
| William J. Hughes Technical Center Laboratory Facility | 2,859,000 | 5,000,000 |
| Total Mission Support | 5,576,000 | 7,426,000 |
| TOTAL | 120,000,000 | 191,100,000 |

Counter-unmanned aircraft systems.—In accordance with section 383 of the FAA Reauthorization Act (P.L. 115–254), the Committee supports the coordination among the FAA, Departments of Defense and Homeland Security, and other relevant Federal agencies to ensure that the detection and mitigation of potential risks posed by errant or hostile unmanned aircraft does not adversely impact or interfere with safe airport operations, navigation, air traffic services, or the safe and efficient operation of the national airspace system. The Committee directs the FAA to provide regular updates to

the House and Senate Committees on Appropriations on their activities related to counter unmanned aircraft research, capabilities, and coordination.

Crew complements.—The presence of two well-trained, qualified pilots in commercial aircraft is another example of safety through redundancy. Funds made available in this Act to study alternative crew complements for flight decks in commercial operations should prioritize the safety effects relative to two-person flights. This direction is not intended to limit FAA’s research and development activities related to unmanned aerial vehicles.

Low Altitude Authorization and Notification Capability.—The Committee is pleased that cooperation between the FAA and industry partners towards the Low Altitude Authorization and Notification Capability (LAANC) program has safely and efficiently opened more airspace to UAS innovation. The LAANC program is making progress towards an unmanned traffic management system. The Committee supports the continuation and extension of the LAANC program.

NextGen, Environmental Research-Aircraft Technologies, Fuels, and Metrics.—The recommendation includes \$29,600,000 for NextGen, Environmental Research-Aircraft Technologies, Fuels, and Metrics to reduce aviation noise and exhaust emissions and to increase energy efficiency. This program utilizes the Center of Excellence to discover, analyze, and develop science-based solutions to the energy and environmental challenges facing the aviation industry.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFERS OF FUNDS)

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$3,350,000,000 |
| Budget request, fiscal year 2020 | 3,350,000,000 |
| Recommended in the bill | 3,350,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

This funding provides grants for airport planning and development, noise compatibility and planning, the military airport program, reliever airports, airport program administration, and other authorized activities.

REPORT RECOMMENDATION

Airport technology research.—The Committee recommendation includes a minimum of \$33,210,000 for the FAA’s airport technology research program to conduct research on topics such as concrete and asphalt airport pavement in accordance with section 744 of the FAA Reauthorization Act (P.L. 115–254); airport marking and lighting; airport rescue and firefighting; airport planning and design; wildlife hazard mitigation; and visual guidance.

Noise and environment.—The Committee directs the Administrator to ensure the availability of funds to implement the Environ-

mental Mitigation Pilot Program and the series of studies and reports on aircraft noise in accordance with the Airport Noise and Environmental Streamlining subtitle of the FAA Reauthorization Act (P.L. 115–254).

GRANTS-IN-AID FOR AIRPORTS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$500,000,000 |
| Budget request, fiscal year 2020 | --- |
| Recommended in the bill | 500,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +500,000,000 |

The Committee recommendation includes \$500,000,000 in discretionary funding for additional grants for airport infrastructure. These grants are to be awarded on a competitive basis for all airport sizes.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical work years at the Center for Advanced Aviation Systems Development to 600.

Section 111 prohibits FAA from requiring airport sponsors to provide the agency ‘without cost’ building construction, maintenance, utilities and expenses, or space in sponsor-owned buildings, except in the case of certain specified exceptions.

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 FAA from paying Sunday premium pay, except in those cases where the individual actually worked on a Sunday.

Section 115 prohibits FAA from using funds to purchase store gift cards or gift certificates through a government-issued credit card.

Section 116 requires approval from the Deputy Assistant Secretary for Administration of the Department of Transportation for retention bonuses for any FAA employee.

Section 117 requires the Secretary to block the display of an owner or operator’s aircraft registration number in the Aircraft Situational Display to Industry program, upon the request of an owner or operator.

Section 118 limits the number of FAA political appointees to eight.

Section 119 prohibits funds for any increase in fees for navigational products until FAA has reported a justification for such fees to the House and Senate Committees on Appropriations.

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

Section 119B prohibits funds to change weight restrictions or prior permission rules at Teterboro Airport in Teterboro, New Jersey.

Section 119C sets requirements for the Contract Tower program.

Section 119D allows for reimbursements to airports affected by Temporary Flight Restrictions (TFRs).

FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) provides financial assistance to the States to construct and improve roads and highways. It also provides technical assistance to other agencies and organizations involved in road building activities. Title 23 of the United States Code and other supporting statutes provide authority for the activities of the FHWA. The most recent authorization for the programs administered by the FHWA is contained in the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94). Funding is provided by contract authority, while program levels are established by annual limitations on obligations, as set forth in appropriations Acts.

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

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$449,692,304 |
| Budget request, fiscal year 2020 | 453,549,689 |
| Recommended in the bill | 453,549,689 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +3,858,385 |
| Budget request, fiscal year 2020 | --- |

The limitation on administrative expenses caps the amount, from within the limitation on obligations, that FHWA may spend on salaries and expenses necessary to conduct and administer the Federal-aid highway program, highway-related research, and most other Federal highway programs.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on FHWA administrative expenses of \$453,549,689. In addition, \$3,248,000 is transferred to the Appalachian Regional Commission.

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

| | Limitation on obligations** |
|--|-----------------------------|
| Appropriation, fiscal year 2019 | \$45,268,596,000 |
| Budget request, fiscal year 2020 | 46,365,092,000 |
| Recommended in the bill | 46,365,092,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +1,096,496,000 |
| Budget request, fiscal year 2020 | --- |

**These amounts do not include \$739,000,000 of contract authority exempt from the limitation on obligations. As a result, total program level for 2019 was \$46,007,596,000. The total recommended program level for 2020 is \$47,104,092,000.

The Federal-aid highway program is funded by contract authority, and liquidating cash appropriations are subsequently provided to fund resulting outlays. The Committee sets, through the annual appropriations process, an overall limitation on the total contract

authority that can be obligated under the program in a given year. Programs included within the Federal-aid highway program are financed from the Highway Trust Fund.

Federal-aid highways and bridges are managed through a Federal-State partnership. States and localities maintain ownership of and responsibility for the maintenance, repair, and new construction of roads. State highway departments have the authority to initiate Federal-aid projects, subject to FHWA approval of the plans, specifications, and cost estimates. The Federal government provides financial support, on a reimbursable basis, for construction and repair through matching grants.

COMMITTEE RECOMMENDATION

The Committee recommends a total program level of \$47,104,092,000 for the regular Federal-aid highway program in fiscal year 2020. Included within the recommended amount is an obligation limitation of \$46,365,092,000 and \$739,000,000 in contract authority that is exempt from the obligation limitation.

Congestion Mitigation and Air Quality (CMAQ).—The Committee provides \$2,500,000,000 for CMAQ programs. These programs are essential to reducing congestion and improving air quality nationwide. The Committee urges FHWA to consider the feasibility of utilizing or deploying innovative technologies, including moveable barriers, that provide congestion relief, improve air quality, and decrease fuel consumption. Innovative technologies can offer quick alternatives to costly road construction, result in safer roadways, help eliminate crossover fatalities, improve air quality, and decrease fuel consumption. The Committee encourages FHWA to consider such technologies as part of any project for which the Federal government provides grants.

Highway research.—The Committee provides \$420,000,000 for the Highway Research, Technology and Education program, consistent with the levels contained in the FAST Act. As part of FHWA's Research, Technology and Education program, the Committee encourages the Secretary, in conjunction with the National Weather Service, to establish a pilot project that would develop a model to collect and integrate real-time, geo-located weather and roadway data in order to improve emergency planning, response, and public safety.

Transportation Infrastructure Finance and Innovation Act (TIFIA).—TIFIA credit assistance allows State and local governments to leverage limited Federal resources and stimulate capital market investment in transportation infrastructure. The program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance. Consistent with the FAST Act, the Committee provides \$300,000,000 in budget authority for TIFIA which it expects will leverage more than \$3,000,000,000 in loans for important transportation projects nationwide.

Freight.—Our nation's major freight corridors improve our economic efficiency, promote economic growth, and increase employment. The Committee provides \$1,500,000,000 for the National Highway Freight program, consistent with the amounts authorized in the FAST Act.

Interstate 10 in Alabama and the proposed Interstate 69 extension over the Ohio River are crucial corridors for the movement of freight. On Interstate 10, the Mobile River Bridge between Mobile and Daphne, Alabama is a key choke point and creates safety hazards for motorists. The Interstate 69 extension between Indiana and Kentucky will address capacity constraints and create a continuous transportation network from Canada to Mexico that will facilitate international trade and spur economic development. The Committee encourages FHWA to work with the relevant State departments of transportation to address capacity constraints at these chokepoints and to develop robust funding plans to complete these critical projects.

In addition, the Committee believes critical commerce corridors (CCC), an authorized use of funds in the nationally significant freight and highway projects program, can improve economic efficiency, reduce travel times, and promote safe travel on our nation's roads and highways. CCCs create a barrier on existing highways, physically separating lanes dedicated for heavy commercial trucks from lanes dedicated for passenger vehicles. The Committee encourages the Secretary to consider applications for the creation of CCCs when awarding competitive grants.

Permeable pavements.—The Committee encourages the Secretary to accelerate research, demonstration, and deployment of permeable pavements to achieve flood mitigation, pollutant reduction, stormwater runoff reduction, environmental conservation, and resilience for both new road construction and the retrofit of existing roads. The Committee encourages the Secretary to conduct structural evaluations of flood-damaged pavements, with emphasis on local roads and highways subject to flooding and extended periods of inundation, to understand the mechanisms of flood damage and how permeable pavements might be used to prevent or reduce damage from future flooding.

Guardrails.—The Committee supports continued efforts by the Secretary to help State and local departments of transportation capitalize on Federal investment in Geosynthetic Reinforced Soil Integrated Bridge Systems. The Committee encourages the Secretary to consider testing of geo-synthetically reinforced soil guardrails for performance under vehicle impact and use this data to develop specifications for use in future roadway construction.

Bridge corrosion.—The Committee reiterates its concern with the large number of structurally deficient bridges in the United States and recognizes that corrosion is a leading cause of bridge failure. The Committee is concerned that the Secretary has not complied with the directive in House Report 115–237 to produce a report on best practices to combat bridge corrosion. Therefore, the Committee again directs the Secretary to conduct a report on the status of corrosion control planning by State departments of transportation and the status of corrosion control best practice requirements in State regulations and in bid specifications for bridge projects using Federal taxpayer money. The Committee again directs the Secretary to consult with State departments of transportation to ensure that contractors and subcontractors hired for bridge construction, alterations or maintenance projects using Federal taxpayer money, other than those involving minor repair work, are utilizing industry best practices to prevent, mitigate and control corrosion. The

Committee directs the GAO to produce a report to Congress, due no later than one year after enactment of this Act, on the status of corrosion control planning by State departments of transportation.

Truck size and weight.—The Committee is concerned about the demands placed on our nation's highways, especially bridges, by large trucks. The June 2015 Comprehensive Truck Size and Weight Technical Reports Summary found that 4,845 bridges would need to be strengthened or replaced to handle the additional stress if Federal truck weights were increased to 91,000 pounds. In addition, a 2018 Consensus Study Report requested by the U.S. Department of Transportation and conducted by the Transportation Research Board identified 27 research projects that are needed to better project the consequences of proposed changes to truck length and weight limits. A significant increase in Federal truck length and weight, before the impacts of these changes have been studied, would stress an already failing Highway Trust Fund and further compromise the condition of our roads and bridges. The results of the proposed research should be considered by the Department and Congress before any changes in national policy are made.

Highway-rail grade crossing safety handbook.—The Committee is concerned that an updated handbook on safety at highway-rail grade crossings is over a year late. Updated safety protocols at highway-grade crossings will save lives. The Committee directs FHWA, in coordination with the Federal Railroad Administration, to complete the handbook within 180 days of enactment of this Act.

Verrazzano-Narrows bridge.—The Committee anticipates that when two-way tolling is established by the Metropolitan Transit Authority (MTA), each one-way toll will be equal to one-half of the current one-way toll. The Committee recognizes that, over time, the MTA will need to adjust the toll rate.

Ferry programs.—The Committee recognizes the important role that ferries play in connecting communities and reducing congestion. Under this heading, the Committee provides \$80,000,000 for the Ferry Boat Program, consistent with the amounts authorized by the FAST Act. The bill also provides \$30,000,000 for ferry programs administered by the Federal Transit Administration (FTA).

Appalachian Development Highway System (ADHS).—The Committee recognizes the important role that the ADHS plays in providing economic opportunities for persistently poor residents of Appalachia. As a result, the Committee rejects the President's proposal to rescind \$40,222,760 from ADHS projects in Georgia, Kentucky, Maryland, New York, Tennessee, and West Virginia.

FHWA competitive programs.—For applicable competitive programs administered by FHWA, including the Infrastructure for Rebuilding America (INFRA) grant program, the Committee is concerned about the lack of transparency in grant award decisions by the Department of Transportation (DOT). For competitive programs funded under this heading, program teams should document their decision-making rationale throughout review in the application selection process. In addition, the Committee directs the Secretary to give priority to applicants with a demonstrated success record of managing and implementing complex projects on-time and on-budget.

Pavement conditions and competition.—Good pavement conditions on the National Highway System and roads eligible for Federal-aid funding are a key goal of the funds provided in this Act. The Committee is concerned about the variability in pavement conditions across States and jurisdictions including in home rule states and in colder climates. As a result of these concerns, the Committee directs the GAO to evaluate the ability of urban areas in home rule states to meet Federal road maintenance standards. Furthermore, as part of FHWA's continued research on pavement performance, the Committee encourages the agency to include special considerations of pavement performance in colder climates and directs the agency to continue to evaluate the impact of autonomous vehicles, particularly commercial vehicles, on pavement performance. The Committee looks forward to receiving the report on Automated Vehicle Impacts to Highway Infrastructure during 2020.

In addition, the Committee notes that competition in the selection of pavement materials can facilitate the efficient use of Federal funds. The Committee directs FHWA to report to Congress within 120 days on all measures taken to ensure State departments of transportation and other contracting agencies are in full compliance with the competitive bidding principles in 23 U.S.C. 112.

Safe routes to schools.—The Committee recognizes the important role infrastructure investments, education, and enforcement efforts can have in ensuring safe access to schools. Investments in sidewalks, bike paths, and alternative transportation have proven to increase safety and decrease the number of deaths and injuries associated with commutes to school. The Committee encourages the Secretary and States to prioritize infrastructure investments that will facilitate changes to pedestrian and driver behavior and that will have immediate improvements in student safety.

Highway 69 safety report.—The Committee recognizes that congestion and accidents are increasing on Highway 69 in Kansas, especially where interstates intersect with the two-lane State highway. This route receives heavy traffic due to its close-proximity to a State border, and the route provides direct access to high-employment areas. As a result, the Committee encourages the Secretary to work with the Kansas department of transportation to complete a report on options that could improve safety along this critical route.

Eastern Federal Lands Highway Division (EFLHD) disaster recovery.—The Committee urges the Secretary to ensure the full allocation of authorized funds for the EFLHD so that it can act as a single entity to complete the rebuilding process from damages caused by hurricanes in the noncontiguous States and territories. The EFLHD's role includes procuring the construction, construction management, and inspection for the complete rebuilding process.

Tribal Transportation Program.—The Tribal Transportation Program provides key access to basic community services to enhance the quality of life in Indian country. Consistent with the FAST Act, the Committee provides \$505,000,000 for the program.

Cap park development.—The Committee notes the growing interest in communities across the country in developing cap parks—capping a highway and placing a park there. Cap parks connect

neighborhoods that have long been divided by highways, reduce traffic congestion, improve air quality, and bring green space to our highways and roads. The Committee encourages State departments of transportation to work with metropolitan planning organizations to further the development of cap parks across the country.

Cost of contracting.—The Committee is concerned about how State departments of transportation are allocating staffing resources. The Committee directs the GAO to report on how State departments of transportation complete engineering and design work for projects using Federal funds. The report should address how State departments of transportation complete such work, the percentage of the work that is completed by private contractors and the percentage that is completed by State employees. The report should include: the estimated cost of procuring the services under a contract, the estimated costs to the State of negotiating and awarding the contract, and the estimated cost to the State of supervising, monitoring, and overseeing the contract. In addition, the report should include an estimate of the cost of having the services performed by State staff (or a government agency assisting the State, including salaries and benefits), and other costs that can be attributed solely to the performance of the services by staff and that would not otherwise be incurred by the State.

Border State infrastructure.—The Department shall encourage States using Federal funds designated for border-State infrastructure to ensure participation of city and county governments along the U.S.-Mexico border in project selection processes. The Committee directs the Department to report to the House and Senate Committees on Appropriations within 60 days of enactment of this Act on its progress.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

| | |
|--|------------------|
| Appropriation, fiscal year 2019 | \$46,007,596,000 |
| Budget request, fiscal year 2020 | 47,104,092,000 |
| Recommended in the bill | 47,104,092,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +1,096,496,000 |
| Budget request, fiscal year 2020 | --- |

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of \$47,104,092,000. This is the amount required to pay the outstanding obligations of the highway program at levels provided in this Act and prior appropriations Acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$3,250,000,000 |
| Budget request, fiscal year 2020 | 300,000,000 |
| Recommended in the bill | 1,750,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | -1,500,000,000 |
| Budget request, fiscal year 2020 | +1,450,000,000 |

The FAST Act provides contract authority for programs administered by FHWA and funded from the Highway Trust Fund. This account provides additional funds from the general fund of the Treasury for certain programs funded by formula under the FAST

Act and other important safety and management priorities administered by the FHWA.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,750,000,000 for Highway Infrastructure Programs. The following table provides funding levels for activities within this account:

| | Request | Recommendation |
|--|---------------|-----------------|
| Competitive Bridge Program | \$300,000,000 | --- |
| Surface Transportation Block Grant | --- | \$1,493,100,000 |
| Puerto-Rico—Surface Transportation Block Grant | --- | 5,451,000 |
| Territories—Surface Transportation Block Grant | --- | 1,449,000 |
| Nationally Significant Federal Lands and Tribal Projects | --- | 166,000,000 |
| Competitive Grants for Highway Grade-Crossings | --- | 50,000,000 |
| Advanced Digital Construction Management System | --- | 15,000,000 |
| Regional Infrastructure Accelerator | --- | 12,000,000 |
| National Road Network Pilot Program | --- | 5,000,000 |
| Study on Tribal Transportation | --- | 2,000,000 |
| Total | 300,000,000 | 1,750,000,000 |

Nationally Significant Federal Lands and Tribal Projects.—Notwithstanding section 1123 of the FAST Act, funds appropriated by this Act for the Nationally Significant Federal Lands and Tribal Projects under section 1123 of the FAST Act shall be prioritized to maintain and repair roadways that have a higher than average daily use by commuters and non-recreation visitation. Grants shall also prioritize roadways that in the prior fiscal year have been closed or had speed reductions due to unsafe travel conditions as a result of the roadway’s infrastructure condition and maintenance.

Study on Tribal transportation.—The Committee provides \$2,000,000 for research that leads to decreases in highway and pedestrian fatalities among tribal populations. This research should build on reports mandated in the FAST Act and should be competitively awarded to State governments, academic institutions, or non-profits with both existing partnerships among tribal governments and which have traffic safety and transportation research expertise. Research should focus on priority areas identified in FHWA’s 2018 report “Options for Improving Transportation Safety in Tribal Areas”.

National Road Network Pilot Program.—The Committee provides \$5,000,000 for a National Road Network Pilot Program. Under the pilot program, the Committee directs FHWA to create a dataset which should support interagency use. As part of that dataset, FHWA should complete outreach to States to assist with improved and standardized reporting of data that are attached to their linear road networks. FHWA may connect to databases produced by States or other Federal agencies to provide real-time information. The Committee intends for purchases of software and hardware to be eligible expenses under this heading.

Advanced Digital Construction Management Systems.—Advanced Digital Construction Management Systems are defined as commercially-proven digital technologies and processes for management of construction and engineering activities, including systems for infrastructure planning and coordination, construction, maintenance, modernization and management, asset management systems for

machines, site equipment, and personnel. Project delivery systems for project management are also included. The Committee intends for software, hardware, services, and employee training on the use and management of Advanced Digital Construction Management Systems to be eligible expenses under this heading.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120 distributes obligation authority among Federal-aid highway programs.

Section 121 credits funds received by the Bureau of Transportation Statistics to the Federal-aid highways account.

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

Section 123 requires congressional notification before the Department provides credit assistance under the TIFIA program.

Section 124 requires 60-day notification to the Committees on Appropriations of any grants as authorized under 23 U.S.C. 117.

Section 125 allows State DOTs to repurpose certain highway project funding to be used within 5 miles of its original designation.

Section 126 removes a prohibition on two-way tolling on the Verrazzano-Narrows bridge between Brooklyn and Staten Island, New York.

Section 127 removes the annual cap from Emergency Relief for Puerto Rico and the United States Territories.

Section 128 directs FHWA to make determinations on Buy America Waivers that were submitted before April 17, 2018.

Section 129 repeals a prohibition on removing a bridge in Boston, Massachusetts.

Section 129A clarifies that FHWA should apply penalties for States without a State Asset Management Plan only to funds provided in 2019 and after.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The Federal Motor Carrier Safety Administration (FMCSA) was established within the Department of Transportation (DOT) by Congress through the Motor Carrier Safety Improvement Act of 1999. FMCSA's mission is to promote safe commercial motor vehicle operations and to reduce truck and bus crashes. FMCSA works with Federal, State, and local entities, the motor carrier industry, highway safety organizations, and the public to further its mission.

FMCSA resources are used to prevent and mitigate commercial vehicle accidents through regulation, enforcement, stakeholder training, technological innovation, and improved information systems. FMCSA also is responsible for enforcing Federal motor carrier safety and hazardous materials regulations for all commercial vehicles entering the United States along its southern and northern borders.

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

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$284,000,000 |
| Budget request, fiscal year 2020 | 288,000,000 |
| Recommended in the bill | 288,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +4,000,000 |
| Budget request, fiscal year 2020 | --- |

This account controls FMCSA’s spending on salaries, operating expenses, and research. It provides resources to support motor carrier safety program activities and to maintain the agency’s administrative infrastructure. This funding supports nationwide motor carrier safety and consumer enforcement efforts, including the Compliance, Safety, Accountability Program, regulation and enforcement of freight transport, and safety enforcement at the United States’ borders. These resources also fund regulatory development and implementation, information management, research and technology, safety education and outreach, and the safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends \$288,000,000 for the Operations and Programs account, consistent with the amounts authorized in the FAST Act. Obligation limitation is available for one year, except for \$9,073,000 for research and technology which is available for two years, until September 30, 2022.

30-minute rest breaks.—When considering exemptions to the 30 minute rest break regulation, the Committee encourages FMCSA to consider the safety implications of making routine stops during the day, of drivers remaining physically active during non-driving periods, and of adding additional vehicle miles operated to the roads.

Transponder-based weigh station technology report.—The Committee looks forward to receiving FMCSA’s study requested in House Report 115–750 on transponder-based electronic screening and the effects of replacing that technology with license plate readers.

Overdue statutorily required rulemaking.—Within three months of enactment of this Act, the Committee requests a full report and timeline for completion of the outstanding, mandated rules included in the FAST Act and the Moving Ahead for Progress in the 21st Century (MAP–21) Act (P.L. 112–141).

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

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$382,800,000 |
| Budget request, fiscal year 2020 | 387,800,000 |
| Recommended in the bill | 388,800,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +6,000,000 |
| Budget request, fiscal year 2020 | +1,000,000 |

This account controls FMCSA’s spending on motor carrier safety grants. Those grants are used to support compliance reviews in the States, identify and apprehend traffic violators, conduct roadside inspections, and conduct safety audits of new entrant carriers. Additionally, grants are provided to States for improvement of State commercial driver’s license oversight activities.

COMMITTEE RECOMMENDATION

The Committee recommends \$388,800,000, for the Federal Motor Carrier Safety Grant program, consistent with the amounts authorized in the FAST Act. Obligation limitation is available for one year. The following table provides funding levels for activities within this account:

| | Request | Recommended |
|---|---------------|---------------|
| Motor Carrier Safety Assistance program | \$308,700,000 | \$308,700,000 |
| Commercial Driver’s License Program | 33,200,000 | 33,200,000 |
| High Priority Activities Program | 44,900,000 | 44,900,000 |
| Commercial Motor Vehicle Operators Grants | 1,000,000 | 2,000,000 |
| Total | 387,800,000 | 388,800,000 |

Commercial motor vehicle operators grants.—Local centers of education invest these grants in supporting scholarships for veterans and their family members to complete Commercial Driver’s License-A programs. As a result, the Committee doubles the funding for such grants.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY
 ADMINISTRATION

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

Section 131 prohibits funds from being used to enforce the requirements of section 31137 of title 49, or any regulation pursuant to such section, with respect to carriers transporting livestock or insects.

Section 132 requires FMCSA to update annual inspection regulations to require that rear underride guards be inspected annually.

Section 133 prohibits funds from being used to review and issue a decision on petitions to preempt certain State meal and rest break laws.

Section 134 requires FMCSA to make data on the Compliance, Safety, Accountability program publicly available.

Section 135 prohibits FMCSA from promulgating or enforcing a rule that eliminates the 30-minute rest break specified in part 395 of title 49, Code of Federal Regulations.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) was established in March of 1970 to administer motor vehicle and highway safety programs. It was the successor agency to the National Highway Safety Bureau, which was housed in the Federal Highway Administration.

NHTSA’s mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity. To accomplish these goals, NHTSA establishes and enforces safety performance standards for motor vehicles and motor vehicle equipment, investigates safety defects in motor vehicles, and conducts research on driver behavior and traffic safety.

NHTSA provides grants and technical assistance to State and local governments to enable them to conduct effective local highway safety programs. Together with State and local partners, NHTSA works to reduce the threat of drunk, impaired, and distracted drivers, and to promote policies and devices with demonstrated safety benefits including helmets, child safety seats, airbags, and graduated driver’s licenses.

NHTSA establishes and ensures compliance with fuel economy standards, investigates odometer fraud, establishes and enforces vehicle anti-theft regulations, and provides consumer information on a variety of motor vehicle safety topics.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$190,000,000 |
| Budget request, fiscal year 2020 | 151,000,000 |
| Recommended in the bill | 214,073,440 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +24,073,440 |
| Budget request, fiscal year 2020 | +63,073,440 |

The operations and research appropriation supports vehicle safety programs and NHTSA’s administrative expenses. These programs include research and analysis to establish best practices, guidance for vehicle safety, and rulemakings on safety and fuel economy standards. The account also includes enforcement of safety regulations including, ensuring industry compliance with motor vehicle safety standards, investigations of safety related defects and oversight of manufacturer recalls. Many of these programs are conducted in partnership with State and local governments, the private sector, universities, research units, and various safety associations and organizations.

COMMITTEE RECOMMENDATION

For vehicle safety programs, funded by the general fund, under the operations and research account, the Committee recommends

\$214,073,440, consistent with the amount authorized in the FAST Act. Those amounts are available for two years, except for \$40,000,000 which is available until September 30, 2022. The following table provides funding levels for activities within this account:

| | Request | Recommendation |
|--|---------------------|---------------------|
| Rulemaking | \$22,586,000 | \$43,000,000 |
| Enforcement | 19,542,000 | 43,000,000 |
| Research and Analysis | 32,805,000 | 48,000,000 |
| <i>(Research on Automated Driving Systems (non-add))</i> | <i>(15,000,000)</i> | <i>(18,500,000)</i> |
| Administrative Expenses | 76,067,000 | 80,073,440 |
| Total | 151,000,000 | 214,073,440 |

Office of Defects Investigation (ODI).—Of the amounts provided for enforcement, \$32,548,000 shall be for ODI. The Committee is deeply concerned that the Department of Transportation Inspector General identified that ODI lacks adequate process and oversight for passenger vehicle recalls. The Committee directs ODI to strengthen its collection and analysis of early warning data and vehicle defects, enhance defect investigations using risk-based process, and increase enforcement to mitigate the impact of serious safety defects on drivers. Within 180 days of enactment of this Act, the Committee directs NHTSA to report to the Committee as to how it will implement these provisions. The Committee provides \$43,000,000 for enforcement, a \$10,000,000 increase over fiscal year 2019 and \$23,500,000 over the President’s request.

Autonomous vehicles.—Autonomous vehicles (AVs) have the potential to fundamentally transform transportation networks by reducing the number of lives lost on our roads and by improving mobility options. Research into the safety and operations of these new technologies is a key part of NHTSA’s mission. To that end, the Committee provides not less than \$18,500,000 for NHTSA to continue research on AVs, automated driving systems (ADS), advanced driver assistance systems (ADAS), and vehicle electronics and cybersecurity. The Committee expects that when making decisions about how to utilize funds provided in this Act and by prior appropriation Acts, the Secretary will prioritize the ten AV proving grounds that were identified by the Department in January 2017.

The Committee is concerned that the development of AVs is not receiving sufficient oversight from NHTSA. The Committee supports performance based minimum standards for AVs and directs NHTSA to collaborate with the Office of the Secretary to ensure that AVs are safe for occupants, other drivers, pedestrians and cyclists. The Committee directs NHTSA to report to the House and Senate Committees on Appropriations on their plans to collaborate within 180 days of enactment of this Act. In addition, the Committee directs NHTSA to develop regulations providing common terminology for the identification of vehicles equipped with advanced driver assistance systems and “highly automated” vehicle systems.

The Committee finds that the Department of Transportation could more efficiently utilize machine learning and other advanced computing methods to support the advanced performance of AVs. The Committee encourages NHTSA to pursue a program of re-

search that integrates machine learning and other advanced computing methods that would support State government assessment of AV readiness, infrastructure monitoring, and assessments of improved situational awareness and response latency.

While the Committee recognizes the vast potential of automated vehicles, the Committee is concerned that this technological transformation may displace workers who currently earn their living driving a vehicle. The Committee encourages DOT to consider the potential for job displacement and urges DOT to convene relevant public and private stakeholders to develop a national strategy to address this issue.

Truck underride safety research.—The Committee notes that NHTSA's proposed rulemaking in December 2015 to update truck rear impact guard requirements cited 362 annual fatalities associated with light vehicle crashes into the rear of trucks. The Committee supports the March 2019 GAO (GAO-19-264) recommendations that NHTSA develop a standardized definition of underride crashes and data, share information with police departments on identifying underride crashes, establish annual inspection requirements for rear guards, and conduct additional research on side underride guards. The Committee directs NHTSA to implement the GAO recommendations and to complete a rulemaking to improve rear guards to meet the Insurance Institute for Highway Safety standards for Toughguard awards. The Committee directs NHTSA to continue working with relevant experts and stakeholders, including researchers, engineers, safety advocates, and the trucking industry, to facilitate the deployment and adoption of rear and side underride protection devices.

Crashworthiness research.—The Committee recognizes the importance that lightweight plastics and polymer composites play to improve automotive safety, meet consumer demand for innovative vehicles, increase fuel efficiency, and support new U.S. highly skilled manufacturing jobs. NHTSA is encouraged to focus on updating the countermeasures in its frontal, side, rollover, front seatbacks and lower interior impacts for children and small adults as well as pedestrian crashworthiness projects, with an emphasis on vehicle lightweighting in both traditional and autonomous vehicle structural designs. NHTSA should leverage lessons learned from lightweight materials research at the Department of Transportation, the Department of Energy, and by industry stakeholders in its development of safety-centered approaches for future lightweight automotive design.

Automatic emergency brakes.—The Committee finds that including automatic emergency brakes on vehicles can reduce front-to-rear traffic incidents by more than 50 percent. On October 16, 2015, NHTSA accepted a petition to complete a rulemaking on automatic emergency brakes. In order to facilitate the rulemaking, the Committee directs NHTSA to initiate and complete field operational testing of automatic emergency braking technology on commercial motor vehicles by December 31, 2021, and to update the House and Senate Committees on Appropriations regarding the findings of the testing.

Overdue rulemaking.—The Committee is extremely concerned by NHTSA's lack of progress on critical rulemakings that the agency has been directed to complete in both the FAST Act and MAP-21.

To address these overdue rulemakings, the Committee has provided \$43,000,000 for rulemakings, and directs NHTSA to complete rulemakings that are overdue based on the April 2019 Significant Rulemaking Report or the Fall 2018 Semi-Annual Regulatory Agenda. In addition, within six months of enactment of this Act, the Committee directs the Administrator to submit a full report and timeline for completion of the overdue, mandated rules included in the FAST Act and MAP-21.

Motorcoach safety.—Section 32703 of MAP-21 required DOT to issue rules requiring seatbelts on motorcoaches, regulations for roof strength, anti-ejection safety countermeasures, and rollover crash avoidance. The Committee requests an immediate update on the Department's progress in implementing the motorcoach safety standards outlined in MAP-21.

New Car Assessment Program (NCAP).—Section 24321 of the FAST Act directed NHTSA to complete a rulemaking to integrate crash avoidance technology information into the safety rating information provided to buyers. The Committee recognizes NCAP has encouraged vehicle manufacturers to design higher levels of safety into their vehicles and improved consumer awareness of vehicle safety. However, the Committee is concerned that crashworthiness standards have not kept pace with technological advances that have occurred since the last update to NCAP. The Committee encourages NHTSA to update the standards applicable to crash tests and the resulting labels that are required on new vehicles. The Committee directs NHTSA to report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act on plans to update the NCAP standard, and include, but not be limited to, a timeline and comparison to Euro NCAP. The Committee also encourages NHTSA to include ratings on pedestrian and bicyclist safety, advanced driver assistance systems, and injury criteria specific to older occupants when updating NCAP.

Rear-end collision avoidance systems.—The Committee directs NHTSA to study the safety effectiveness of rear-end collision avoidance systems that mitigate and prevent rear-end collisions. Among a variety of technologies, the study should include the effectiveness of pulsating light systems in motor vehicles. Upon completion of the necessary research, NHTSA should initiate a rulemaking to revise Federal Motor Vehicle Safety Standards (FMVSS) 108, establish the parameters for the types of systems that should be permitted, and issue a minimum performance standard for those systems.

Digitized odometer disclosure systems.—The Department of Transportation estimates that more than 450,000 vehicles are sold each year with false odometer readings, costing American car buyers more than \$1,000,000,000 annually. MAP-21 required NHTSA to adopt schemes for electronic odometer disclosure statements but NHTSA has not promulgated the rule. Technologies, including blockchain, will permit the odometer validation process to be digitized. In order to remove impediments for States that may be interested in evaluating the feasibility of odometer disclosures based on emerging technologies, including but not limited to blockchain, the Committee encourages NHTSA to complete the rulemaking by December 31, 2021.

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

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$152,100,000 |
| Budget request, fiscal year 2020 | 155,300,000 |
| Recommended in the bill | 155,300,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +3,200,000 |
| Budget request, fiscal year 2020 | --- |

This account controls NHTSA's spending from the Highway Trust Fund for Highway Safety Research and Development programs. Many of these programs are conducted in partnership with State and local governments, the private sector, universities, research units, and various safety associations and organizations. Programs funded by this account include research, demonstrations, and technical assistance to State and local governments around behavioral aspects of driver, occupant, and pedestrian behavior. This account also funds NHTSA's National Center for Statistics and Analysis which collects and analyzes crash data and provides technical assistance to support State highway safety activities.

COMMITTEE RECOMMENDATION

For behavioral safety research funded by the operations and research account, the Committee recommends \$155,300,000 in liquidating cash and obligation limitation, consistent with the FAST Act. Obligation limitation is available for one year, except for \$20,000,000 which is available until September 30, 2021.

Highway fatalities.—Highway fatalities totaled more than 37,100 in 2017, with alcohol impaired deaths totaling nearly 11,000 and speeding related fatalities totaling nearly 10,000. Conquering persistent problems with speed, seat belt use, distraction, and alcohol and drug impaired driving requires a joint effort among government, industry stakeholders and law enforcement. Funding and programs in this title are intended to address the public health need of reducing highway fatalities and injuries. The Committee directs NHTSA to implement a national campaign to reduce highway fatalities, working with other Federal agencies, the States, law enforcement, the public health community, industry, and others who can contribute to the goal of saving lives in an expedited manner. An initial report on the agency's plans and progress on this campaign should be provided to the House and Senate Appropriations Committees no later than 90 days after enactment of this Act. The report should include specific goals and any impediments to achieving those goals.

Road to Zero coalition.—The Committee believes that substantial gains in reducing roadway fatalities can be recognized in the coming years through a combination of technology and prioritizing safety programs. The Road to Zero coalition, which is supported by FHWA, FMCSA, and NHTSA, is committed to a goal of zero fatalities by 2050. This coalition is a broad-based, diverse group comprised of individuals, academia, associations, safety groups, businesses and others. The Committee urges the Department to con-

tinue its involvement with and support of the Road to Zero coalition.

Advanced drunk driving technology.—The Driver Alcohol Detection System for Safety (DADSS) program is vitally important, as drunk driving continues to claim more than nearly 11,000 lives annually. An effective technology like DADSS has the potential to save 70 percent of those lives. As funding for the research program comes to an end this fiscal year, the next step must be to transfer the results to auto manufacturers and suppliers who have the real-world expertise to integrate technologies into vehicles as part of the ongoing product development process. NHTSA is directed to focus future work under the DADSS program on technology transfer so the DADSS technology can be made available to the driving public as soon as possible. The agency is further directed to provide a plan on accomplishing this transfer to the Committee within 180 days of enactment of this Act.

Drug-impaired driving.—As drugged driving remains a growing concern due to the increase in States legalizing marijuana use and the persistence of the opioid crisis, the Committee supports the recommendations of the National Transportation Safety Board that DOT work with the Department of Health and Human Services to develop an impairment standard for drugs. The Committee urges NHTSA to coordinate research efforts with the States and other partners aimed at developing a reliable standard for all types of impaired driving, including marijuana impairment. The Committee directs NHTSA to continue its research efforts aimed at identifying and documenting drug-impaired drivers.

The Committee recognizes that developing a standard measurement of marijuana impairment, similar to blood alcohol concentration, remains unlikely in the near term and that resources are well spent on increasing law enforcement officers' ability to detect driver impairment for multiple substances. The Committee directs NHTSA to continue to robustly support police training programs, particularly Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and to prioritize the study and development of a standardized field sobriety test (SFST) to detect marijuana impairment. These programs support law enforcement identification of people who may be impaired due to marijuana or other drugs. Of the amounts provided under the description Impaired and Drug Impaired Driving as part of NHTSA's Highway Safety Programs, the Committee provides an additional \$250,000 under this heading to support DRE and ARIDE.

Child hyperthermia.—The Committee is deeply concerned about the ongoing crisis involving children dying of hyperthermia after being left alone in motor vehicles. NHTSA must pursue a two-pronged strategy of public education and technology solutions. Continued public education activities should include aggressive media and community outreach and dynamic highway message signs during the hot weather season. NHTSA should encourage States with high numbers of fatalities to implement state-wide task forces to address the problem. Because any technology solutions will take years to phase into the vehicle fleet, the Committee directs NHTSA to encourage the automotive industry to voluntarily offer warning and alert systems which can help prevent these deaths.

The Committee directs NHTSA to continue to conduct a high-visibility media campaign on child hyperthermia with a special emphasis on the 15 States with the highest number of child heat-stroke fatalities in 2017 and 2018. The Committee further directs NHTSA to immediately provide a status update to the House and Senate Committees on Appropriations regarding NHTSA's activities and plans for combating child hyperthermia. Of the amounts made available under this heading, no less than \$1,500,000 shall be available for such a media campaign.

High-risk vehicle events.—For two decades automobile incidents have been a leading cause of death and injuries for members of law enforcement. Pursuit fatalities on our nation's roads and highways have increased for the last four years with a 22 percent spike over 2013. While NHTSA currently collects data on first responder vehicles that are involved in fatalities during police-pursuits, that data is subject to significant underreporting. The Committee directs NHTSA, in partnership with police jurisdictions, to conduct a study that would lead to the development of accurate reporting and analyses of crashes that involve police pursuits.

Drinking age in Puerto Rico and the U.S. Virgin Islands.—The Committee directs DOT to update the Committee not later than 120 days after enactment of this Act regarding policy proposals or initiatives that the Department believes would lead the territories to implement a drinking age of 21 years of age. The Committee directs NHTSA to coordinate with the FHWA in order to include information about the amount of funds that Puerto Rico has not received over the last ten years due to the penalties imposed as a result of having a drinking age of 18. The Committee further encourages NHTSA to work with the governments of Puerto Rico and U.S. Virgin Islands to determine existing impediments and possible solutions to implementing a 21-year-old drinking age.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$610,208,000 |
| Budget request, fiscal year 2020 | 623,017,000 |
| Recommended in the bill | 623,017,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +12,809,000 |
| Budget request, fiscal year 2020 | --- |

This account controls NHTSA's spending on grants to States that were authorized in the FAST Act. The grant programs include: Highway Safety Programs, the National Priority Safety Program, and the High Visibility Enforcement Program. These grants provide flexible funding to States that develop a Highway Safety plan to address State highway safety issues. This account also includes incentive grants to States that meet specific statutory criteria in areas such as impaired and distracted driving, occupant protection, motorcyclist safety, and nonmotorized safety.

COMMITTEE RECOMMENDATION

The Committee recommends \$623,017,000 in liquidating cash from the Highway Trust Fund to pay outstanding obligations of the Highway Traffic Safety Grant programs at the levels provided in this Act and prior appropriations Acts. The Committee also recommends limiting the obligations from the Highway Trust Fund in fiscal year 2020 for the Highway Traffic Safety Grants to \$623,017,000. These levels are consistent with the amounts in the FAST Act and the budget request. The following table provides funding levels for activities within this account:

| | Request | Recommendation |
|---|---------------|----------------|
| State and Community Highway Safety Grants | \$279,800,000 | \$279,800,000 |
| National Priority Safety Programs | 285,900,000 | 285,900,000 |
| High Visibility Enforcement Program | 30,500,000 | 30,500,000 |
| Administrative Expenses | 26,817,000 | 26,817,000 |
| Total | 623,017,000 | 623,017,000 |

Safety promotional materials.—For the purpose of Federal grants administered by NHTSA, safety equipment purchased for traffic safety educational trainings, such as child car seats, bicycle helmets and lights, and reflective vests, shall not be considered promotional materials or memorabilia.

Distracted driving.—Distracted driving continues to be a significant safety problem on our roadways. The Committee finds that distraction plays a role in almost ten percent of fatal traffic crashes that occur in the United States. In order to educate people about the dangers of distracted driving, NHTSA provides vital grants to States and conducts media campaigns to educate the public about the dangers of distracted driving. The Committee continues to fund NHTSA programs that support State efforts to educate the public and to enforce laws promoting safe driving habits and prevent unnecessary deaths. Further, the Committee urges the Secretary, in conjunction with other agencies, to complete guidelines promulgated in 2016 to address driver distraction caused by mobile devices in vehicles, especially through the use of driver-modes. The Act provides \$24,000,000 for distracted driving grants under 23 U.S.C. 405.

High visibility enforcement campaigns.—High visibility enforcement campaigns are an effective, evidence-based, traffic safety countermeasure. The Committee continues to support these campaigns and provides substantial resources to conduct them throughout the year. The Click It or Ticket high visibility enforcement campaign has played a significant role in achieving the current national seat belt use rate of approximately 90 percent and also aims to increase the use of child safety seats. The Committee encourages NHTSA to expand messaging about the use of child safety seats in national and State Click It or Ticket activities, as part of Child Passenger Safety week, or through other appropriate venues.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION

Section 140 provides limited funding for travel and related expenses associated with State management reviews and highway safety core competency development training.

Section 141 exempts from the current fiscal year’s obligation limitation any obligation authority that was made available in previous public laws.

Section 142 prohibits funds from being used to mandate global positioning system tracking without providing full and appropriate consideration of privacy concerns under 5 U.S.C. Chapter 5, subchapter II.

Section 143 provides additional funding for highway safety programs.

Section 144 provides additional funding for a study on children in vehicles equipped with automated driving systems.

Section 145 prohibits funds from being used to finalize or enforce “The Safer Affordable Fuel-Efficient Vehicles Rule.”

Section 146 prohibits funds from being used to enforce certain State maintenance of effort requirements under 23 U.S.C. 405.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration (FRA) was established by the Department of Transportation Act, on October 15, 1966. FRA plans, develops, and administers programs and regulations to promote the safe operation of freight and passenger rail transportation in the United States. The U.S. freight railroad system consists of over 600 railroads with 167,000 employees, and 140,000 miles of track, which deliver approximately 5,000,000 tons of goods each day. In addition, FRA oversees grants to the National Railroad Passenger Corporation (Amtrak) with the goal of assisting Amtrak with improving its passenger rail service and physical infrastructure.

SAFETY AND OPERATIONS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$221,698,000 |
| Budget request, fiscal year 2020 | 213,134,000 |
| Recommended in the bill | 226,698,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +5,000,000 |
| Budget request, fiscal year 2020 | +13,564,000 |

The Safety and Operations account provides funding for FRA’s safety program activities related to passenger and freight railroads. Funding also supports salaries and expenses and other operating activities related to FRA staff and programs.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$226,698,000 for the Safety and Operations account. Of the amount provided under this heading, \$20,000,000 is available until expended. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|--|---------|----------------|
| Safe Transportation of Energy Products | --- | \$2,000,000 |

| | Request | Recommendation |
|--|-------------|----------------|
| Automated Track Inspection Program and Data Analysis | \$9,500,000 | 16,500,000 |
| Railroad Safety Information System and Front End Interface | 3,700,000 | 4,800,000 |
| Positive Train Control Support Program | 13,000,000 | 13,000,000 |
| Confidential Close Call Reporting System | 2,600,000 | 3,000,000 |
| Trespasser Prevention Strategy and Risk Model | 650,000 | 650,000 |
| Highway-rail Grade Crossing Safety | 1,000,000 | 1,000,000 |
| National Bridge System Inventory Update and Model Modification | 600,000 | 600,000 |

Competitive grants and staffing.—The Committee remains concerned with the Department’s slow pace in executing FRA’s competitive grant programs. The Committee notes with disappointment that FRA has failed to select projects for three competitive grant programs with more than \$640,000,000 in fiscal year 2017 and fiscal year 2018 appropriated funding available. To date, FRA has also failed to issue a single Notice of Funding Opportunity (NOFO) for four competitive grant programs with \$670,000,000 in fiscal year 2019 appropriated funding available. The Committee recognizes that competitive grant programs require dedicated staff to issue NOFOs, review applications, and select projects for awards. Therefore, the Committee recommendation provides \$1,500,000 for the Office of Railroad Policy and Development to hire additional staff to support the review, selection, and project management oversight of competitive grants. FRA shall deliver a report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act detailing staffing and hiring plans for fiscal year 2020 to support this work.

Safe transportation of energy products.—The Committee recommendation supports FRA’s safe transportation of energy products programs, which include safety inspectors, safety route managers and tank car quality assurance specialists, tank car research, and increased mileage of the Automated Track Inspection Program on routes that carry energy products.

Automated Track Inspection Program (ATIP).—ATIP uses track geometry measurement vehicles to automatically measure track conditions which supplement the work of FRA inspectors to ensure railroads are compliant with FRA Track Safety Standards. The Committee recommendation supports the inspection of passenger rail routes, commuter rail routes, and routes that carry energy products and other hazardous materials, and further enhancements to ATIP’s inspection capabilities. The Committee notes that funds provided for the ATIP program in fiscal year 2020 are available to inspect tracks and analyze data from ATIP operations and inspections.

Positive Train Control (PTC).—The Committee notes that significant progress has been made by railroads, passenger railroads, and commuter railroads to implement PTC, with PTC systems in operation on almost 46,000 of the nearly 58,000 route miles required under the Rail Safety Improvement Act of 2008 (P.L. 110–432) as of December 31, 2018. The Committee commends the four railroads that fully implemented an FRA-certified and interoperable PTC system on all of their required route miles by December 31, 2018, and notes that 37 railroads requested and received approval from FRA for an Alternative Schedule. FRA and railroads must now focus on addressing software issues and achieving PTC interoperability. As of December 31, 2018, only 16 percent of approximately

233 host-tenant railroad relationships had achieved PTC interoperability. The Committee directs FRA to continue to work with railroads on PTC testing and interoperability, provide technical assistance, actively monitor industry-wide progress, and take enforcement actions, including civil penalties, as necessary. In addition, the Committee directs FRA to continue to brief the House and Senate Committees on Appropriations on progress by railroads to implement PTC. Such briefings should occur at least every 90 days until December 31, 2020.

Confidential Close Call Reporting System (C3RS).—The Committee commends FRA for its efforts to increase participation in C3RS, a voluntary program that enables participating railroads and their employees to identify, analyze, and mitigate safety risks and improve safety culture. C3RS also provides a confidential mechanism for industry-wide information sharing and best practices. The Committee continues to direct FRA to work with railroads and their employees to explore ways to increase participation in C3RS.

Trespasser prevention.—Pedestrian trespassing on railroad property is the leading cause of all rail-related fatalities, and there has been no progress in reducing the number of deaths from pedestrian trespassing. In February 2019, FRA submitted a report to Congress on the National Strategy to Prevent Trespassing on Railroad Property as required in House Report 115–237. The report found that annual trespass-related pedestrian fatalities, excluding suicides, have increased 18 percent from 2012 to 2017; 74 percent occurred within 1,000 feet of a grade crossing; and 14 percent occurred in 10 counties in four States. The Committee remains concerned with these trends, and directs FRA to work with communities, State and local agencies, law enforcement, railroads, advocacy organizations, and others to complete the milestones outlined in the National Strategy. Further, the Committee directs FRA to update the report to Congress with the most current data available, FRA’s progress on the milestones, and any potential new initiatives to reduce trespasser fatalities. The updated report shall be submitted no later than June 30, 2020.

The Committee understands information from railroads, like confidential close call reporting, could improve FRA’s ability to identify areas that are at high risk of trespasser accidents. The Committee recognizes that there are valid concerns by railroads and their employees with sharing such data with FRA. Therefore, the Committee encourages FRA to develop a rail information sharing mechanism which would enable data collection, deidentification, and analysis by a third-party in a confidential manner.

Highway-rail grade crossing safety.—Highway-rail grade crossing collisions are the second leading cause of all rail-related fatalities in the United States. There are over 252,000 highway-rail grade crossings in the U.S., of which about 129,800 are located on publicly owned or maintained roads. More than half of all public crossings are equipped with active warning devices, however, 68 percent of collisions occur at crossings with active, functional warning devices. The Committee understands FRA is working with railroads, technology developers and manufacturers, State and local agencies, law enforcement, and others to identify technology solutions and barriers to implementing technologies to improve the safety of

highway-rail grade crossings. The Committee looks forward to the results of FRA's stakeholder engagement, and directs FRA to brief the House and Senate Committees on Appropriations within 120 days of enactment of this Act on potential technology solutions and recommendations relating to the implementation of such technologies. Further, the Committee encourages FRA to continue public outreach and education programs, and to increase law enforcement partnerships to help reduce the number of highway-rail grade crossing collisions.

Blocked railroad crossings.—The number of complaints the Surface Transportation Board's Rail Customer and Public Assistance Program fielded relating to railroad blocked crossings jumped from eight in 2016 to 85 in 2018. Further, the Committee understands FRA has received nearly 1,000 formal complaints over the past three fiscal years on blocked railroad crossings. The Committee is concerned with the increase in the prevalence of railroad crossings blocked by trains, and the potential impacts to communities and safety. The Committee directs FRA to work with State and local agencies, law enforcement, railroads, and others to examine this problem, collect data, identify trends, and develop recommendations to reduce the number and frequency of blocked railroad crossing occurrences. FRA is directed to brief the House and Senate Committees on Appropriations within 180 days of enactment of this Act on its progress on these actions.

On-time performance.—A significant obstacle to establishing new passenger rail service or adding frequencies is the ability to obtain reliable access to host railroad tracks. The Committee recognizes the challenges host railroads face in balancing the demands of passenger and freight trains, which can impact on-time performance. These challenges are regularly seen in Amtrak's existing service. In fiscal year 2018, Amtrak's long-distance trains were on time at stations only 44 percent of the time, while Amtrak's state-supported trains were on time about 80 percent of the time. Congress sought to address on-time performance in the Passenger Rail Investment and Improvement (PRIIA) Act of 2008 (P.L. 110-432), and closely followed FRA's and Amtrak's efforts to develop new or improve existing metrics and minimum standards for measuring the performance and service quality of intercity passenger train operations as required under section 207 of PRIIA. This culminated in FRA publishing Metrics and Standards for Intercity Passenger Rail Service in May 2010. Following several years in Federal court, the Committee understands that a 2018 ruling would allow FRA and Amtrak to carry out the directives in section 207 of PRIIA. Therefore, the Committee directs FRA to work with Amtrak, the Surface Transportation Board, and others to develop such metrics and standards and encourages FRA to conduct a process similar to the development and adoption of the 2010 metrics and standards, including working jointly with Amtrak, soliciting the views of railroads, seeking public comment, and publishing final metrics and standards.

Chicago-area on-time performance.—The Chicago-area rail system is unique in its complexity, with about 500 freight trains and 760 passenger trains passing through the region each day. Freight trains from six Class I railroads, passenger trains from Amtrak, and commuter trains frequently interact and use the same tracks,

which can result in on-time performance challenges. The Committee directs FRA to work with railroads, Amtrak, and commuter railroads to review on-time performance, identify potential issues contributing to the frequency and length of delays, and develop recommendations on addressing these challenges. FRA is directed to brief the House and Senate Committees on Appropriations within 180 days of enactment of this Act on its progress on these actions.

Amtrak grant agreements.—The Committee acknowledges that FRA has a responsibility to conduct oversight of grants to Amtrak. However, it appears FRA began including new language in Amtrak's grant agreement documentation in fiscal year 2018 which requires FRA approval of financial plans through grant amendments before Amtrak may begin using appropriated funding for major construction on certain capital projects. While previous grant agreements have included procedures for approving capital projects and project reprogramming above certain monetary thresholds to ensure Amtrak's use of Federal funding were consistent with Federal law and regulations, this new and additional layer of approval required by FRA in fiscal year 2018 and again in fiscal year 2019 appears to be unnecessary. The Committee is concerned this change inserts FRA into Amtrak's selection and prioritization process for capital spending, which has been the role of Amtrak management and the Amtrak Board of Directors (Board), of which the Secretary is a member. The Committee is concerned that this new grant agreement requirement sets a precedent that reaches beyond the intended statutory framework for grants to Amtrak, and could give greater weight to FRA's decisions on financial plans than the Board. The Committee directs FRA to respect the existing statutory structure which vests the Board with decision-making powers relating to capital project selection and prioritization, including financial plans, and reminds the Department that its seat on the Board is the appropriate place to express FRA's support or concern with specific capital projects.

Quad Cities to Chicago passenger rail service.—The Committee is encouraged by recent progress in negotiations between the State of Illinois and the Iowa Interstate Railroad relating to planning for new Chicago to Quad Cities state-supported intercity passenger rail service. Therefore, the Committee rejects the rescissions to the Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service program proposed in the budget request, and strongly reminds the Department that this fiscal year 2010 appropriated funding is available until expended. Further, the Committee directs FRA to work with grantees to reach agreement on a multi-year extension of existing grant agreements in order to ensure funds appropriated by Congress are utilized.

New transportation projects utilizing existing corridors.—The Committee is aware that metropolitan planners may seek to utilize existing transportation corridors in proposing new transportation projects, including high speed rail. The Committee notes that documentation of historic disruption of affected communities and potential negative impacts to communities are to be considered in the documentation required under the National Environmental Policy Act (NEPA). The Committee directs the Department to ensure NEPA documentation for projects which propose to utilize existing transportation corridors includes documentation of the effects of

the historic disruption of affected communities. Further, the Committee encourages the Department to evaluate the impact of new transportation projects and their utilization of existing corridors and to provide recommendations on ways to mitigate community disruption from construction and operation of new transportation projects in existing transportation corridors, including high speed rail projects.

Safe transportation of waste and debris.—The Committee recognizes the potential health and environmental impacts of railroads transporting waste and debris. Therefore, the Committee encourages FRA to work with railroads, the Pipeline Safety and Hazardous Materials Administration, and other Federal agencies, such as the U.S. Environmental Protection Agency, to ensure the safe transportation of waste and debris by rail.

Train horn noise.—In March 2016, FRA initiated a retrospective review of its locomotive train horn regulations through a Notice of Safety Inquiry. The Committee directs FRA to finalize this retrospective review, and if warranted by the review, move forward with a notice of proposed rulemaking.

RAILROAD RESEARCH AND DEVELOPMENT

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$40,600,000 |
| Budget request, fiscal year 2020 | 19,000,000 |
| Recommended in the bill | 41,600,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +1,000,000 |
| Budget request, fiscal year 2020 | +22,600,000 |

The Railroad Research and Development program provides science and technology support for FRA’s policy and regulatory efforts. The program’s objectives are to reduce the frequency and severity of railroad accidents through scientific advancement, and to support technological innovations in conventional and high speed railroads.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$41,600,000 for the Railroad Research and Development program. The Committee directs FRA to conduct research and development activities in all disciplines, including track, rolling stock, train control and communications, human factors, and railroad systems issues, in order to maximize gains in rail safety and encourages FRA to prioritize technologies that improve safety in all areas of railroad operations.

Safe transportation of energy products.—The Committee provides \$2,500,000 for FRA 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.

The Committee is aware of efforts to develop methods to safely use LNG as a fuel for locomotives and to transport LNG in bulk in tank cars. Therefore, the Committee directs FRA, in collaboration with the Pipeline and Hazardous Materials Safety Administration, to continue to support cooperative research on the safe use of LNG in these applications which could inform the development of new regulations.

Positive Train Control (PTC) and cyber security.—FRA’s research and development activities continue to advance PTC technologies, including interoperability and cyber security protection. The Committee urges FRA to establish enhanced cyber security methods, standards, and best practices for PTC systems and future versions of this technology. This could include identifying vulnerabilities and preparing for threats that could arise from updates and the migration to future designs of this technology.

Trespasser prevention and highway-rail grade crossing safety.—As previously noted, the Committee is concerned that the two leading causes of all rail-related fatalities continues to be pedestrian trespassing and collisions at highway-rail grade crossing intersections. The Committee urges FRA to continue research and development activities which could improve trespass detection and prevention, including at or near highway-rail grade crossings, and assist with FRA’s National Strategy to Prevent Trespassing on Railroad Property. In addition, the Committee urges FRA to continue research and development activities on grade crossing technology and engineering solutions, including human interactions with such technology.

Short-line safety.—The Committee provides \$3,000,000 to improve safety practices and training and develop safety management systems for Class II and Class III freight railroads. This funding supports FRA’s initiative to partner with short-line and regional railroads to build a stronger, more sustainable safety culture through safety culture assessments; training and education, including on the safe transportation of energy products and other hazardous materials; outreach activities; and research. Recognizing the success of this initiative, the Committee directs FRA to provide a report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act on the feasibility of expanding safety culture assessments and training to tourist railroads, passenger railroads, and commuter railroads, including the need for such support, resources required to carry out such work, and other potential safety challenges the initiative could address.

Research partnerships with universities.—The Committee provides up to \$5,000,000 for partnerships with qualified universities for research related to improving the safety, capability, and efficiency of rail infrastructure, of which \$1,000,000 is to facilitate research with universities on intelligent railroad systems. This includes basic and applied research on rolling stock, operational reliability, infrastructure, inspection technology, maintenance, energy efficiency, the development of rail safety technologies such as PTC, grade crossing safety improvements, and derailment prevention, particularly for trains carrying passengers and hazardous materials. Research conducted in conjunction with FRA at universities should also facilitate the education and training of the next generation of professionals in rail engineering and transportation.

System safety and risk reduction programs.—The Committee recognizes that continued investments in critical rail infrastructure programs will make rail infrastructure, equipment, and the operating environment safer. Therefore, the Committee urges FRA to continue prioritizing investments in the development of technologies designed to verify the functional performance of complex electronic systems such as: PTC, automated train control, pas-

senger door control, railroad crossing equipment, communication systems, train and locomotive systems, train environmental control, railcar signs, infrastructure maintenance, and monitoring systems. The Committee recognizes the importance of deploying these technologies in new and existing systems and acknowledges investments made in such technologies by cities, transportation agencies, and railroads across the country. The Committee urges FRA to continue working with industry to develop standardized performance specifications, test and verification processes, and maintenance and diagnostics tools for such systems.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Railroad Rehabilitation and Improvement Financing (RRIF) program was established in the Transportation Equity Act for the 21st Century (P.L. 105–178) to provide direct loans and loan guarantees to State and local governments, government-sponsored entities, and railroads. Credit assistance under the program may be used for rehabilitating or developing rail equipment and facilities, developing or establishing intermodal facilities, and transit-oriented development.

COMMITTEE RECOMMENDATION

The Committee recommendation extends the deadline by which the Secretary may provide direct loans and loan guarantees for transit-oriented development projects until September 30, 2020. Further, the Committee recommendation allows the credit risk premium for RRIF loans to be eligible for grants under the National Infrastructure Investments account.

FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$400,000,000 |
| Budget request, fiscal year 2020 | — |
| Recommended in the bill | 350,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | – 50,000,000 |
| Budget request, fiscal year 2020 | +350,000,000 |

The Fixing America’s Surface Transportation (FAST) Act (P.L. 114–94) authorized the Federal-State Partnership for State of Good Repair grant program under section 11302. The purpose of these grants is to reduce the state of good repair backlog on publicly- or Amtrak-owned infrastructure, equipment, and facilities. Eligible activities include capital projects to: (1) replace existing assets in-kind or with assets that increase capacity or service levels; (2) ensure that service can be maintained while existing assets are brought into a state of good repair; and (3) bring existing assets into a state of good repair.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$350,000,000 for the Federal-State Partnership for State of Good Repair grant program. The Committee remains concerned with the Department’s slow pace in selecting projects to receive funding appropriated in fiscal years 2017 and 2018, and in issuing the Notice of Funding Opportunity (NOFO) for funding appropriated in fiscal year 2019. The Committee directs the Secretary to publish a NOFO consistent

with the eligibility requirements in the FAST Act for fiscal year 2020 no later than 30 days after enactment of this Act, to review all applications received in response to the NOFO, and to make awards to eligible grantees no later than 180 days after enactment of this Act.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$255,000,000 |
| Budget request, fiscal year 2020 | 330,000,000 |
| Recommended in the bill | 350,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +95,000,000 |
| Budget request, fiscal year 2020 | +20,000,000 |

Authorized under section 11301 of the FAST Act, the purpose of the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program is to improve the safety, efficiency, and reliability of passenger and freight rail transportation systems. Eligible activities include a wide range of capital, regional and corridor planning, environmental analyses, research, workforce development, and training projects.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$350,000,000 for the CRISI grant program. Of the total funds provided, \$40,000,000 is for eligible projects under section 22907(c)(5) for commuter railroads that experienced at least one accident investigated by the National Transportation Safety Board between January 1, 2008 and December 31, 2018 and \$55,000,000 is for eligible projects under section 22907(c)(2) that require the acquisition of rights-of-way, track, or track structure to support the development of new intercity passenger rail service routes.

The Committee remains concerned with the Department's slow pace in selecting projects to receive funding appropriated in fiscal year 2018, and in issuing the Notice of Funding Opportunity (NOFO) for funding appropriated in fiscal year 2019. The Committee directs the Secretary to publish a NOFO for fiscal year 2020 no later than 30 days after enactment of this Act, to provide applicants 60 days to respond to the NOFO, and to make awards to eligible grantees no later than 180 days after enactment of this Act.

Positive Train Control (PTC).—As previously noted, significant progress has been made by railroads, passenger railroads, and commuter railroads to implement PTC, however, challenges relating to software issues and PTC interoperability continue to exist. The Committee is particularly encouraged by the efforts of commuter railroads to implement PTC, and directs FRA to continue to provide technical assistance to commuter railroads as they move toward full implementation. The Committee reminds FRA that the deployment of PTC is an eligible project under section 22907(c)(1), and PTC eligibility is expanded to include commuter railroads.

Inland ports of entry.—The Committee recognizes that communities with high volume international inland ports on the U.S.-Mexico border face unique transportation challenges caused by international trade and international crossings. The Committee encourages FRA to consider the impacts of these freight movements, including traffic, highway-rail grade crossings, congestion, and

safety. Further, the Committee directs FRA to report to the House and Senate Committees on Appropriations within 60 days of enactment of this Act on the impacts of freight movements at high volume international inland ports of entry on traffic, highway-rail grade crossings, congestion, and safety.

RESTORATION AND ENHANCEMENT GRANTS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$5,000,000 |
| Budget request, fiscal year 2020 | 550,000,000 |
| Recommended in the bill— | — — — |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | — 5,000,000 |
| Budget request, fiscal year 2020 | — 550,000,000 |

The FAST Act authorized the Restoration and Enhancement Grants program under section 11303. These grants provide support for operating assistance and capital investments to initiate, restore, or enhance intercity passenger rail service.

COMMITTEE RECOMMENDATION

The Committee strongly opposes the proposal in the budget request to use the Restoration and Enhancement Grants program to restructure Amtrak’s long-distance service and require States to take over the costs and responsibilities of this service. Despite the proposal’s phased approach, in the long-term, the budget request would amount to shifting shared and system-related costs onto state-supported routes which would require States to contribute significantly more funding for service on Amtrak’s National Network. The Committee rejects this proposal and provides strong funding for Amtrak to continue to provide service through long-distance and state-supported routes.

MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$10,000,000 |
| Budget request, fiscal year 2020 | — — — |
| Recommended in the bill | 10,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | — — — |
| Budget request, fiscal year 2020 | +10,000,000 |

The Magnetic Levitation Technology Deployment (MAGLEV) program is authorized under section 322 of title 23, United States Code. The MAGLEV program funds transportation systems that employ magnetic levitation and are capable of safe use by the public at speeds in excess of 240 miles per hour.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$10,000,000 for the MAGLEV program. These funds are available for preconstruction planning activities and capital costs, and are available until expended.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(AMTRAK)

Amtrak was created by Congress in the Rail Passenger Service Act of 1970 (P.L. 91–518) to operate intercity passenger rail service, which was previously operated by private railroads. Amtrak as-

sumed the common carrier obligations of the private railroads in exchange for the right to priority access to their railroad tracks for an incremental cost.

Today, Amtrak operates more than 300 trains each day to more than 500 destinations in 46 States, the District of Columbia, and Canada. About 72 percent of the miles traveled by Amtrak trains are on tracks owned by other railroads, and Amtrak owns 624 route-miles of its own track, most of which is on the Northeast Corridor (NEC) from Washington, D.C. to Boston, Massachusetts. In fiscal year 2018, Amtrak carried 31.7 million people on the NEC, state-supported routes, and long-distance routes.

The FAST Act authorizes funding for Amtrak through fiscal year 2020 for the Northeast Corridor and the National Network, which encompasses Amtrak's state-supported and long-distance routes, as well as other non-NEC activities.

The Committee recommendation provides \$1,991,600,000 for Amtrak. The Committee provides funding through the Northeast Corridor Grants and National Network Grants accounts, which is consistent with the FAST Act authorized structure.

Congressional budget justification.—The Committee appreciates the level of detail in the fiscal year 2020 budget justification and directs Amtrak to submit a justification with a similar level of detail for fiscal year 2021.

Charter trains and private cars.—During fiscal year 2018, Amtrak issued new guidelines for charter trains operated by Amtrak and private cars on Amtrak trains. While the Committee understands that these policy changes reflect Amtrak's mandate to provide efficient, effective, and safe regularly scheduled passenger rail service, the Committee remains concerned with Amtrak's implementation and communication of these guidelines.

The Committee notes that Amtrak added a small number of locations and trains to the list of eligible locations and trains for private car moves in its January 1, 2019 update to the Guidelines for Private Cars on Amtrak. Amtrak is directed to continually review and evaluate the locations and trains that may be eligible for private car moves. If additional locations or trains meet Amtrak's criteria for private car moves, then the Committee directs Amtrak to update the list of eligible locations and trains and notify private car owners accordingly. Further, the Committee is concerned that Amtrak does not typically inform private car owners when a private car caused a delay to an Amtrak train. The Committee encourages Amtrak to establish a mechanism by which private car owners are notified of such delays. This information could provide private car owners opportunities to improve their operations and processes.

In February 2019, the Amtrak Office of Inspector General issued a report which found that Amtrak has failed to account for the costs of operating the private car program. The Committee agrees with the Inspector General's conclusions that Amtrak cannot accurately assess and make informed decisions about the private car program until Amtrak properly identifies the costs of the program. These conclusions are particularly concerning considering that Amtrak implemented two price increases for the private car program prior to the report's release. The Inspector General's recommendations include identifying the cost of private car moves and long-term parking, factoring this cost data into future decisions on set-

ting or adjusting prices, and establishing a financial and performance reporting system. As Amtrak works to comply with these recommendations, the Committee directs Amtrak to engage with private car owners and associations on the identified costs, the analysis of recent price increases, the reductions in locations and trains eligible for private car moves, and any new potential revised pricing. The Committee directs Amtrak to submit a report to the House and Senate Committees on Appropriations within 90 days of enactment of this Act detailing its plan to standardize the cost and revenue analysis for the private car program. Further, Amtrak is directed to include an updated report on charter train and private car policies in Amtrak's fiscal year 2021 budget justification. The Committee acknowledges that certain information may be commercially sensitive and cannot be made public. Therefore, the Committee directs Amtrak to provide such information through briefings to the Committees.

Station agents.—The Committee directs Amtrak to provide a station agent in each Amtrak station that had a ticket agent position eliminated in fiscal year 2018. Station agents assist passengers with their intercity passenger rail travel, conduct the sale of tickets, provide customer service during all hours that a station is open, and perform building maintenance duties. 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.—The Amtrak Police Department has the responsibility of protecting Amtrak's passengers, employees, property, and infrastructure. The Committee understands Amtrak intends to initiate changes to the Amtrak Police Department beginning June 1, 2019, which could include reducing staffing at Amtrak stations and redeploying police officers to patrol areas with increasing rates of criminal activity, including on trains and rights-of-way owned by Amtrak. While the Committee appreciates Amtrak's efforts to increase safety by deploying resources to where incidents are occurring, the Committee is concerned that these changes could result in a reduction in the overall police force in the long-term. Maintaining a high level of safety at Amtrak stations and on trains is critical to the traveling public and to local, regional, and national security. Therefore, the Committee recommendation prevents Amtrak from reducing the size of the Amtrak Police Department below the staffing level on May 1, 2019.

Communication with stakeholders.—The Committee recognizes Amtrak's efforts to increase its revenues, reduce its operating losses, and provide a more modern customer experience for its ridership. However, the Committee is concerned that Amtrak continues to make and implement changes to operations and services without providing the public or its employees adequate time to understand proposed changes and provide feedback. Amtrak has made changes to policies and procedures relating to charter trains, private cars, station agents, call centers, food and beverage service, and law enforcement, all of which have impacts on its ridership, employees, and communities. Therefore, the Committee directs Amtrak to increase engagement with customers, employees, stakeholders, and the public on proposals to change operations and serv-

ices, including providing an opportunity to comment on policies prior to finalizing decisions.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$650,000,000 |
| Budget request, fiscal year 2020 | 325,466,000 |
| Recommended in the bill | 700,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +50,000,000 |
| Budget request, fiscal year 2020 | +374,534,000 |

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$700,000,000 for Northeast Corridor Grants to Amtrak for operating and capital purposes. In addition to this funding, the Northeast Corridor retains its operating profits for use on the corridor. This funding level provides \$5,000,000 to the Northeast Corridor Commission established under section 24905 of title 49, United States Code.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER
CORPORATION

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$1,291,600,000 |
| Budget request, fiscal year 2020 | 611,000,000 |
| Recommended in the bill | 1,291,600,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +680,600,000 |

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$1,291,600,000 for National Network Grants to Amtrak. This funding supports operating and capital activities for Amtrak's long-distance and state-supported routes, and other non-Northeast Corridor activities. This funding level provides \$2,000,000 to the State-Supported Route Committee established under section 24712 of title 49, United States Code.

National Network changes.—The Committee understands Amtrak is conducting a review of its existing service on long-distance and state-supported routes. This analysis could result in changes to the National Network which places greater emphasis on short corridor service of 400 miles or less, increases frequencies on existing routes, and establishes new routes through city pairings that are currently underserved or not served by Amtrak. While the Committee understands Amtrak's efforts are intended to address changing demographics and travel trends, such proposals could have unintended consequences for long-distance customers, especially in rural and small communities where passenger rail serves as an important mobility option and economic driver. The Committee directs Amtrak to conduct comprehensive outreach and consultation with State and local governments, the State-Supported Route Committee, its employees, communities, passenger rail organizations, railroads, and the public on any potential changes to the National Network. Amtrak must engage in an open and transparent process which encompasses anyone who could be impacted, positively or negatively, by such proposals. The Committee strongly

reminds Amtrak that section 24701 of title 49, United States Code, requires Amtrak to operate a national passenger rail system. Further, the Committee directs Amtrak to seek any potential changes to the National Network through the reauthorization of the FAST Act, and urges Amtrak to ensure any such proposals also increase ridership in rural areas and improve service for long-distance customers.

On-time performance.—As previously stated, the Committee is concerned with Amtrak’s on-time performance for long-distance and state-supported routes. The Committee notes that under Federal law, host railroads are required to grant Amtrak trains priority over freight trains and Amtrak in turn is required to pay fees for its use. In fiscal year 2018, Amtrak paid host railroads approximately \$150,000,000 for use of their tracks, performance, and other resources needed to operate Amtrak trains. According to Amtrak’s Host Railroad Report Card, the grades host railroads received based on delays caused to Amtrak trains in 2018 ranged from an “A” to an “F,” with the average grade for all host railroads being a “C.” The Committee urges Amtrak to continue engaging with railroads to improve on-time performance for long-distance and state-supported routes. Further, the Committee looks forward to receiving the Amtrak Inspector General’s update of the 2008 DOT Inspector General report titled “Effects of Amtrak’s Poor on-time Performance.”

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

Section 150 limits overtime to \$35,000 per employee, and allows Amtrak’s president to waive this restriction for specific employees for safety or operational efficiency reasons. It also requires Amtrak to submit a report to the House and Senate Committees on Appropriations within 60 days of enactment of this Act summarizing overtime payments incurred by Amtrak for calendar year 2019 and the three prior years. The summary shall include the total number of employees that received waivers, and total overtime payments paid to employees receiving waivers for each month for 2019 and the prior three calendar years.

Section 151 includes a prohibition relating to reducing the size of the Amtrak Police Department below the staffing levels on May 1, 2019.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) was established as a component of the Department of Transportation on July 1, 1968, when most of the functions and programs under the Federal Transit Act (78 Stat. 302; 49 U.S.C. 1601 et seq.) were transferred from the Department of Housing and Urban Development. Known as the Urban Mass Transportation Administration until enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the FTA administers Federal financial assistance programs for planning, developing, and improving comprehensive mass transportation systems in both urban and non-urban areas.

The most recent authorization for the programs under FTA is contained in the Fixing America’s Surface Transportation (FAST) Act (P.L. 114–94). Annual appropriations Acts include annual limi-

tations on obligations for the transit formula grants programs, and direct appropriations of budget authority from the general fund of the Treasury for FTA's administrative expenses, some research programs, and capital investment grants.

ADMINISTRATIVE EXPENSES

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$113,165,000 |
| Budget request, fiscal year 2020 | 110,552,000 |
| Recommended in the bill | 117,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +3,835,000 |
| Budget request, fiscal year 2020 | +6,448,000 |

The FTA administers Federal financial assistance programs for planning, developing, and improving comprehensive mass transportation systems in both urban and non-urban areas. This appropriation provides, from the general fund of the Treasury, amounts for the administrative expenses of the agency.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$117,000,000 for FTA's administrative expenses. The Committee's recommendation provides these funds from the general fund, as usual.

Operating plans.—The Committee reiterates its direction from previous years, which requires the FTA's operating plan to include a specific allocation of resources for administrative expenses. The operating plan should include a delineation of full-time equivalent employees for the following offices: Office of the Administrator; Office of Administration; Office of Chief Counsel; Office of Communications and Congressional Affairs; Office of Program Management; Office of Budget and Policy; Office of Research, Demonstration and Innovation; Office of Civil Rights; Office of Planning and Environment; Office of Safety and Oversight; and Regional Offices. Further, the operating plan must include any new programs or changes to the budget request, including new grant programs. In addition, except in the case of reallocating resources subsequent to a Presidentially declared disaster under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, (P.L. 100–707) (1988), the Committee directs FTA to notify the House and Senate Committees on Appropriations at least thirty days in advance of any change that results in an increase or decrease of more than ten percent from the initial operating plan submitted to the Committees for fiscal year 2020.

Budget justifications.—The Committee strongly encourages FTA to maintain the format and content in the fiscal year 2021 documents.

Annual new starts report.—The Committee has again included bill language requiring FTA to submit the annual new starts report with the initial submission of the budget request due in February 2020.

Full funding grant agreements (FFGAs).—Title 49 requires that FTA notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, Housing and Urban Affairs sixty days before executing a FFGA. In its notification to the House and Senate Committees on Appropriations, the Committee directs

FTA to include the following: (1) a copy of the proposed FFGA; (2) the total and annual Federal appropriations required for that project; (3) yearly and total Federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2023; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization, by individual project; (5) a financial analysis of the project’s cost and the sponsor’s ability to finance the project, which shall be conducted by an independent examiner, and which shall include an assessment of the capital cost estimate and the finance plan; (6) the source and security of all public- and private-sector financial instruments; (7) the project’s operating plan, which enumerates the project’s future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

The Committee continues to direct FTA to inform the House and Senate Committees on Appropriations in writing thirty days before approving schedule, scope, or budget changes to any FFGA. Correspondence relating to changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the FFGA, including any proposed change in rail car procurements.

In addition, the Committee directs FTA to continue reporting monthly to the House and Senate Committees on Appropriations on the status of each project with a FFGA or that is within two years of a FFGA, and to include a list of all letters of no prejudice and early systems work agreements under review by the FTA in each monthly update.

Staffing allocations.—The Committee provides \$117,000,000 for FTA’s administrative resources. The Committee directs FTA to use the additional administrative resources above the budget request for staffing needs in areas that represent Congressional priorities including Capital Investment Grants, safety oversight, and grants allocation and distribution.

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

| | Liquidation of contract authority | Limitation on obligations |
|--|--------------------------------------|------------------------------|
| Appropriation, fiscal year 2019 | \$9,900,000,000 | \$9,939,380,000 |
| Budget request, fiscal year 2020 | 10,800,000,000 | 10,150,348,462 |
| Recommended in the bill | 10,800,000,000 | 10,150,348,462 |
| Bill compared with: | | |
| Appropriation, fiscal year 2019 | +900,000,000 | +210,968,462 |
| Budget request, fiscal year 2020 | --- | --- |

The FAST Act provides contract authority for the transit formula grant programs funded from the mass transit account of the Highway Trust Fund. These programs include: urbanized area formula grants, state of good repair grants, formula grants for rural areas, growing states and high-density states, mobility for seniors and persons with disabilities, buses and bus facilities grants, bus test-

ing facilities, planning programs, transit-oriented development, a pilot program for enhanced mobility, public transportation innovation, technical assistance and workforce development, and the National Transit Database. This Act sets an annual obligation limitation for such authority and provides liquidating cash. This account is the only FTA account funded from the Highway Trust Fund.

COMMITTEE RECOMMENDATION

The Committee recommends an obligation limitation of \$10,150,348,462 for formula program and activities. The Committee's recommendation also includes \$10,800,000,000 in liquidating cash.

Buses and bus facilities.—The Committee supports the FAST Act's inclusion of competitive grants in the buses and bus facilities grant program and encourages FTA to follow the guidance set forth in the FAST Act when developing selection criteria for the program. Consistent with section 3017 of the FAST Act, the age and condition of buses, bus fleets, related equipment, and bus-related facilities should be the primary consideration for selection criteria. The amounts provided under this heading are in addition to the \$389,000,000 provided under the heading "Transit Infrastructure Grants."

Low or No Emission buses.—The Committee is pleased by the interest in low and no emission buses nationwide and provides funds both under this heading and the heading "Transit Infrastructure Grants" for FTA to continue the competitive grant program authorized in the FAST Act. As part of the criteria for the next Notice of Funding Opportunity, the Committee encourages the FTA to include evaluation criteria that considers the number of electric buses the applicant currently has in revenue service. The Committee provides a total of \$144,000,000 in this Act for the Low or No Emission bus program.

Transit-oriented development.—The Committee is concerned with urban sprawl and overwhelming traffic in areas with high population density. The Committee encourages the Secretary to carry out the pilot programs authorized under section 20005(b) of MAP-21 which encourage transit planning that connects housing, jobs, and mixed-use development with transportation options. Of the amounts provided under this heading, the Committee recommends FTA use no less than \$10,000,000 to carry-out a competitive pilot program as directed in Section 3016 of the FAST Act.

Altoona bus testing facility.—The Committee supports the ongoing work of FTA's bus testing facility in Altoona, PA and the Committee provides a total of \$4,000,000 for the facility under this heading and the heading "Transit Infrastructure Grants." The facility ensures the safety and reliability of new transit buses and ensures that buses purchased by local transit agencies meet minimum performance standards, increasing the safety of the transit-riding public.

Enhanced mobility of seniors and individuals with disabilities.—The Committee believes that removing barriers to transportation service and expanding transportation mobility options for seniors and individuals with disabilities is important. The Committee provides \$285,000,000 for transportation services for seniors and indi-

viduals with disabilities as authorized under section 49 U.S.C. 5310.

Tribal transit program.—The primary purpose of these grants is to support planning, capital, and, in limited circumstances, operating assistance for tribal public transit services. Consistent with the FAST Act, the Committee provides \$30,000,000 in formula funds and \$5,000,000 in competitive grants.

Homeless families.—The Committee recognizes that the lack of affordable housing is resulting in increasing numbers of homeless individuals and families using public transit systems for shelter. The Committee encourages HUD’s Office of Community Planning and Development, together with the FTA, to collaborate with local transit agencies and homelessness stakeholders to develop collaborative, multi-sectoral strategies and models to address the needs of transit systems and homeless populations using transit for shelter.

TRANSIT INFRASTRUCTURE GRANTS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$700,000,000 |
| Budget request, fiscal year 2020 | 500,000,000 |
| Recommended in the bill | 750,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +50,000,000 |
| Budget request, fiscal year 2020 | +250,000,000 |

The FAST Act provides contract authority for the transit formula grants program from the mass transit account of the Highway Trust Fund. This account provides additional funds from the general fund of the Treasury for important transit priorities authorized under chapter 53 of title 49, United States Code and for grants to areas which have endured persistent poverty.

COMMITTEE RECOMMENDATION

The Committee recommends an additional \$750,000,000 in transit infrastructure grants to remain available until expended. The following table provides funding levels for activities within this account:

| | Request | Recommendation |
|--|-------------------|-------------------|
| Buses and Bus Facilities | \$500,000,000 | \$389,000,000 |
| Low or No Emission Bus Program | --- | 94,000,000 |
| State of Good Repair Formula Funds | --- | 250,000,000 |
| Altoona Bus Testing | --- | 1,000,000 |
| Low or No Bus Testing | --- | 6,000,000 |
| Persistent Poverty areas | --- | 10,000,000 |
| <hr/> Total | <hr/> 500,000,000 | <hr/> 750,000,000 |

TECHNICAL ASSISTANCE AND TRAINING

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$5,000,000 |
| Budget request, fiscal year 2020 | --- |
| Recommended in the bill | 5,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +5,000,000 |

The FAST Act authorizes FTA to provide technical assistance under section 5314 of title 49 United States Code for human resource and training activities as well as workforce development programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$5,000,000 for Technical Assistance and Training authorized under section 5314(a)(2) Title 49. In addition to the directly appropriated funds under this heading, another \$9,000,000 is provided through the obligation limitation under the header “Transit Formula Grants”.

CAPITAL INVESTMENT GRANTS

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$2,552,687,000 |
| Budget request, fiscal year 2020 | 1,505,190,000 |
| Recommended in the bill | 2,301,785,760 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | - 250,901,240 |
| Budget request, fiscal year 2020 | +796,596,760 |

Grants for capital investment to rail or other fixed guideway transit systems are awarded to public bodies and agencies including States, municipalities, other political subdivisions of States; public agencies and instrumentalities of one or more States; and certain public corporations, boards and commissions under State law.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,301,785,760 for Capital Investment Grants, consistent with the levels authorized in the FAST Act. The following table provides funding levels for activities within this account:

| | Request | Recommendation |
|--|----------------------|----------------------|
| New Starts Projects with a current FFGA | \$795,290,221 | \$795,290,221 |
| New Starts Projects without a current FFGA | --- | 702,709,779 |
| Core Capacity | 200,000,000 | 300,000,000 |
| Small Starts | --- | 430,768,910 |
| Expedited Project Delivery | --- | 50,000,000 |
| Oversight (1%) | 15,051,900 | 23,016,850 |
| Other | 494,847,879 | --- |
| Total | 1,505,190,000 | 2,301,785,760 |

The Committee is gravely concerned about the execution of the Capital Investment Grant program and directs the Secretary to carry out the program in accordance with the will of Congress. The Committee notes with dismay that FTA signed only one New Starts Full-Funding grant agreement (FFGA) in 2018, no Core Capacity project FFGAs and that the vast majority of FFGAs have been Small Starts projects. The recommendation provides parameters to guide FTA in operating the program in order to advance projects that would enhance American competitiveness and commerce but which have been unable to progress through the FFGA process despite Congressional intent.

The Committee directs FTA to continue to update the Committee on the status of projects that are in the current funding pipeline. The Committee directs FTA to proactively work with applicants and grantees to facilitate projects moving through the Capital Investment Grant pipeline and towards a FFGA. FTA is directed to evaluate, rate, and recommend projects for funding, and subsequently award grants to projects that meet the statutory require-

ments of 49 U.S.C. 5309. The Committee encourages FTA to fully consider Small Starts projects that would include stations that serve one or more Opportunity Zones, as defined in Public-Law 115–97. The Committee further directs that FTA may provide funding for projects without a FFGA. Funding is provided for projects that currently have executed grant agreements, and for projects that have met the statutory requirements of 49 U.S.C. 5309 and that are anticipating grant agreements in 2020.

The Committee directs FTA to enter into FFGAs in which the maximum Capital Investment Grant share is between 50 percent and 80 percent of the net project cost, except at the direct request of the project sponsor. The Committee also directs the Secretary to provide notice to the House and Senate Committees on Appropriations not less than 90 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. 5309.

The Committee directs the Secretary to submit the fiscal year 2021 annual report on funding recommendations as required by 49 U.S.C. 5309, and directs the Secretary to maintain the Federal funding commitments for all existing grant agreements and to identify all projects with a medium or higher rating that anticipate requesting a grant agreement in fiscal year 2021.

Expedited Project Delivery Pilot Program.—The Expedited Project Delivery Pilot Program was authorized by the FAST Act. The program is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships, are planned to be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost. It is also aimed at increasing innovation, improving efficiency and timeliness of project implementation, and encouraging new revenue streams. The Committee provides an additional \$50,000,000 for the pilot program.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$150,000,000 |
| Budget request, fiscal year 2020 | 150,000,000 |
| Recommended in the bill | 150,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

This program provides grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investment and asset rehabilitation activities as authorized by the Federal Rail Safety Improvements Act of 2008 (Public Law 110–432, Title VI, Section 601). These funds, along with funds provided under FTA’s core formula programs, will help return the system to a state of good repair and improve the safety and reliability of service. Federal funds provided under this account are matched dollar-for-dollar by Virginia, Maryland, and the District of Columbia in equal proportions.

COMMITTEE RECOMMENDATION

The Committee recommends \$150,000,000 for grants to WMATA, equal to last year’s enacted level.

The Committee believes that the safe and reliable operation of WMATA is important to the operation of the Federal government and supports continued funding. Federal employees represent approximately 40 percent of Metrorail's peak period ridership, and more than one-third of all Metrorail stations are located on Federal property. Recognizing the essential role that WMATA plays in transporting Federal employees daily and millions of visitors to the Nation's capital annually, the Committee provides ongoing support for projects that support safe operation of the transit system. The Committee directs WMATA to continue addressing the safety issues within the system and to use Federal, State and local funds to improve and maintain the state of good repair of the Metrorail system.

The Committee applauds WMATA for including cybersecurity requirements in the request for proposals that they have issued for the 8000 series rail cars. As systems for controlling various modes of transportation become more complex, the Committee is concerned about the security of transportation and the safety of the traveling public. Security vulnerabilities can be inadvertently introduced when customers do not specify appropriate security attributes in the procurement process. As a result, the Committee directs WMATA to comply with practices for control system procurement recommended by the Department of Homeland Security's National Cybersecurity and Communications Integration Center.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

Section 160 continues the provision that exempts previously made transit obligations from limitations on obligations.

Section 161 allows funds appropriated for Capital Investment Grants and buses and bus facilities not obligated by September 30, 2024, plus other recoveries, to be available for other projects under 49 U.S.C. 5309.

Section 162 continues the provision that allows for the transfer of prior year appropriations from older accounts to be merged into new accounts with similar, current activities.

Section 163 changes the date, to September 30, 2020, by which funds provided for Capital Investment Grants provided in fiscal year 2018 must be obligated.

Section 164 prohibits FTA from using any funds to finalize the Capital Investment Grant share of a project before the project has been in Engineering. FTA is also prohibited, for projects in the program on the date of enactment of this Act, from requiring a reasonable cost estimate, by an applicant, to exceed a 50 percent probability of on-budget completion. In addition, FTA is prohibited from applying the provision in 26 U.S.C. 9503(d) for fiscal year 2020.

Section 165 allows certain recipients of Low or No Emission Bus Grants to continue to partner with non-profits and companies as part of their grant applications.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OPERATIONS AND MAINTENANCE
(HARBOR MAINTENANCE TRUST FUND)

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$36,000,000 |
| Budget request, fiscal year 2020 | 28,000,000 |
| Recommended in the bill | 40,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +4,000,000 |
| Budget request, fiscal year 2020 | +12,000,000 |

The Great Lakes Saint Lawrence Seaway System, located between Montreal and Lake Erie, is a binational, 15-lock system jointly operated by the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and its Canadian counterpart, the Canadian St. Lawrence Seaway Management Corporation. The SLSDC was established by the St. Lawrence Seaway Act of 1954 and is a wholly owned government corporation and an operating administration of the U.S. Department of Transportation. The SLSDC is charged with operating and maintaining the U.S. portion of the St. Lawrence Seaway. This responsibility includes the two U.S. locks in Massena, New York, vessel traffic control in portions of the St. Lawrence River and Lake Ontario, and trade development functions to enhance the utilization of the St. Lawrence Seaway.

The Water Resources Development Act of 1986 authorized the Harbor Maintenance Trust Fund as a source of appropriations for SLSDC operations and maintenance. Additionally, the SLSDC generates non-Federal revenues which can then be used for operations and maintenance.

COMMITTEE RECOMMENDATION

The Committee recommends \$40,000,000 to fund the operations, maintenance, and capital asset renewal needs of the SLSDC. Not less than \$16,000,000 shall be used for capital asset renewal activities.

The recommendation includes \$4,000,000 in additional resources for market development and promotion of the Great Lakes navigation system, to be carried out in cooperation with system stakeholders. These resources may be used to enhance and expand existing marketing efforts, conduct market research, to support marketing initiatives and trade promotion with the goal of growing the volume of waterborne commerce and passenger cruise activity on the system, or to update signage for the Seaway.

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for strengthening the U.S. maritime industry in support of the Nation's security and economic needs, as authorized by the Merchant Marine Act of 1936. MARAD's mission is to promote the development and maintenance of a U.S. merchant marine sufficient to carry the Nation's waterborne domestic commerce and a substantial portion of its waterborne foreign commerce, and to serve as a naval and military auxiliary in time of war or national emergency.

MARAD, working with the Department of Defense (DoD), provides a seamless, time-phased transition from peacetime to war-

time operations, while balancing the defense and commercial elements of the maritime transportation system. MARAD also manages the maritime security program, the voluntary intermodal sealift agreement program, and the ready reserve force, which assures DoD access to commercial and strategic sealift and associated intermodal capability. Further, MARAD's education and training programs through the U.S. Merchant Marine Academy and six state maritime academies help create skilled U.S. merchant marine officers.

MARITIME SECURITY PROGRAM

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$300,000,000 |
| Budget request, fiscal year 2020 | 300,000,000 |
| Recommended in the bill | 300,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The purpose of the maritime security program (MSP) is to maintain and preserve a U.S. flag merchant fleet to serve the national security needs of the United States. The MSP provides direct payments to U.S. flagship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support to the DoD in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommends \$300,000,000 for the maritime security program, consistent with the authorized funding level. Funds are available until expended.

OPERATIONS AND TRAINING

(INCLUDING TRANSFER OF FUNDS)

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$149,442,000 |
| Budget request, fiscal year 2020 | 377,497,000 |
| Recommended in the bill | 154,442,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +5,000,000 |
| Budget request, fiscal year 2020 | -223,055,000 |

The operations and training account provides funding for headquarters and field offices to administer and direct MARAD operations and programs as well as the operation of the U.S. Merchant Marine Academy.

COMMITTEE RECOMMENDATION

The Committee recommends \$154,442,000 for MARAD operations and training expenses, available until September 30, 2021. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|---|--------------|----------------|
| USMMA Operations | \$77,944,000 | \$77,944,000 |
| USMMA Capital | 4,000,000 | 5,225,000 |
| MARAD Headquarters | 53,273,000 | 53,273,000 |
| Marine Enviro. & Tech. Assistance | --- | 3,000,000 |
| Short Sea Transportation Program | --- | 15,000,000 |

| | Request | Recommendation |
|-------------|-------------|----------------|
| TOTAL | 135,217,000 | 154,442,000 |

The Committee continues the reporting requirement that MARAD submit information on the number of vacancies at MARAD headquarters and regional offices, and the duties associated with each vacancy concurrent with the fiscal year 2021 budget submission.

Capital planning at the United States Merchant Marine Academy (USMMA).—The Committee directs the Administrator of the Maritime Administration, in conjunction with the National Academy of Public Administration, to provide a report to Congress on the state of the education and training provided at the USMMA within 180 days of enactment of the Act. The report should include an assessment of the training equipment, technology and facilities on the USMMA campus, as well as the resources supporting the programs, and an assessment of the condition of those resources. The report should be made available in an electronic format.

Sexual assault and sexual harassment at the USMMA.—P.L. 116–6 directed MARAD to provide the Committee with copies of reports required under sections 3508 and 3509 of P.L. 115–232. The recommendation includes additional resources for USMMA operations, and the Committee directs the USMMA to fully staff the Sexual Assault Prevention and Response Office.

Shipyards.—Due to the lack of available private shipyard facilities and the extended time to relocate vessels and assets, there is a backlog of maintenance, repair and modernization projects which may impair maritime commerce and national security. To avoid displacement, costs, and impacts on east coast and west coast-based vessels and personnel, the Committee encourages MARAD to continue utilizing privately owned shipyards for National Defense Reserve Fleet and Ready Reserve Fleet maintenance, repair and modernization. The Committee also encourages MARAD to compile a list of available shipyards and to share such a list with other government partners.

STATE MARITIME ACADEMY OPERATIONS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$345,200,000 |
| Budget request, fiscal year 2020 | — — — |
| Recommended in the bill | 345,200,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | — — — |
| Budget request, fiscal year 2020 | +345,200,000 |

The state maritime academy operations account provides financial assistance to the six state maritime academies.

COMMITTEE RECOMMENDATION

The Committee recommends \$345,200,000 for state maritime academy (SMA) operations. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|---|--------------|----------------|
| Schoolship Maintenance and Repair | \$30,080,000 | \$33,000,000 |
| Training Vessel Sharing | [8,060,000] | [8,060,000] |
| Schoolship Construction | 205,000,000 | 300,000,000 |
| Student Incentive Program | 2,400,000 | 2,400,000 |

| | Request | Recommendation |
|--------------------------------|-------------|----------------|
| Fuel Assistance Payments | 1,800,000 | 3,800,000 |
| Direct Payments for SMAs | 3,000,000 | 6,000,000 |
| TOTAL | 242,280,000 | 345,200,000 |

Schoolship construction.—The recommendation includes \$300,000,000 for the construction of a new schoolship in the National Security Multi-Mission Vessel Program. The recommendation does not include funding for the schoolship replacement program proposed in the budget request.

ASSISTANCE TO SMALL SHIPYARDS

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$20,000,000 |
| Budget request, fiscal year 2020 | --- |
| Recommended in the bill | 20,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +20,000,000 |

As authorized under section 54101 of title 46, United States Code, the Assistance to Small Shipyards program provides assistance in the form of grants, loans, and loan guarantees to small shipyards for capital improvements and training programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$20,000,000 for the Assistance to Small Shipyards program. Funds are available until expended.

SHIP DISPOSAL

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$5,000,000 |
| Budget request, fiscal year 2020 | 5,000,000 |
| Recommended in the bill | 5,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

MARAD serves as the Federal government’s disposal agent for government-owned merchant vessels weighing 1,500 gross tons or more. The ship disposal program provides resources to dispose of obsolete merchant-type vessels in the National Defense Reserve Fleet. These vessels pose a significant environmental threat due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls.

COMMITTEE RECOMMENDATION

The Committee recommends \$5,000,000 for ship disposal activities. The recommendation includes \$3,000,000 to maintain the *NS Savannah* in protective storage in accordance with the Nuclear Regulatory Commission’s license requirements while it is being disposed. Funds are available until expended.

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

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$3,000,000 |
| Budget request, fiscal year 2020 | --- |
| Recommended in the bill | 3,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | +3,000,000 |

The maritime guaranteed loan program, as provided for by Title XI of the Merchant Marine Act of 1936, provides for guaranteed loans for purchasers of ships from the U.S. shipbuilding industry and for modernization of U.S. shipyards.

COMMITTEE RECOMMENDATION

The Committee recommends \$3,000,000 for the administrative expenses of the maritime guaranteed loan program.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$292,730,000 |
| Budget request, fiscal year 2020 | --- |
| Recommended in the bill | 225,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | -67,730,000 |
| Budget request, fiscal year 2020 | +225,000,000 |

The purpose of the Port Infrastructure Development Program (46 U.S.C. 50302) is to improve port facilities and the transportation networks and flows of cargo in, around, and through ports. Port authorities, States and local government, and publicly chartered entities are eligible to apply for grants.

COMMITTEE RECOMMENDATION

The Committee recommends \$225,000,000 for the Port Infrastructure Development Program. Funds are available until expended.

The Committee directs MARAD to provide grants for infrastructure improvement projects for coastal seaports and ports on the Great Lakes that are either within the port's boundary, or outside its boundary if the project directly relates to port operations, or to an intermodal connection to a port that improves the safety, efficiency, or reliability of the movement of goods into, out of, or around the port. Eligible projects include, but are not limited to, highway or rail infrastructure that develops or extends intermodal connectivity, intermodal facilities, marine terminal equipment, wharf construction or redevelopment, vessel alternative fueling access and distribution, fuel efficient cargo handling equipment, and freight intelligent transportation systems. The recommendation includes a prohibition on purchasing fully-automated cargo handling equipment with grants made through the program.

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

The Pipeline and Hazardous Materials Safety Administration (PHMSA) administers nationwide safety programs designed to protect the public and the environment from risks inherent in the commercial transportation of hazardous materials by pipeline, air, rail, vessel, and highway. Many of these materials are essential to the national economy. PHMSA's highest priority is safety, and it uses safety management principles and security assessments to promote the safe transport of hazardous materials and the security of the Nation's pipelines.

OPERATIONAL EXPENSES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$23,710,000 |
| Budget request, fiscal year 2020 | 24,215,000 |
| Recommended in the bill | 23,710,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | - 505,000 |

This appropriation finances the operational support costs for PHMSA, including agency-wide functions of administration, management, policy development, legal counsel, budget, financial management, civil rights, human resources, acquisition services, information technology, and governmental and public affairs.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$23,710,000 for PHMSA operational expenses, of which \$1,500,000 shall be for the Pipeline Safety Information Grants to Communities program. The recommendation does not include the proposal in the budget request to combine the Community Safety Grant and Pipeline Safety Information Grants to Communities programs.

Pipeline safety rulemakings.—Pipeline incidents have increased nearly two-fold from 1999 to 2018. In response, Congress required PHMSA to establish regulations to improve pipeline safety in the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (P.L. 112-90). PHMSA issued a notice of proposed rulemaking on the Safety of Hazardous Liquid Pipelines in October 2015 and on the Safety of Gas Transmission and Gathering Pipelines in April 2016. The Committee notes with concern that to date PHMSA has not issued final rules for either of these rulemakings. The Committee directs PHMSA to issue final rules on the Safety of Hazardous Liquid Pipelines and the Safety of Gas Transmission and Gathering Pipelines within 180 days of enactment of this Act.

The Pipeline Safety Act of 2011 also required PHMSA to establish regulations on the use of automatic and remote-controlled shut-off valves on transmission pipeline facilities and hazardous liquid pipeline facilities leak detection systems. To date PHMSA has not issued a notice of proposed rulemaking on these mandates. The Committee directs PHMSA to initiate a rulemaking within 90 days of enactment of this Act and to issue a final rule no later than one year after enactment of this Act.

To assist PHMSA in executing these regulatory actions, the Committee recommendation provides \$715,000 for regulatory staff positions and contractor support, as requested, and directs PHMSA to utilize these resources to expedite compliance with overdue Congressional mandates.

HAZARDOUS MATERIALS SAFETY

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$58,000,000 |
| Budget request, fiscal year 2020 | 53,000,000 |
| Recommended in the bill | 61,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +3,000,000 |
| Budget request, fiscal year 2020 | +8,000,000 |

The Hazardous Materials Safety program advances the safe and secure transport of hazardous materials (hazmat) in commerce by air, truck, rail, and vessel. PHMSA evaluates hazmat safety risks, develops and enforces regulations for transporting hazmat, educates shippers and carriers, investigates hazmat incidents and failures, conducts research, and provides grants to improve emergency response to transportation incidents involving hazmat.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$61,000,000 for the Hazardous Materials Safety program. This funding level supports PHMSA's existing hazardous materials safety program, including the safe transportation of energy products, and provides \$2,000,000 for the Community Safety Grant program.

LNG by rail.—A petition was filed with PHMSA to develop standards for the bulk transportation of liquefied natural gas (LNG) in rail tank cars in 2017, and PHMSA accepted this petition in 2018. The transportation of LNG in rail tank cars poses new and different risks to the public, environment, and property. The Committee is deeply concerned with the aggressive timeline established in Executive Order 13868 for the Department to finalize a rulemaking on LNG by rail within 13 months of April 10, 2019. This artificial timeline would prevent PHMSA, in coordination with the Federal Railroad Administration, from thoroughly accessing and evaluating the safety risks associated with the transportation of LNG in rail tank cars. Therefore, the Committee directs PHMSA 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 transportation of LNG in rail tank cars. This study should address different transportation scenarios, including a freight train carrying individual LNG tank cars, multiple LNG tank cars, and a unit train of LNG tank cars; release events; hazards when a spill is coupled with an ignition source; leak detection; impacted geographic areas; route terrain challenges; and emergency and first responder training and notification. The Committee provides up to \$1,000,000 for PHMSA to initiate this study within 30 days of enactment of this Act, and to complete this study no later than 18 months after enactment of this Act. Further, the Committee directs PHMSA to incorporate the findings and recommendations from this study into any potential rulemaking on the transportation of LNG in rail tank cars and prior to issuing a final rule authorizing such shipments.

Safe transportation of energy products.—The Committee continues to closely monitor PHMSA’s efforts to improve the safety of transporting Class 3 flammable liquids, including crude oil and ethanol, by rail. The Fixing America’s Surface Transportation (FAST) Act (P.L. 114–94) established a schedule to phase-out certain rail tank cars used to transport Class 3 flammable liquids. In September 2018, the Bureau of Transportation Statistics reported that nearly 20 percent of all tank cars transporting Class 3 flammable liquids in 2017 met the new safety requirements, which represents a significant increase from 2 percent in 2015. The Committee encourages the Department to work with industry to ensure continued progress on the tank car phaseout, and if possible, accelerate the phaseout timeline.

The Committee is pleased with the Department’s work to date in partnership with the Department of Energy on the multi-phase collaborative research study on the volatility and properties of crude oil from various locations, including the Bakken Shale in North Dakota, and to accurately assess and characterize volatility before transportation. The Committee directs the Department to continue this research and provide briefings after the completion of each research task to the House and Senate Committees on Appropriations on the findings and the necessity for any additional research tasks. The Committee further directs the Department to utilize the findings of this research to update regulations for the transportation of crude oil, if necessary. The Department shall brief the Committees on any regulatory decisions resulting from this research study, including decisions not to take regulatory action.

Inland ports of entry.—The Committee directs PHMSA to work with local governments and their Mexican counterparts at international inland ports of entry with a high volume of hazardous materials crossing the border to reduce the risk associated with transporting and storing hazardous materials and to enhance the capacity of local officials in dealing with the threat of hazardous materials incidents. The Committee notes that PHMSA has not reported to the House and Senate Committees on Appropriations on its progress as directed in House Report 115–750, and directs PHMSA to brief the Committees on progress within 30 days of enactment of this Act. Further, PHMSA is directed to submit a final report to the Committees within 120 days of enactment of this Act.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

| | Pipeline Safety Fund | Oil Spill Liability Trust Fund | Underground Natural Gas Storage Trust Fund | Total |
|--|----------------------|--------------------------------|--|---------------|
| Appropriation, fiscal year 2019 | \$134,000,000 | \$23,000,000 | \$8,000,000 | \$165,000,000 |
| Budget request, fiscal year 2020 | 119,000,000 | 22,000,000 | 8,000,000 | 149,000,000 |
| Recommended in the bill | 137,000,000 | 23,000,000 | 8,000,000 | 168,000,000 |
| Bill compared with: | | | | |
| Appropriation, fiscal year 2019 | +3,000,000 | --- | --- | +3,000,000 |
| Budget request, fiscal year 2020 | +18,000,000 | +1,000,000 | --- | +19,000,000 |

PHMSA oversees the safety, security, and environmental protection of more than 2,700,000 miles of pipelines through analysis of

data, damage prevention, education and training, development and enforcement of regulations and policies, research and development, grants for State pipeline safety programs, and emergency planning and response to accidents. The Pipeline Safety program is responsible for a national regulatory program to protect the public against the risks to life and property in the transportation of natural gas, petroleum, and other hazardous materials by pipeline.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$168,000,000 to continue pipeline safety operations, research, and development, and State grants-in-aid. Of the total, \$23,000,000 is from the Oil Spill Liability Trust Fund, \$137,000,000 is from the Pipeline Safety Fund, and \$8,000,000 is from the Underground Natural Gas Storage Facility Safety account within the Pipeline Safety Fund. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|--------------------------------------|--------------|----------------|
| Research and Development | \$12,000,000 | \$15,000,000 |
| State Pipeline Safety Grants | 46,800,000 | 56,000,000 |
| State One-Call Grants | 1,058,000 | 1,058,000 |
| State Damage Prevention Grants | 1,490,000 | 1,500,000 |

Staffing and hiring plans.—PHMSA shall deliver a report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act that details staffing and hiring plans for fiscal year 2020 as well as actual turnover and hiring in fiscal year 2019.

LNG facilities.—The Committee recognizes the growth in the size and scope of liquified natural gas (LNG) facilities, and that PHMSA's Part 193 safety regulations do not reflect the risks associated with today's LNG facilities. The PIPES Act of 2016 (P.L. 114–183) directed the Department to review and update minimum safety standards for LNG facilities, and PHMSA announced its intent to update Part 193 regulations in 2018. The Committee is deeply concerned with the aggressive timeline established in Executive Order 13868 for the Department to initiate and finalize such a rulemaking within 13 months of April 10, 2019, especially considering that PHMSA has not completed rulemakings required under the Pipeline Safety Act of 2011 and the PIPES Act of 2016. While the Committee supports PHMSA's efforts to update regulations for LNG facilities, the Committee strongly opposes the artificial timeline in Executive Order 13868. It is critical that PHMSA conduct a thorough and methodical rulemaking process on Part 193 to ensure the safety of the public and environment. Therefore, the Committee directs PHMSA to move forward with a notice of proposed rulemaking to update Part 193, provide a minimum of 60 days for public comment, and issue a final rule upon review and analysis of all comments. Further, the Committee directs PHMSA not to delay any efforts to complete the overdue Congressional mandates from the Pipeline Safety Act of 2011 and the PIPES Act of 2016 as the agency pursues updating Part 193 regulations.

EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$28,318,000 |
| Budget request, fiscal year 2020 | 28,318,000 |
| Recommended in the bill | 28,318,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The Hazardous Materials Transportation Uniform Safety Act of 1990 (P.L. 101-615) requires PHMSA to: (1) develop and implement a reimbursable Emergency Preparedness Grants program; (2) monitor public sector emergency response training and planning and provide technical assistance to States, political subdivisions, and Indian tribes; and (3) develop and periodically update a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$28,318,000 for the Emergency Preparedness Grants program.

Energy products training.—The Committee recognizes the important role the Emergency Preparedness Grants program plays in training local emergency responders, including response activities related to the transportation of crude oil, ethanol, and other flammable liquids by rail. As PHMSA's responsibilities for the safe movement of liquified natural gas (LNG) expand, the Committee directs PHMSA to enhance its training curriculum for local emergency responders to account for LNG facilities and the transportation of LNG in rail tank cars.

OFFICE OF INSPECTOR GENERAL
SALARIES AND EXPENSES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$92,600,000 |
| Budget request, fiscal year 2020 | 92,152,000 |
| Recommended in the bill | 96,700,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +4,100,000 |
| Budget request, fiscal year 2020 | +4,548,000 |

The Office of Inspector General (OIG) was established in 1978 to provide an objective and independent organization that would be more effective in: (1) preventing and detecting fraud, waste, and abuse in departmental programs and operations; and (2) providing a means of keeping the Secretary of Transportation and the Congress fully and currently informed of problems and deficiencies in the administration of such programs and operations. According to the authorizing legislation, the Inspector General is to report dually to the Secretary of Transportation and to the Congress.

COMMITTEE RECOMMENDATION

The Committee recommends \$96,700,000 for the Office of Inspector General.

Audit reports.—The Committee requests the OIG to continue forwarding copies of all audit reports to the Committee immediately after they are issued, and to continue to make the Committee aware immediately of any review that recommends cancellation or

modifications to any major acquisition project or grant, or which recommends significant budgetary savings. The OIG is also directed to withhold from public distribution for a period of 15 days any final audit or investigative report that was requested by the House or Senate Committees on Appropriations.

The Committee is aware of the OIG's increased scrutiny of the FAA certification process audit and the resources necessary to conduct a complete and thorough investigation. The Committee recognizes that the Congressionally mandated and self-initiated audits are vital to ensure consumer safety and efficiency at the Department of Transportation. The recommendation provides resources accordingly.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 180 provides authorization for DOT to maintain and operate aircraft, hire passenger motor vehicles and aircraft, purchase liability insurance, buy uniforms, or allowances therefor.

Section 181 limits appropriations for services authorized by 5 U.S.C. 3109 to the rate permitted for an Executive Level IV.

Section 182 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 183 prohibits funds in this Act for salaries and expenses of more than 110 political and Presidential appointees in DOT. The limitation shall increase to 125 political and Presidential appointees beginning on the date on which the Secretary announces the selection of projects to receive awards for certain competitive grant programs funded in fiscal year 2019.

Section 184 stipulates that revenue collected by FHWA and FRA from States, counties, municipalities, other public authorities, and private sources for training be transferred into specific accounts within the agency with an exception.

Section 185 prohibits DOT from using funds to make a grant, loan, loan guarantee, or cooperative agreement, unless DOT provides 3-day advance notice to the House and Senate Committees on Appropriations. The provision also requires notice of any "quick release" of funds from FHWA's emergency relief program, and prohibits notifications from involving funds not available for obligation. The provision requires DOT to provide a comprehensive list of all loans, loan guarantees, lines of credit, cooperative agreements, and discretionary grants that will be announced with a 3-day advance notice to the House and Senate Committees on Appropriations.

Section 186 allows funds received from rebates, refunds, and similar sources to be credited to appropriations of DOT.

Section 187 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 recovery of such payments.

Section 188 requires that reprogramming actions have 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 189 allows funds appropriated to modal administrations to be obligated for the Office of the Secretary for costs related to

assessments only when such funds provide a direct benefit to that modal administration.

Section 190 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 191 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 192 includes a prohibition relating to high speed rail in California.

Section 193 requires DOT to consider Transportation Infrastructure Finance and Investment Act loans to be part of the non-Federal share of project costs if the loans are repaid by non-Federal funds.

Section 194 extends the deadline by which the Secretary may provide direct loans and loan guarantees under the Railroad Rehabilitation and Improvement Financing program for transit-oriented development projects until September 30, 2020.

Section 195 includes a prohibition on issuing grants to entities that do not comply with practices for control system procurement recommended by the U.S. Department of Homeland Security's National Cybersecurity and Communications Integration Center.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION

EXECUTIVE OFFICES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$14,900,000 |
| Budget request, fiscal year 2020 | 16,000,000 |
| Recommended in the bill | 14,788,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | – 112,000 |
| Budget request, fiscal year 2020 | – 1,212,000 |

The Executive Offices (EO) account funds the salaries and expenses for the leadership and executive management offices of the Department. Specifically, these offices are the Office of the Secretary, the Office of the Deputy Secretary, the Office of Congressional and Intergovernmental Relations, the Office of Public Affairs, the Office of Adjudicatory Services, the Office of Small and Disadvantaged Business Utilization, and the Center for Faith-Based and Neighborhood Partnerships.

COMMITTEE RECOMMENDATION

The Committee recommends the following amounts for each EO office.

| Executive Offices (EO) | Request | Recommendation |
|---|-------------|----------------|
| Office of the Secretary | \$4,557,000 | \$4,557,000 |
| Office of the Deputy Secretary | 1,333,000 | 1,201,000 |
| Office of Adjudicatory Services | 1,405,000 | 1,405,000 |
| Office of Congressional and Intergovernmental Relations | 2,816,000 | 2,192,000 |
| Office of Public Affairs | 4,335,000 | 3,835,000 |

| Executive Offices (EO) | Request | Recommendation |
|--|------------|----------------|
| Office of Small and Disadvantaged Business Utilization | 661,000 | 661,000 |
| Center for Faith-Based and Neighborhood Partnerships | 893,000 | 937,000 |
| Total, EO | 16,000,000 | 14,788,000 |

Office of the Secretary.—The Committee provides \$4,557,000 for the Office of the Secretary as requested, but prohibits the augmentation of the office through reprogrammings, transfers, and detailees. The Committee is disappointed by the Department’s lack of candor and forthrightness on matters of policy and program implementation, which influences the resource level required to carry them out effectively.

Office of Congressional and Intergovernmental Relations (CIR).—The Committee does not provide any funding to increase the staffing level of the CIR, thereby prohibiting the proposal to realign Appropriations Liaison Division from the Office of the Chief Financial Officer (OCFO) to CIR. The Committee is adamantly opposed to such a realignment because it would upend the current working relationship and natural affinity between the Committee and the OCFO. The Committee insists on direct and unobstructed communications with the OCFO and bureau budget offices.

ADMINISTRATIVE SUPPORT OFFICES

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$541,500,000 |
| Budget request, fiscal year 2020 | 556,500,000 |
| Recommended in the bill | 521,500,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | – 20,000,000 |
| Budget request, fiscal year 2020 | – 35,000,000 |

The Administrative Support Offices (ASO) appropriation pays for the staff and activity cost that cannot be attributable to specific Department programs. ASO offices provide Department-wide services for both the programs and the program staff. Specifically, these offices are: the Office of the Chief Financial Officer, the Office of the General Counsel, the Office of Field Policy and Management, the Office of Departmental Equal Employment Opportunity, the Office of the Chief Information Officer, and a consolidated Assistant Secretary for Administration.

- The Office of the Chief Financial Officer is responsible for all aspects of financial management, accounting, and budgetary matters.
- The Office of the General Counsel provides legal opinions, advice and services with respect to all programs and activities, and provides counsel and assistance in the development of the Department’s programs and policies.
- The Office of Field Policy and Management are the operational managers in each of the field offices and manage and coordinate cross-program delivery in the field.
- The Office of Departmental Equal Employment Opportunity is to ensure the enforcement of Federal laws relating to the elimination of all forms of discrimination in the Department’s employment practices.
- The Office of the Chief Information Officer is responsible for providing modern information technology that is secure, ac-

cessible and cost effective while ensuring compliance with applicable regulatory requirements.

- The Assistant Secretary for Administration consolidates the Office of Administration, the Office of the Chief Human Capital Officer, the Office of the Chief Procurement Officer, and the Office of Business Transformation into a single office.

- The Office of Administration provides nationwide management and operation of buildings, Freedom of Information Act processing, records management, Privacy Act administration, and disaster and emergency response coordination.

- The Office of the Chief Human Capital Officer provides strategic human capital management, enterprise level training and learning, recruitment and staffing, workforce planning, retention, engagement, succession planning, and Departmental performance management.

- The Office of the Chief Procurement Officer provides advice, guidance, and technical assistance to all departmental offices on matters concerning procurement; assist program offices in defining and specifying their procurement needs; develop and maintain all procurement guidance, including regulations, policies, and procedures; and assist in the development of sound acquisition strategies.

- The Office of Business Transformation facilitates the Department-wide strategic planning process by identifying strategic priorities and change initiatives, monitoring key performance measures, and implementing and overseeing formula and competitive grants.

COMMITTEE RECOMMENDATION

The Committee recommends the following amounts for each ASO office.

| Administrative Support Offices (ASO) | Request | Recommendation |
|--|--------------------|--------------------|
| Office of the Chief Financial Officer | \$74,000,000 | \$52,691,000 |
| Office of Credit | — — | [1,200,000] |
| Office of the General Counsel | 100,000,000 | 95,890,000 |
| Office of Field Policy and Management | 54,000,000 | 54,000,000 |
| Office of Departmental Equal Employment Opportunity | 4,000,000 | 3,900,000 |
| Office of the Chief Information Officer | 56,000,000 | 55,019,000 |
| Consolidated: Assistant Secretary for Administration | 268,500,000 | 260,000,000 |
| Total, ASO | 556,500,000 | 521,500,000 |

Access to records.—The Committee notes with concern the April 29, 2019 Management Alert (2019–IG–0001) issued by the HUD Office of Inspector General. The recommendation continues a funding prohibition in title IV (section 418) that requires agencies to provide their Inspector General with timely access to records, documents, or other materials. The Committee reminds the Department that failure to comply with section 418 is an Antideficiency Act violation.

Financial transformation initiative.—The Committee is wholly dissatisfied with the Department’s abbreviated responses to inquiries about the scope, scale, and workplan of the financial transformation initiative and, therefore, provides no funding for it. The Committee’s confidence in this initiative eroded because of the Department’s either inability or unwillingness to keep the House and

Senate Committees on Appropriations apprised of how implementation of the initiative is different from the description provided at the time of the request.

Hiring and separation report.—The Committee directs HUD’s Office of the Chief Financial Officer and the Office of the Chief Human Capital Officer to submit quarterly reports to the House and Senate Committees on Appropriations on hiring and separations by program office. This report shall include position titles, location, associated full-time equivalents, and include the Office of Inspector General and Government National Mortgage Association.

Office of the Chief Financial Officer (OCFO).—The Committee does not support the realignment of staff from OCFO to the Office of Congressional and Intergovernmental Relations (CIR). Therefore, these staff and a corresponding amount of funding remain in OCFO. The Committee is adamantly opposed to such a realignment because it would upend the current working relationship and natural affinity between the Committee and the OCFO. The Committee insists on direct and unobstructed communications with the OCFO and bureau budget offices.

Office of Credit.—The Committee supports centralized management and budgeting for the Department’s loan programs to ensure a consistent application of policy and management practices that are unique to these types of programs. Unlike the rest of the Department’s programs, which are budgeted for on a cash basis, loan programs are required to be budgeted for on a net present value basis. The Committee directs the OCFO to establish an Office of Credit dedicated to budgeting and managing loan programs.

PROGRAM OFFICES SALARIES AND EXPENSES

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$822,144,000 |
| Budget request, fiscal year 2020 | 827,000,000 |
| Recommended in the bill | 849,144,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +27,000,000 |
| Budget request, fiscal year 2020 | +22,144,000 |

The Program Offices Salaries and Expenses (POSE) appropriation pays for the staff cost attributable to specific Department programs, whereas the cost of the assistance is accounted for in the preceding program accounts, such as Tenant-based Rental Assistance. Each POSE office implements one or more HUD programs.

COMMITTEE RECOMMENDATION

The Committee recommends the following amounts for each POSE office.

| Program Office Salaries and Expenses (POSE) | Request | Recommendation |
|---|---------------|----------------|
| Office of Public and Indian Housing | \$206,000,000 | \$230,000,000 |
| Office of Community Planning and Development | 114,000,000 | 117,000,000 |
| Office of Housing | 399,000,000 | 386,144,000 |
| Office of Policy Development and Research | 26,000,000 | 26,000,000 |
| Office of Fair Housing and Equal Opportunity | 73,000,000 | 80,000,000 |
| Office of Lead Hazard Control and Healthy Homes | 9,000,000 | 10,000,000 |
| Total, POSE | 827,000,000 | 849,144,000 |

- The Office of Public and Indian Housing oversees the administration of the Public Housing, Housing Choice Vouchers, and Native American programs.
- The Office of Community Planning and Development is responsible for the administration of Community Development Block Grants (CDBG), the Home Investment Partnership (HOME), Homeless Assistance Grants, and other community development programs.
- The Office of Housing implements Federal Housing Administration multi- and single-family homeownership programs and assisted rental housing programs.
- The Office of Policy Development and Research directs the Department’s annual research agenda to support the research and evaluation of housing and other departmental initiatives to improve HUD’s effectiveness and operational efficiencies.
- The Office of Fair Housing and Equal Opportunity receives, investigates, conciliates and recommends the issuance of charges of discrimination and determinations of non-compliance for complaints filed under Title VIII and other civil rights authorities.
- The Office of Lead Hazard Control and Healthy Homes is responsible for the Lead-Based Paint Hazard Reduction program and addressing multiple housing-related hazards affecting the health of residents, particularly children.

Public and tribal housing inspections.—The Committee provides additional resources for public and tribal housing to support ongoing public housing financial and physical assessment activities, pilot a new physical inspection process, and implement the recommendations made in the March 2019 Government Accountability Office (GAO) report “Real Estate Inspection Center: HUD Should Improve Physical Inspection Process and Oversight of Inspectors” (GAO–19–254). In addition, these resources are intended to support inspections, monitoring, and other oversight activities conducted by the Office of Native American Programs in support of the Native American Housing Block Grants, Indian Community Development Block Grants, Section 184 Indian Housing Loan Guarantee, and Tribal HUD–VASH programs.

Sexual harassment in housing.—The Committee supports the interagency task force between the Departments of Housing and Urban Development (HUD) and Justice (DOJ) to combat sexual harassment in housing that was announced in 2018. The Committee directs the Departments to submit a joint report to the House and Senate Committees on Appropriations no later than 90 days after enactment of this Act on activities of the task force. Specifically, the joint report shall address the development of a shared strategy between HUD and DOJ for combating sexual harassment in housing across the country, continued data sharing and analysis, joint development of training, evaluation of public housing complaint mechanisms, coordination of public outreach and press strategy, and review of Federal policies.

Violence Against Women Act (VAWA).—The Violence Against Women Reauthorization Act included critical housing protections for victims of domestic violence, dating violence, sexual assault, and stalking across HUD’s core housing and homelessness programs. The Committee provides additional resources for the De-

partment to carry out these authorities. In particular, the Committee directs the Department to prioritize the creation of guidance and outreach to public housing authorities and private property owners participating in HUD programs on their responsibilities under VAWA including emergency transfers and record retention.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

The Department of Housing and Urban Development’s Working Capital Fund (WCF), in its present form, was established by the Consolidated Appropriations Act, 2016 to perform a limited number of commodity-like administrative functions where economies of scale can be achieved. These functions are limited in statute to: financial management, procurement, travel, relocation, human resources, printing, records management, space renovation, furniture, and supply services.

The Committee does not provide any funding to the WCF. Instead, the WCF staff and its activities are funded with transfers from the Department’s salary and expenses accounts (i.e., Executive Offices, Administrative Support Offices, Program Office Salaries and Expenses, and Government National Mortgage Association).

The Committee expects that, prior to exercising discretion to centrally fund an activity, the Secretary shall have established transparent and reliable unit cost accounting for the offices and agencies of the Department that use the activity, and shall have adequately trained staff within each affected office and agency on resource planning and accounting processes associated with the centralization of funds to this account.

Prior to exercising its authority to transfer funds for activities beyond what is required for shared service agreements, the Committee directs HUD to establish a clear execution plan for centralizing the additional activities, and to transmit that plan to the House and Senate Committees on Appropriations 30 days prior to transferring such funds into the WCF.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

| | |
|--|------------------|
| Appropriation, fiscal year 2019 | \$22,598,000,000 |
| Budget request, fiscal year 2020 | 22,237,500,000 |
| Recommended in the bill | 23,810,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +1,212,000,000 |
| Budget request, fiscal year 2020 | +1,572,500,000 |

In fiscal year 2005, the Housing Certificate Fund was separated into two new accounts: Tenant-Based Rental Assistance and Project-Based Rental Assistance. This account administers the tenant-based Section 8 rental assistance program otherwise known as the Housing Choice Voucher program.

COMMITTEE RECOMMENDATION

The Committee recommends \$23,810,000,000 for Tenant-Based Rental Assistance. Consistent with the budget request, the Committee continues the advance of \$4,000,000,000 of the funds appro-

priated under this heading for Section 8 programs to October 1, 2020.

| | Request | Recommendation |
|--|-----------------------|-----------------------|
| Voucher Renewals | \$20,115,541,000 | \$21,400,000,000 |
| Administrative Fees | 1,738,459,000 | 1,925,000,000 |
| Veterans Affairs Supportive Housing (VASH) | --- | 40,000,000 |
| Tribal HUD-VASH | --- | 5,000,000 |
| Tenant Protection Vouchers | 130,000,000 | 150,000,000 |
| Family Unification Vouchers | --- | 40,000,000 |
| Mainstream Vouchers | 259,500,000 | 225,000,000 |
| Family Mobility Demonstration | --- | 25,000,000 |
| TOTAL | 22,237,500,000 | 23,810,000,000 |

Voucher renewals.—The Committee provides \$21,400,000,000 for the renewal of tenant-based vouchers. The Committee directs the Department to monitor and report to the House and Senate Committees on Appropriations each quarter on the trends in Section 8 subsidies and to report on the required program alterations due to changes in rent or changes in tenant income. The Committee provides additional resources that can be a tool to reduce homelessness among families with children and the unsheltered.

Veterans Affairs Supportive Housing (VASH).—To continue the effort to eliminate homelessness among our Nation’s veterans, the Committee provides \$40,000,000 for new, incremental vouchers dedicated to vulnerable veteran households. In addition, no less than \$723,000,000 in voucher renewal appropriation is available to renew approximately 100,000 eligible VASH vouchers funded in prior years. Since 2008, the Committee has provided more than \$755,000,000 in targeted funding to increase the number of VASH vouchers available to address veteran homelessness and billions of dollars have been made available to renew HUD-VASH vouchers over the same period.

Vouchers for homeless Native American veterans.—The Committee provides \$5,000,000 for rental assistance and associated administrative costs for Tribal HUD-VASH to serve Native American veterans who are homeless or at risk of homelessness living on or near a reservation, or other Indian areas. The Committee anticipates that most of this funding will be needed to renew previously provided assistance. To the extent funds remain after previously awarded assistance has been renewed, HUD may use the remaining funds to award new assistance based on need and administrative capacity. This program was first funded in fiscal year 2015, and because of the unique nature of the program, a separate renewal line is required. These resources are in addition to VASH appropriations included within voucher renewal funding.

The Committee recognizes that the rural and remote nature of many Native communities presents unique barriers to hiring and retaining qualified professionals who meet the Department of Veterans Affairs (VA) standards for case managers. The Committee encourages HUD to continue working collaboratively with the VA and Tribal HUD-VASH funding recipients to implement their program. In addition, the Committee urges HUD to ensure that Tribal HUD-VASH funding recipients unable to fully implement their program due to challenges hiring and retaining case managers are

not treated inequitably due to delays, particularly in performance evaluations and when applying for continued funding.

Tenant Protection vouchers.—The Committee provides \$150,000,000 for Tenant Protection vouchers. The Committee rejects proposals included in the budget to reduce public housing, but includes this increase to address anticipated closures of certain public housing properties unrelated to any reductions proposed by the Administration. In its annual notice of funding awards for tenant protection vouchers, the Department shall also include each specific Property ID and name that experienced a triggering event to support each funding award.

Section 811 Mainstream vouchers.—The Committee provides \$225,000,000 for Section 811 tenant-based subsidies. This is equal to the fiscal year 2019 enacted level and sufficient to renew previously awarded eligible vouchers.

Family Unification Program vouchers.—The Committee provides \$40,000,000 for Family Unification vouchers. This is \$20,000,000 over the fiscal year 2019 level to provide housing vouchers on demand for at-risk youth who have “aged out” of foster care.

Homeless veterans on U.S.-Mexico border.—The Committee notes that there are many homeless veterans living on the U.S.-Mexico border, many of whom have not historically been counted in the point-in-time homeless survey. The Committee directs HUD to take action to ensure that HUD-VASH vouchers are made available to this unique population. The Committee further directs HUD to develop strategies and recommendations for addressing and reducing veteran homelessness on the U.S.-Mexico border, and to provide a report on its efforts within 90 days of enactment of this Act.

HUD-VASH case management.—The Committee recognizes the value and impact of the HUD-VA Supportive Housing (VASH) program, which serves veterans experiencing homelessness. Case management services are critically important to the function of the program, and public housing authorities rely on VA Medical Center referrals to house veterans. Due to the joint nature of HUD-VASH funding, the Committee recognizes the importance of the VA’s budget for case managers in relationship to the vouchers provided.

Section 8 Management Assessment Program.—In fiscal year 2019, the Committee directed the Department to analyze whether differences in scoring PHAs created inequities and to report to the Committee. The Committee looks forward to receiving the results of the report.

Housing for the reentry population.—The Committee is encouraged by the actions that HUD has taken to reduce the barriers that the reentry population faces in securing housing. Recognizing that a firm foundation including safe and reliable housing is a critical part of reducing recidivism, the Committee urges HUD to further explore other initiatives to reducing barriers.

Fair market rents.—The Committee is aware of the concerns regarding the data used to calculate fair market rents and directs the Department to work with its authorizing Congressional Committees to develop statutory flexibilities for operating the voucher program in such a way that vouchers will be usable in rapidly rising rental markets.

Purchasing power of vouchers.—The Committee directs the Department to report to the Committee on the impacts that rising

rental market prices have had on the purchasing power of rental assistance vouchers administered by public housing authorities (PHAs), including Moving To Work (MTW) agencies and HUD-VASH vouchers. The Committee directs the Department to develop recommendations regarding funding levels necessary to ensure that PHAs, including MTW agencies, are able to continue serving the same number of households. The Committee is aware that an MTW expansion cohort will study landlord incentive programs and looks forward to the results of that study.

Hardship exemptions.—The Committee directs the Department to submit a report to the Committee within 120 days of enactment of this Act that provides the Department’s plan and associated timeline for increasing tenant awareness of hardship exemption policies. This plan must include HUD’s strategy and timing for conducting additional outreach on hardship exemptions, including but not limited to, notice about the availability of hardship exemptions and the applicable process to each family paying or notified of the obligation to pay minimum rents. The plan should also update relevant guidance documents for the covered programs.

Evictions data.—The Committee directs the Department to explore what it would take to collect, analyze, and make publicly available data on evictions from all of its Federally-assisted housing properties, including tenant characteristics such as the age, gender, race, and ethnicity of all tenants residing on the property, and report on its findings within 120 days of enactment of this Act.

Administration “rent reform” proposals.—The Committee does not include language implementing any of the Administration’s “rent reform” proposals and funds accounts accordingly. The Committee believes these proposals would harm America’s most vulnerable populations and do nothing to address the issues of poverty they face.

HOUSING CERTIFICATE FUND
(INCLUDING RESCISSIONS)

The Housing Certificate Fund, until fiscal year 2005, provided funding for both the project-based and tenant-based components of the Section 8 program. Project-Based Rental Assistance and Tenant-Based Rental Assistance are now separately funded accounts. The Housing Certificate Fund retains balances from previous years’ appropriations.

COMMITTEE RECOMMENDATION

Language is included to allow unobligated balances from specific accounts to renew or amend Project-Based Rental Assistance contracts.

PUBLIC HOUSING CAPITAL FUND

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$2,775,000,000 |
| Budget request, fiscal year 2020 | — — — |
| Recommended in the bill | 2,855,057,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +80,057,000 |
| Budget request, fiscal year 2020 | +2,855,057,000 |

The Public Housing Capital Fund provides funding for public housing capital programs, including public housing development and modernization. Examples of capital modernization projects include replacing roofs and windows, improving common spaces, upgrading electrical and plumbing systems, and renovating the interior of an apartment.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,855,057,000 for the Public Housing Capital Fund. The recommendation does not include the request to eliminate this account and direct unobligated balances to the Public Housing Operating Fund, nor does it provide for competitive grants to demolish public housing. The Committee continues to support a significant Federal commitment to public housing and rejects multiple proposals included in the budget intended to facilitate a reduction of the public housing portfolio.

Within the amounts provided, the Committee directs that:

- \$28,000,000 is to support the ongoing public housing financial and physical assessment activities of the Real Estate Assessment Center, pilot a new physical inspection process and implement recommendations made in the March 2019 GAO report (GAO-19-254);
- Up to \$16,000,000 is to support the costs of administrative and judicial receiverships;
- Up to \$30,000,000 is made available for emergency capital needs, excluding Presidentially-declared disasters. The Committee includes language to ensure that funds are used only for repairs needed due to an unforeseen and unanticipated emergency event or natural disaster that occurs during fiscal year 2020, or for certain security measures. Of that amount, \$10,000,000 is for safety and security measures;
- \$25,000,000 is for competitive grants to evaluate and reduce lead-based paint hazards; and
- \$25,000,000 is for competitive grants for activities under the Healthy Homes Initiative, including addressing carbon monoxide poisoning, mold, and other household hazards.

The Committee notes that funding for the Resident Opportunity and Self-Sufficiency (ROSS) program and Jobs Plus is included in this Act, but has been moved to a new account called Self-Sufficiency Programs.

Carbon monoxide poisoning.—The Committee is alarmed at reports of deaths resulting from carbon monoxide poisoning in public housing subsidized by the Department. Therefore, the Committee recommends that the Secretary evaluate requiring carbon monoxide detectors in rental housing that receives funding from HUD.

PUBLIC HOUSING OPERATING FUND

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$4,653,116,000 |
| Budget request, fiscal year 2020 | 2,863,000,000 |
| Recommended in the bill | 4,753,116,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +100,000,000 |
| Budget request, fiscal year 2020 | +1,890,116,000 |

The Public Housing Operating Fund subsidizes the costs associated with operating and maintaining public housing. This subsidy

supplements funding received by public housing authorities (PHAs) from tenant rent contributions and other income. In accordance with section 9 of the United States Housing Act of 1937, as amended, funds are allocated by formula to public housing authorities for the following purposes: utility costs; anti-crime and anti-drug activities, including the costs of providing adequate security; routine maintenance costs; administrative costs; and general operating expenses.

COMMITTEE RECOMMENDATION

The Committee recommends \$4,753,116,000 for the Federal share of PHA operating expenses.

Quality assurance of physical inspections.—The Committee is troubled by reports of deplorable living conditions found in some HUD-subsidized properties across the country. The scope of this issue spans geographic regions, highlights systemic problems, and calls into question the effectiveness of HUD oversight, and the Real Estate Assessment Center's (REAC) inspections of HUD-assisted housing. The Committee encourages the Department to work with the Congress on enforcement actions, including civil monetary penalties, that HUD can take to ensure PHAs and landlords maintain the physical quality of HUD-assisted units. Similarly, while the Committee is supportive of efforts to quickly issue tenant-protection vouchers, the issuance of these vouchers is a tacit acknowledgement that the Department has failed to ensure units are maintained as decent, safe and sanitary. Additionally, failure to maintain the physical condition of HUD-assisted properties results in a loss of critical affordable housing and tenant protection vouchers are of questionable value to families that encounter a lack of affordable housing in their communities. The Committee directs the Department to solicit comments from stakeholders, including tenants, to identify ways the Department can improve its inspection protocols and oversight. The Committee will continue to closely monitor the Department's efforts and progress and directs the Department to submit to the House and Senate Committees on Appropriations within 60 days of enactment of this Act a report identifying how HUD is improving the inspection process and related protocols, including quality assurance of inspections, identified actions yet to be implemented, the status of actions undertaken, and a timeline for completion of all actions.

Lead assessments in Federally-assisted housing.—The Committee continues to believe that, given the significant impact lead exposure can have on children and their development, there continues to be a need for lead inspection standards within Federally assisted housing, including public housing and the Housing Choice Voucher program. The Committee believes that the Department has the statutory authority necessary to require stringent inspections when checking homes for lead paint. Visual lead inspections have proven insufficient and more rigorous standards such as requiring risk assessments prior to a family moving into a home should be considered, where appropriate, to ensure that children living in Federally-assisted homes are protected from lead poisoning.

Operating fund adjustment factors.—The Committee is concerned that the Department's current methodology for calculating formula income and utility expenses for PHAs does not accurately reflect

the reality that many experience locally. This is especially true for those PHAs that serve large elderly or disabled populations, or operate on a utility that is of higher cost than other parts of the country. The Committee appreciates that the Department takes seriously concerns raised by PHAs and is reviewing its data and evaluating alternative approaches. The Committee directs the Department to report to the House and Senate Committees on Appropriations within 60 days of enactment of this Act on alternative methodologies for calculating PHA formula income for purposes of Operating Fund eligibility.

Enterprise Income Verification.—The Committee directs the Department, through its Enterprise Income Verification system, to ensure that all public housing authorities have automated access to upfront income verification tools that provide current employment and income information available through payroll data providers in addition to data already provided via data matching agreements with the Social Security Administration and the Department of Health and Human Services. The Committee directs the Department of Housing and Urban Development to enter into legal agreements with payroll data providers to provide current employment and income information to housing agencies.

CHOICE NEIGHBORHOODS INITIATIVE

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$150,000,000 |
| Budget request, fiscal year 2020 | — — |
| Recommended in the bill | 300,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +150,000,000 |
| Budget request, fiscal year 2020 | +300,000,000 |

The CHOICE Neighborhoods Initiative leverages significant public and private dollars to support locally driven strategies that address struggling neighborhoods with distressed public or HUD-assisted housing through a comprehensive approach to neighborhood transformation. The program uses Federal grants to help communities transform neighborhoods by revitalizing severely distressed public and/or assisted housing and catalyzing critical improvements in the neighborhood, including vacant property, housing, businesses, services, and schools.

COMMITTEE RECOMMENDATION

The Committee recommends \$300,000,000 for the Choice Neighborhoods Initiative Program.

The Committee encourages the Department to give prior year planning grant recipients priority consideration when awarding implementation grants.

SELF-SUFFICIENCY PROGRAMS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$130,000,000 |
| Budget request, fiscal year 2020 | 75,000,000 |
| Recommended in the bill | 150,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +20,000,000 |
| Budget request, fiscal year 2020 | +75,000,000 |

HUD funds several programs to help low-income families living in subsidized housing enhance job skills, increase earnings and improve economic security. This recommendation moves the Family

Self-Sufficiency (FSS), Resident Opportunity and Self-Sufficiency (ROSS), and Jobs Plus programs into a new account entitled Self-Sufficiency Programs. Previously, Jobs Plus and ROSS were funded through the Public Housing Capital Fund.

The FSS program provides grants to public housing authorities (PHAs) for FSS coordinators and, with authorization legislation enacted in 2018, has expanded eligibility to residents of Project-Based Rental Assistance housing. The ROSS program funds Service Coordinators to work with residents of Public and Indian Housing. The Jobs Plus Initiative provides grants to PHAs, which are required to partner with Department of Labor jobs centers.

COMMITTEE RECOMMENDATION

The Committee provides a total of \$150,000,000 for Self-Sufficiency Programs. The following table outlines the funding recommended for activities under this section.

| | Request | Recommendation |
|---|-------------------|--------------------|
| Family Self-Sufficiency | \$75,000,000 | \$100,000,000 |
| Resident Opportunity and Self-Sufficiency | --- | 35,000,000 |
| Jobs Plus | --- | 15,000,000 |
| Total | 75,000,000 | 150,000,000 |

FSS authorization changes.—This recommendation reflects authorizing changes made by the Family Self-Sufficiency Act and enacted in Public Law 115–174 (Section 306), which streamline FSS program administration and expand the program to residents of Project-Based Rental Assistance properties. HUD has not yet proposed regulations to implement these changes. The Committee directs HUD to complete and release revisions to the FSS regulations no later than 90 days after enactment of this Act.

FSS data.—The Committee directs HUD to submit data annually to the House and Senate Committees on Appropriations showing FSS participation, escrow accumulation, and graduation rates for various racial and ethnic groups participating in FSS (regardless of receipt of FSS coordinator grants), consistent with the categories used in HUD Forms 50058 and 50059. If HUD has not incorporated FSS data gathered into Form 50059 used by owners of PBRA properties to report tenant data by January 1, 2020, HUD shall match the racial and ethnic data submitted by owners on that form with the FSS data.

Promoting upward mobility.—The Committee directs the Department to explore opportunities for stronger interagency collaboration to effectively promote and execute upward mobility and economic empowerment for HUD-assisted households through education and workforce development, including enhancement of current Department initiatives such as FSS, Jobs Plus, and ROSS. A report on proposed interagency collaboration projects shall be submitted to the House and Senate Committees on Appropriations within 270 days of the enactment of this Act.

NATIVE AMERICAN PROGRAMS
(INCLUDING TRANSFER OF FUNDS)

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$820,000,000 |
| Budget request, fiscal year 2020 | 600,000,000 |
| Recommended in the bill | 855,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +35,000,000 |
| Budget request, fiscal year 2020 | +255,000,000 |

The Act restructures the major programs administered by HUD's Office of Native American Programs into a single account. The Native American Programs account funds the Native American Housing Block Grants and Indian Community Development Block Grants programs. The Native American Housing Block Grants program, authorized by the Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA), provides funding to American Indian tribes and their Tribally Designated Housing Entities (TDHEs) to help address affordable housing needs within their communities. The Indian Community Development Block Grants program, authorized under title I of the Housing and Community Development Act of 1974, provides American Indian tribes the opportunity to compete for funding to address tribal community development needs.

COMMITTEE RECOMMENDATION

The Committee provides \$855,000,000 for the Native American Programs account. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|--|--------------------|--------------------|
| Native American Housing Block Grants—Formula | \$598,000,000 | \$671,000,000 |
| Title VI Loan Program | 2,000,000 | 2,000,000 |
| Native American Housing Block Grants—Competitive | --- | 100,000,000 |
| Indian Community Development Block Grants | --- | 75,000,000 |
| Training and Technical Assistance | --- | 7,000,000 |
| Total | 600,000,000 | 855,000,000 |

A January 2017 report published by HUD confirmed that homelessness in tribal areas translates into overcrowded homes, finding that between 42,000 and 85,000 Native Americans were living with friends or relatives only because they had no place of their own and to prevent homelessness. According to the report, 33,000 new units are needed in Indian country to eliminate overcrowding and another 35,000 new units are needed to replace units that are physically inadequate. Recognizing this significant need for affordable housing and improving living conditions in tribal communities across the nation, the Committee recommendation provides \$25,000,000 more than the amount provided in fiscal year 2019 for formula grants to tribes and TDHEs under the Native American Housing Block Grants program. In addition, for the third consecutive fiscal year, the Committee provides \$100,000,000 in additional resources through competitive grants to be awarded on the basis of need and administrative capacity to recipients eligible under NAHASDA. Further, the Committee notes that \$1,727,000 in fiscal year 2017 appropriated funding was provided to the Section 184 Indian Housing Loan Guarantee program for the construction of rent-

al housing for law enforcement, healthcare, educational, technical, and other skilled workers. The Committee encourages tribes and TDHEs to consider utilizing this support for workforce housing when developing projects for the competitive grants under the Native American Housing Block Grants program.

Similarly, the needs continue to exceed the funding available for the Indian Community Development Block Grants program. In fiscal year 2017, HUD was only able to fund 62 percent of the eligible applications received. Given the challenges in Indian country and the limited resources available to address them, the Committee recommendation provides \$10,000,000 more than the amount provided in fiscal year 2019 for the Indian Community Development Block Grants program.

Formula grant overfunding.—The Native American Housing Block Grants allocation formula is based on need as measured in part by current assisted housing stock. However, housing data used to calculate allocations in any given year often contains inaccuracies that are subsequently corrected. These data revisions result in some Indian tribes having received grants in excess of their accurate formula allocation which in turn causes all other Indian tribes to be technically underfunded for that same year. To address this recurring problem, the Department has in the past recouped prior year awards made in excess of eligibility by offsetting current year awards. The Committee believes that this practice is within the Department's authority. To ensure that Native American Housing Block Grants under this heading are allocated accurately and in accordance with statutory requirements, the Committee directs the Department to continue the practice of offsetting formula allocations in fiscal year 2020 should it receive data indicating that an overpayment occurred, provided the Department takes action within three years from the date the Formula Response Form is sent out. If the Department recoups funds from a tribe and a subsequent appeals process determines that the funds should not have been recouped, the Committee directs the Department to increase the tribe's next funding allocation, following the final appeals determination, equal to the amount of the improperly recouped funds.

Technical assistance.—The Committee provides \$7,000,000 for technical assistance needs in Indian country to support the Native American Housing Block Grants program, the Indian Community Development Block Grants program, and other HUD programs in order to meet the needs of Native American families and tribal communities. The Committee directs HUD to use the technical assistance funding to aid tribes with capacity challenges. The funding should be used for training, contract expertise, inspections, and other services necessary to address needs identified by tribes. Of the total technical assistance funding provided, no less than \$2,000,000 shall be awarded to a national organization as authorized by section 703 of NAHASDA.

Reservation housing.—The Committee recognizes the importance of housing assistance provided as a result of NAHASDA and encourages the Department to support efforts by tribes to renovate standard reservation housing. HUD has an obligation to ensure that housing in its inventory is transferred to Indian tribes, TDHEs, or eligible Native American families as expeditiously as possible.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$1,440,000 |
| Budget request, fiscal year 2020 | 2,500,000 |
| Recommended in the bill | 2,500,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +1,060,000 |
| Budget request, fiscal year 2020 | -- |

Section 184 of the Housing and Community Development Act of 1992 established a loan guarantee program for Native American individuals, tribes, and Tribally Designated Housing Entities to build new housing or purchase existing housing on trust land. This program provides access to private financing that otherwise might be unavailable because of the unique legal status of Indian trust land.

COMMITTEE RECOMMENDATION

The Committee provides \$2,500,000 in new credit subsidy for the Section 184 loan guarantee program. This will support a loan volume of \$1,000,000,000.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$2,000,000 |
| Budget request, fiscal year 2020 | -- |
| Recommended in the bill | 2,500,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +500,000 |
| Budget request, fiscal year 2020 | +2,500,000 |

The Hawaiian Homelands Homeownership Act of 2000 created the Native Hawaiian Housing Block Grant program to provide grants to the State of Hawaii Department of Hawaiian Home Lands (DHHL) for housing activities on Hawaiian home lands, in order to develop, maintain, and operate affordable housing for eligible low-income Native Hawaiian families. As one of the United States' indigenous people, Native Hawaiian people have a unique relationship with the Federal government.

COMMITTEE RECOMMENDATION

The Committee provides \$2,500,000 for the Native Hawaiian Housing Block Grant program. The Committee encourages the Department to continue to provide technical assistance to DHHL in developing and executing plans to meet the housing needs of low-income Native Hawaiians.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

Section 184A of the Housing and Community Development Act of 1992 established a loan guarantee program for Native Hawaiian families who are eligible to reside on Hawaiian home lands and would otherwise face barriers to acquiring such financing because of the unique legal status of the Hawaiian home lands.

COMMITTEE RECOMMENDATION

The Committee provides no funding for the Section 184A loan guarantee program as proposed in the budget request. The program operates on a negative subsidy basis and has sufficient bal-

ances of prior year loan guarantee limitation to continue making Section 184A loans.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PEOPLE WITH AIDS

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$393,000,000 |
| Budget request, fiscal year 2020 | 330,000,000 |
| Recommended in the bill | 410,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +17,000,000 |
| Budget request, fiscal year 2020 | +80,000,000 |

The Housing Opportunities for Persons with AIDS (HOPWA) program provides States and localities with resources to address the housing needs of low-income persons living with HIV/AIDS. Stable housing can reduce risky behavior, improve adherence to medication, and reduce HIV transmission. Funding is distributed primarily by formula to qualifying States and metropolitan areas based on the number of individuals living with HIV/AIDS reported to the Centers for Disease Control, housing costs, and poverty rates. Government grantees are required to have a HUD-approved Comprehensive Plan.

COMMITTEE RECOMMENDATION

The Committee recommends \$410,000,000 for HOPWA, which will ensure that grantees are held harmless as the Department implements HOPWA formula modernization. The Committee recommendation includes formula grants and funding for the renewal of certain expiring contracts that were previously funded under HOPWA competitive grants.

Priority renewal for competitive grants.—The Department requested the removal of a provision which requires that competitive grantees receive priority renewal. The recommendation does not include that change. However, the Committee believes that holding projects accountable for their ability to demonstrate effectiveness through performance data is essential to getting the most out of limited Federal resources. The Committee directs the Department to work with communities to prepare to implement this change in the future.

COMMUNITY DEVELOPMENT FUND

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$3,300,000,000 |
| Budget request, fiscal year 2020 | — — — |
| Recommended in the bill | 3,600,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +300,000,000 |
| Budget request, fiscal year 2020 | +3,600,000,000 |

The Community Development Fund, authorized by the Housing and Community Development Act of 1974 (42 U.S.C. 5301 et seq.), provides funding, primarily through Community Development Block Grants (CDBG), to State and local governments and other eligible entities to carry out community and economic development activities.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$3,600,000,000 for the CDBG formula program for entitlement communities and States. Funding is also provided for Indian CDBG, but it has been moved to the new Native American Programs account.

Of the amount provided for the CDBG formula programs, \$7,000,000 is for insular areas, per 42 U.S.C. 5306(a)(2), which is the same as the fiscal year 2019 enacted level.

The recommendation continues language requiring the Department to notify grantees of their formula allocation within 60 days of enactment of this Act.

Resilience.—The Secretary is directed to encourage grantees of the CDBG program to utilize funds for activities designed to increase project resilience to harden structures to withstand severe weather and other natural hazards, including flooding, wind, and other hazards identified by the Secretary. In addition, the Committee recommends that the Secretary issue guidelines for jurisdictions relating to the appropriate inclusion of residential manufactured homes in a Consolidated Plan of the jurisdiction.

A provision in the Title II General Provisions directs the Department to make data for broadband and resiliency requirements to be incorporated into Consolidated Plans available to grantees not later than 90 days after enactment of this Act and requires grantees to incorporate broadband and resiliency components into their Consolidated Plans not later than 270 days after enactment of this Act.

Distressed coal communities.—The Committee encourages the Department to prioritize technical assistance to assist coal communities emerging from economic downturn and help utilize CDBG funds to revitalize those communities.

Transitional housing for individuals exiting recovery.—The Committee recognizes the importance of stable transitional living environments for individuals in recovery from substance misuse disorder, including opioid addiction. The Committee directs HUD to encourage CDBG recipients to provide funding to organizations that offer transitional housing opportunities to those in recovery and looks forward to receiving HUD's guidance on how relevant programs would be operated.

Best practices.—The Committee recognizes that the flexibility of CDBG is a great asset to bring development to communities with diverse needs. The Committee urges the Department to conduct trainings on best development practices gleaned from success stories from urban areas to provide technical expertise to other struggling urban areas on how best to invest and leverage these grants. The Committee directs the Department to submit a report to the Committee on these efforts within 120 days of enactment of this Act.

Weatherization report.—The Committee recognizes that many individuals who would otherwise be eligible for the Weatherization Assistance Program (WAP) have homes with structural deficiencies—particularly of the roof and building envelope—which preclude them from participating. Within 180 days of enactment of this Act, the Department shall issue a report to the Committee characterizing the deficiencies of these homes and the costs to meet

the requirements of the WAP. The report shall correlate the needs of the homes with the demographics of the residents and their geographical location with particular attention paid to cities eligible for Hardest Hit Funds. The Department is also directed to provide technical assistance and educational training opportunities to its regional staff and grantees on utilizing HOME funds along-side other complementary weatherization funds from LIHEAP and the Department of Energy. HUD shall instruct grantees about the possibilities of a community approach in outreach.

Small communities surveys.—The Committee understands that the Department is completing an analysis of small survey sample problems in Washington State and looks forward to seeing the results and any accompanying recommendations within 120 days of enactment of this Act.

Neighborhood Stabilization/Hardest Hit Fund.—The Committee notes that Neighborhood Stabilization Program grantees have \$400,000,000 remaining in grant funds and program income and encourages the Department to work with grantees to address the need for revitalization of distressed neighborhoods.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

| | Budget authority | Limitation on guaranteed loans |
|--|------------------|--------------------------------|
| Appropriation, fiscal year 2019 | --- | \$300,000,000 |
| Budget request, fiscal year 2020 | --- | --- |
| Recommended in the bill | --- | 300,000,000 |
| Bill compared with: | | |
| Appropriation, fiscal year 2019 | --- | --- |
| Budget request, fiscal year 2020 | --- | +300,000,000 |

The Section 108 Loan Guarantee program is a source of variable and fixed-rate financing for communities undertaking projects eligible under the CDBG program.

COMMITTEE RECOMMENDATION

The Committee recommendation continues the Section 108 Loan Guarantee program as a borrower-paid subsidy program, and therefore recommends providing no budget authority, but provides a limit on guaranteed loan volume of \$300,000,000.

HOME INVESTMENT PARTNERSHIPS PROGRAM

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$1,250,000,000 |
| Budget request, fiscal year 2020 | --- |
| Recommended in the bill | 1,750,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +500,000,000 |
| Budget request, fiscal year 2020 | +1,750,000,000 |

The HOME Investment Partnerships Program provides block grants to participating jurisdictions (States and units of general local government) to undertake activities that expand the supply of affordable housing. HOME block grants are distributed based on formula allocations. Upon receipt of these Federal funds, State and local governments develop a housing affordability strategy to acquire, rehabilitate, or construct new affordable housing, or to provide rental assistance to eligible families.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,750,000,000 for activities funded under this account. This increase is especially significant because the HOME program is both an infrastructure program that creates jobs and one that serves vulnerable populations by enabling States and localities to expand their supply of affordable housing. HOME has invested \$31,900,000,000 since 1992 to help build and preserve about 1,300,000 affordable homes and to provide direct rental assistance to more than 358,000 families. This investment has supported more than 640,000 jobs and leveraged over \$147,000,000,000 in other public and private funds.

High-cost metropolitan areas.—In fiscal year 2019, the Committee directed the Department to report to the House and Senate Committees on Appropriations to identify metropolitan areas where entry limits harmful to geographic and economic mobility are most prevalent and to recommend best practices to promote the production of new housing stock in such areas. The Committee looks forward to receiving that report.

Increasing homeownership opportunities.—The Committee encourages the Department to examine HOME’s rental unit requirements, which may inhibit opportunities for homeownership for income eligible homebuyers under the program.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$54,000,000 |
| Budget request, fiscal year 2020 | --- |
| Recommended in the bill | 55,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +1,000,000 |
| Budget request, fiscal year 2020 | +55,000,000 |

The Self-Help and Assisted Homeownership Opportunity Program (SHOP) helps support low-income homeownership by providing funding for non-profits and consortia that utilize the sweat-equity model to build housing for first-time homeowners. Grant funds are used for land acquisition and improvements associated with developing new, quality dwellings for low-income persons, including those living in colonias, using the self-help model.

Section 4 Capacity Building funds are set aside within this account and are awarded to a limited number of non-profits to develop the capacity of community development corporations and community housing development organizations to carry out community development and affordable housing activities. Section 4 funds must be matched by recipients with at least three times the grant amount in private funding.

COMMITTEE RECOMMENDATION

The Committee recommends \$55,000,000 for the Self-Help and Assisted Homeownership Program and directs that Section 4 funds be awarded competitively to non-profits to aid community development corporations and community housing development organizations. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|--|---------|----------------|
| SHOP | --- | \$10,000,000 |
| Section 4 Capacity Building | --- | 40,000,000 |
| [Rural Capacity Building] | [- - -] | [5,000,000] |
| National Organizations Rural Housing Capacity Building | --- | 5,000,000 |
| Total | --- | 55,000,000 |

HOMELESS ASSISTANCE GRANTS

| | |
|--|-----------------|
| Appropriation, fiscal year 2019 | \$2,636,000,000 |
| Budget request, fiscal year 2020 | 2,598,600,000 |
| Recommended in the bill | 2,800,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +164,000,000 |
| Budget request, fiscal year 2020 | +201,400,000 |

The Homeless Assistance Grants account provides funding for programs under title IV of the McKinney Act, as amended by the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act of 2009. HEARTH Act programs include the Continuum of Care (CoC) competitive grants, the Emergency Solutions Grants (ESG) program, and the Rural Housing Stability Grants program.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,800,000,000 for homeless assistance grants, available until September 30, 2022. The following table provides funding levels for activities within this account.

| | Request | Recommendation |
|--|-----------------|-----------------|
| Continuum of Care | \$2,321,600,000 | \$2,344,000,000 |
| Emergency Solutions Grants | 270,000,000 | 290,000,000 |
| Domestic Violence Survivors | --- | 50,000,000 |
| Homeless Data Analysis Project | 7,000,000 | 7,000,000 |
| Youth Homelessness Demonstration | --- | 100,000,000 |
| Unallocated | --- | 9,000,000 |
| TOTAL | 2,598,000,000 | 2,800,000,000 |

Performance-driven funding awards.—Holding projects accountable to their ability to demonstrate effectiveness through performance data is essential to getting the most out of limited Federal resources. While the recommendation does not include bill language directing the Secretary to increase the share of funding on the basis of system performance as in prior years, the Committee recognizes the increased competition in the program and directs the Secretary to maintain the share of the score awarded on performance criteria.

Continuum of Care funding reallocation.—The recommendation includes language that directs the Secretary to prioritize funding to grantees that, when appropriate, reallocate funding from lower performing projects to higher performing projects. Reallocation drives higher return on investment and can also serve as a mechanism for containing annual inflation.

HUD HAG Fund.—The Homeless Assistance Grants account recaptures funding from grantees that are unable to utilize grant awards in a given fiscal year. HUD's use of recaptures has ensured that grantees remain accountable in providing services and meet-

ing performance goals. However, in fiscal year 2018, HUD allowed \$164,000,000 of prior year funding to lapse. These funds could have been used to deepen America's response to homelessness. The Committee recommendation includes language in section 231 that creates the "HUD HAG Fund" which allows the Department to deposit recaptured funds into a central account and to use those funds until expended. The funding may be used in the Continuum of Care program and the Emergency Solutions Grant program. Additionally, no less than 10 percent of the funds will be targeted for new grants to rural areas and no less than 10 percent for a new program to assist people experiencing homelessness in areas that were impacted by a major natural disaster. Past data indicate that the HUD HAG Fund will provide approximately \$90,000,000 in additional resources to fight homelessness each year.

Comprehensive approaches to serving homeless youth.—The recommendation includes \$100,000,000 for a fifth round of the youth homelessness demonstration program, of which up to \$10,000,000 shall be used to provide technical assistance and capacity building. The Committee believes that every Continuum of Care must provide safe, inclusive, and culturally appropriate services for homeless youth. LGBTQ youth and youth of color are disproportionately impacted by experiences of homelessness. In anticipation of the transition from a demonstration program to services provided by all continua of care, the Committee directs the Secretary to compile best practices in serving youth experiencing homelessness and disseminate those best practices to all grantees.

Further, the Committee recognizes the challenges faced by vulnerable youth exiting the foster care system who face significantly higher risks of experiencing homelessness, domestic violence, and sex trafficking. The Committee encourages HUD to diligently ensure that the Continuum of Care program continues to address all populations including youth who have aged out of foster care.

Maintaining progress toward ending youth homelessness.—The Administration's regulatory impact analysis accompanying the proposed rule "Housing and Community Development Act of 1980: Verification of Eligible Status" regarding undocumented immigrants in assisted housing indicates that the proposed rule would threaten the housing tenure of thousands of children who are U.S. citizens. The recommendation prohibits HUD from implementing the proposed rule or proposing a similar rule in the future. The Committee rejects this and any other proposal that would likely increase the number of homeless youth.

A 2012 study from the Williams Institute indicated that LGBTQ youth comprised up to 40 percent of the homeless population, and a 2017 study from Chapin Hall indicates that LGBTQ youth were 120 percent more likely to experience homelessness than non-LGBTQ youth. HUD's Equal Access to Housing rules (77 FR 5662 and 81 FR 64763) are critical in ensuring that all homeless youth have access to services. To ensure progress toward ending youth homelessness, the recommendation includes a prohibition on HUD altering or rescinding these rules. In January 2017, HUD withdrew guidance that clarified the Equal Access to Housing rules—guidance of practical use to providers who serve youth experiencing homelessness. In fiscal years 2016 and 2019, the Committee requested that the Department provide a report detailing the Depart-

ment's strategy for continuing to ensure that LGBTQ individuals have access to HUD programs for which they are eligible, and the plan for disseminating this information to PHAs. HUD has yet to provide such a strategy or a plan. Accordingly, the recommendation includes language restoring the guidance that was withdrawn in 2017 and codifies the guidance in law. Together, these actions will ensure that all homeless youth have access to HUD-funded services.

Finally, the recommendation also includes language that requires HUD to use the criteria specified in the 2018 notice of funding availability (NOFA) when administering homeless assistance grants programs. HUD's fiscal year 2018 NOFA provides a framework that prioritizes permanent housing first, while allowing for the strategic use of transitional housing for targeted populations, including homeless youth.

Addressing the needs of victims and survivors of domestic violence, sexual violence and stalking.—The recommendation includes \$50,000,000 for rapid re-housing and supportive service projects for survivors of domestic violence, sexual assault, dating violence, and stalking. The Committee recommends that the Department and CoCs partner with providers, including victim service providers, that have experience in delivering trauma-specific and culturally appropriate care to survivors.

Companion animals.—The Committee directs the Secretary to enter into consultation with the Secretary of Agriculture within 60 days of enactment of this Act, and enter into a memorandum of understanding as directed, to establish the requirements for grant application and execution under Section 12502 of P.L. 115–334, the Agriculture Improvement Act of 2018, to provide emergency and transitional shelter and housing options for domestic violence survivors with companion animals.

Trauma-informed care.—The Committee recognizes the value of trauma-informed care and housing services and supports expanding the availability of these services to families, families with children, and individuals that are currently, or on the verge of, being homeless.

Unsheltered homelessness.—The Committee directs the Secretary to prioritize interventions that will reduce unsheltered homelessness in both the Continuum of Care and Emergency Solutions Grants programs. The Committee reminds grantees that the Emergency Solutions Grant program can be used as a tool to prevent evictions.

Service needs of local communities.—The Committee recognizes that local communities are best able to determine the housing and service needs of different local homeless populations, including youth, families, veterans, persons with disabilities, and others, and may wish to do more to address the needs of the populations for which they identify the greatest local gaps. The Committee encourages HUD to honor communities' pressing local priorities and assessments of need.

Additional homeless housing options.—The Committee directs the Department to report on the legislative and programmatic changes required to utilize "tiny homes" to house homeless individuals through the Continuum of Care program. The report should also identify other HUD programs where tiny house construction and

operation are eligible uses of funds. The report should be provided 120 days after enactment of this Act.

Homelessness and transit.—The Committee recognizes that the lack of affordable housing is resulting in increasing numbers of homeless individuals and families using public transit systems for shelter. The Committee encourages Community Planning and Development, together with the FTA, to collaborate with local transit agencies and homelessness stakeholders to develop collaborative, multi-sectoral strategies and models to address the needs of transit systems and homeless populations using transit for shelter.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

| | |
|--|------------------|
| Appropriation, fiscal year 2019 | \$11,747,000,000 |
| Budget request, fiscal year 2020 | 12,021,000,000 |
| Recommended in the bill | 12,590,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +843,000,000 |
| Budget request, fiscal year 2020 | +569,000,000 |

The Project-Based Rental Assistance (PBRA) account provides rental assistance to approximately 1.2 million low-income and very low-income households in specific multifamily rental developments. The assistance is provided through contracts with private landlords, so the property itself is subsidized. This account includes funding for the renewal of expiring project-based contracts, including Section 8, moderate rehabilitation, and single room occupancy contracts, amendments to Section 8 project-based contracts, and administrative costs for contract administration.

COMMITTEE RECOMMENDATION

The Committee provides a total of \$12,590,000,000, including \$400,000,000 provided as advance appropriations, for the annual renewal of project-based contracts. The recommendation funds renewals and amendments, provides 12 months of funding for all contracts in the portfolio, and also includes \$345,000,000 for performance-based contract administrators. The Committee rejects the rental reforms proposed in the Administration’s budget request.

Performance-based contract administrators (PBCAs).—PBCAs are responsible for conducting on-site management reviews of assisted properties, adjusting contract rents, and reviewing, processing, and paying monthly vouchers, among other tasks. PBCAs have been integral to the Department’s efforts to be more effective and efficient in the oversight and monitoring of HUD-assisted housing, reduce improper payments, protect residents, and ensure properties are well maintained.

The Committee remains concerned about HUD’s PBCA solicitation and awards procedures, which have resulted in litigation, as well as by the structure of the contracts, which increases costs and creates the potential for excessive profits. The fees earned by PBCAs are based on the area’s fair market rent and are unrelated to the costs of performing the contract. HUD spent hundreds of millions on incentive fees for performing required tasks on time and for providing customer service. A Committee analysis of the 2011 and 2012 PBCA bids indicates that competitive bidding of

PBCA contracts could have saved \$80 to \$100 million in fiscal year 2017 alone.

The Committee recognizes that HUD is working to develop a new solicitation for PBCA contracts while balancing Court rulings, stakeholder comments and requirements under the Federal Acquisition Regulations and Competition in Contracting Act. The Committee looks forward to the process moving forward with a new contract structure that removes the potential for excessive profits. The Committee also directs HUD to ensure that affected stakeholders have sufficient time to submit comments and provide input regarding any proposed program changes.

HOUSING FOR THE ELDERLY

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$678,000,000 |
| Budget request, fiscal year 2020 | 644,000,000 |
| Recommended in the bill | 803,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +125,000,000 |
| Budget request, fiscal year 2020 | +159,000,000 |

The Housing for the Elderly (Section 202) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of housing intended for low-income, elderly people. In addition, the program provides project-based rental assistance contracts (PRAC) to support operational costs for units constructed under the program.

COMMITTEE RECOMMENDATION

The Committee provides \$803,000,000 for Housing for the Elderly, which will fully fund contract renewals and amendments. Up to \$95,000,000 of that amount may be directed to service coordinators and the continuation of congregate services grants to provide supportive services for frail residents. This recommendation includes more than \$140,000,000 for new construction of affordable senior housing. The Committee continues to include bill language relating to the initial contract and renewal terms for assistance provided under this heading and language allowing funds to be used for inspections and analysis of data by HUD’s real estate assessment center (REAC) program office. The Committee rejects rental reforms proposed in the budget request.

New construction.—For the third year in a row, the Committee is providing significant resources for new construction of affordable housing for low-income elderly residents. These investments reflect the Committee’s commitment to increase the supply of senior housing and address acute housing shortages. Currently, HUD can only provide assisted housing to one out of three eligible seniors, and that shortage will only increase as Baby Boomers age into retirement. The Committee directs the Department to move expeditiously to develop Notices of Funding Availability to begin construction on this much needed housing as quickly as possible.

Aging in place.—The Committee recognizes that significant cost savings are associated with independent living, as opposed to a nursing home or assisted living facility. The Act provides \$10,000,000 to continue an aging in place program which provides grants to experienced non-profit organizations, States, local governments, or public housing agencies for safety and functional home

modification repairs to meet the needs of low-income elderly persons to enable them to remain in their primary residence.

HOUSING FOR PERSONS WITH DISABILITIES

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$184,155,000 |
| Budget request, fiscal year 2020 | 157,000,000 |
| Recommended in the bill | 258,510,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +74,355,000 |
| Budget request, fiscal year 2020 | +101,510,000 |

The Housing for Persons with Disabilities (Section 811) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of supportive housing for disabled persons and provides project-based rental assistance (PRAC) to support operational costs for such units.

COMMITTEE RECOMMENDATION

The Committee provides \$258,510,000 for Housing for Persons with Disabilities, which will fully fund project rental assistance and project assistant contract renewals and amendments. This recommendation includes \$96,510,000 for new construction of affordable housing for persons with disabilities. The recommendation continues to include bill language allowing funds to be used for inspections and analysis of data by HUD’s REAC office. The Committee rejects rental reforms proposed in the budget request.

Importance of supportive services.—Access to affordable housing is a significant barrier to providing persons with disabilities with the option of independent living, which is significantly more cost-effective than nursing homes or other institutions. The Committee is deeply concerned by reports that in some States, despite long waiting lists for 811-funded housing, units remain vacant due to the lack of supportive services. These services are a program requirement and are essential to meeting program goals. The Committee has provided increased resources over the past several years for the Section 811 program to address the need for affordable housing for persons with disabilities. The Committee directs the Department to work with housing providers to ensure that 811 projects are meeting program goals. In addition, the Department is directed to provide the House and Senate Committees on Appropriations and the authorizing Committees with information on vacancy rates and waiting lists (by State), how 811-funded projects are partnering with service providers including State health and human services departments and Medicaid agencies to provide access to community-based supportive services, and recommendations to ensure that necessary supportive services for tenants are provided in all units.

HOUSING COUNSELING ASSISTANCE

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$50,000,000 |
| Budget request, fiscal year 2020 | 45,000,000 |
| Recommended in the bill | 60,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +10,000,000 |
| Budget request, fiscal year 2020 | +15,000,000 |

The Housing Counseling Assistance program, authorized under Section 106 of the Housing and Urban Development Act of 1968, works with a nationwide network of housing counseling agencies and counselors to provide tools to current and prospective homeowners and renters so they can make responsible choices to address their housing needs. Housing counseling services range from addressing homelessness and preventing foreclosures to planning for first-time home purchases. Housing counselors have also provided assistance to victims of natural disasters.

COMMITTEE RECOMMENDATION

The Committee recommends \$60,000,000 for Housing Counseling Assistance, which will help provide quality counseling services to 1.3 million consumers. The Committee retains bill language that provides two-year funding availability, requires the Department to make grants within 180 days of enactment, and allows multi-year agreements.

Eviction counseling.—Nearly one million households in the United States were evicted in 2016. The Committee is concerned about the short- and long-term effects of these evictions on families and individuals. The Committee directs the Department to work with housing counselors to improve prevention efforts in order to assist renters at risk of eviction and to report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act on their efforts to improve their processes, including the identification of any barriers to the collection of data on at-risk households, and how the Department will augment the services offered by housing counselors.

Language accessibility.—The Housing Counseling Assistance program publishes flyers, brochures, and posters in Spanish and English to help homebuyers and renters make informed decisions. The Committee directs the Department to expand publication of Housing Counseling Assistance resources in additional languages, prioritizing based on data published by the U.S. Census Bureau on the most commonly spoken languages in the United States.

RENTAL HOUSING ASSISTANCE

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$5,000,000 |
| Budget request, fiscal year 2020 | 3,000,000 |
| Recommended in the bill | 3,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | – 2,000,000 |
| Budget request, fiscal year 2020 | – – – |

As the contracts for Rent Supplement and Rental Assistance Payment expire, these properties can be preserved as affordable housing stock under the Rental Assistance Demonstration program. The Rental Housing Assistance program bridges the costs attributable to the timing of this conversion.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$12,000,000 |
| Budget request, fiscal year 2020 | 12,000,000 |
| Recommended in the bill | 12,400,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +400,000 |
| Budget request, fiscal year 2020 | +400,000 |

The Office of Manufactured Housing establishes and enforces Federal standards for the design and construction of manufactured homes to assure quality, durability, safety, and affordability. All manufactured homes are required to meet Federal standards, and fees are charged to producers to cover the costs of administering the program.

COMMITTEE RECOMMENDATION

The Committee recognizes the difficulty that communities have in providing affordable housing to residents and encourages the Secretary to consider incorporating manufactured housing in the Department’s affordable housing strategies.

FEDERAL HOUSING ADMINISTRATION
MUTUAL MORTGAGE INSURANCE PROGRAM
(INCLUDING TRANSFER OF FUNDS)

| | Limitation of direct loans | Limitation of guaranteed loans | Administrative contract expenses |
|--|----------------------------|--------------------------------|----------------------------------|
| Appropriation, fiscal year 2019 | \$1,000,000 | \$400,000,000,000 | \$130,000,000 |
| Budget request, fiscal year 2020 | 1,000,000 | 400,000,000,000 | 150,000,000 |
| Recommended in the bill | 1,000,000 | 400,000,000,000 | 130,000,000 |
| Bill compared to: | | | |
| Appropriation, fiscal year 2019 | --- | --- | --- |
| Budget request, fiscal year 2020 | --- | --- | -20,000,000 |

The Federal Housing Administration (FHA) provides mortgage insurance for the purchase, refinance, and rehabilitation of single-family homes. FHA mortgage insurance is designed to encourage lenders to make credit available to borrowers whom the conventional market perceives as bearing more risk, including first-time homebuyers, minorities, lower-income families, and residents of underserved areas (central cities and rural areas).

COMMITTEE RECOMMENDATION

Information technology.—The Committee supports technology upgrades at the FHA and provides additional resources within the Cybersecurity and Information Technology Fund specifically for FHA.

Loan limits.—The Committee would look very favorably upon HUD if it used the highest possible median house price to calculate FHA loan limits for Metropolitan Statistical Areas (MSA) that experienced a drop in FHA loan limits of 20 percent or more when the Housing Economic Recovery Act went into effect. To qualify, MSAs must be at least 1,300 square miles or more in land area.

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

| | Limitation of direct loans | Limitation of guaranteed loans |
|--|----------------------------|--------------------------------|
| Appropriation, fiscal year 2019 | \$1,000,000 | \$30,000,000,000 |
| Budget request, fiscal year 2020 | 5,000,000 | 30,000,000,000 |
| Recommended in the bill | 1,000,000 | 30,000,000,000 |
| Bill compared to: | | |
| Appropriation, fiscal year 2019 | --- | --- |
| Budget request, fiscal year 2020 | -4,000,000 | --- |

The Federal Housing Administration’s (FHA) general insurance and special risk insurance (GI and SRI) program account includes 17 different programs administered by FHA. The GI fund includes a wide variety of insurance programs for special-purpose single and multifamily loans, including loans for property improvements, manufactured housing, multifamily rental housing, condominiums, housing for the elderly, hospitals, group practice facilities, and nursing homes. The SRI fund includes insurance programs for mortgages in older, declining urban areas that would not be otherwise eligible for insurance, mortgages with interest reduction payments, and mortgages for experimental housing and for high-risk mortgagors who would not normally be eligible for mortgage insurance without housing counseling.

COMMITTEE RECOMMENDATION

Not later than 120 days after the enactment of this Act, the FHA shall submit a report to the House and Senate Committees on Appropriations on the feasibility of expanding the section 232 mortgage insurance program to finance facilities that provide drug and alcohol rehabilitation services (especially for opioid addiction treatment) in a residential setting. The report shall include a review of statutory and regulatory permissibility, the estimated cost to the section 232 program, and options for structuring a demonstration program.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE

PROGRAM ACCOUNT

| | Limitation of guaran- teed loans | Administrative contract expenses |
|--|-------------------------------------|-------------------------------------|
| Appropriation, fiscal year 2019 | \$550,000,000,000 | \$27,000,000 |
| Budget request, fiscal year 2020 | 550,000,000,000 | 28,400,000 |
| Recommended in the bill | 550,000,000,000 | 27,000,000 |
| Bill compared to: | | |
| Appropriation, fiscal year 2019 | --- | --- |
| Budget request, fiscal year 2020 | --- | -1,400,000 |

Government National Mortgage Association (GNMA) guarantees the timely payment of principal and interest on mortgage-backed securities issued by private institutions such as mortgage companies and banks. The only loans in these privately issued securities are mortgages either issued or guaranteed by the Federal Housing Administration, the Department of Veterans Affairs, and U.S. Department of Agriculture.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$96,000,000 |
| Budget request, fiscal year 2020 | 87,000,000 |
| Recommended in the bill | 98,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +2,000,000 |
| Budget request, fiscal year 2020 | +11,000,000 |

Title V of the Housing and Urban Development Act of 1970, as amended, directs the Secretary of the Department of Housing and Urban Development to undertake programs of research, evaluation, and reports relating to the Department's mission and programs. These functions are carried out internally and through grants and contracts with industry, nonprofit research organizations, educational institutions, and through agreements with State and local governments and other Federal agencies. The research programs seek ways to improve the efficiency, effectiveness, and equity of HUD programs and to identify methods to achieve cost reductions. This appropriation is used to support HUD evaluation and monitoring activities and to conduct housing surveys. Finally, funds under this heading are used to support technical assistance activities to the various States, communities, and agencies that are charged with administering HUD's programs and funds.

COMMITTEE RECOMMENDATION

The Committee recommends \$98,000,000 for this account.

Of the activities proposed in the budget, the Committee recommends up to \$50,000,000 for the core research programs, including market surveys, research support and dissemination, data acquisition, housing finance studies, research partnerships, and housing technology.

The Committee recommends \$17,000,000 for new and continuing studies and demonstration evaluations, including the:

- Housing Discrimination Study 2020, including studying discrimination faced by Low English Proficiency (LEP) individuals,
- Collaboration with Centers for Medicare and Medicaid Services: how Medicare and Medicaid funds can be used to support programs that use affordable senior housing as a platform for coordinating health, wellness, and supportive services and programs to help older adults remain healthy, age in their community, and reduce their use of costly health care services,
- Moving to Work Expansion,
- Disaster Recovery Research,
- Family Options: 10 Year Follow-up,
- Family Self-Sufficiency Long-term Program Tracking,
- Competitive Evaluation Grants: Assessing the Impacts of CDBG and HOME eligible activities,
- Evaluation of Section 202 Construction Activities,
- Evaluation of Programs in Response to Foreclosure Crisis,
- Impact of RAD on Children in Assisted Households,
- Qualitative study of how publicly available data on rental property health and safety violations impact landlord and renter behavior,
- Housing Search Assistance for People with Disabilities, and
- A study of alternative methods for calculating Fair Market Rents in rental markets with rapidly rising rents.

The recommendation does not include additional funding for the Envision Center technical assistance funded in fiscal year 2019 and directs the Department to provide a briefing and report to the Committee on the outcomes from fiscal year 2019 funding before seeking additional resources.

Further, the Committee’s recommendation includes \$31,000,000 for all technical assistance. Of the funds made available under technical assistance, \$5,000,000 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 were impacted by a natural disaster.

As in prior years, the Committee includes a provision prohibiting funds from being used for a doctoral dissertation research grant program. The Committee also includes a general provision in title II of this Act that allows the Department to use prior year deobligated or unexpended funds made available to the Office of Policy Development and Research for other research and evaluations. The Committee provides this authority under the condition that any new obligations are subject to the regular reprogramming procedures outlined in section 405 of this Act.

Worst Case Housing Needs.—The Committee is concerned with the shortage of affordable housing across the country. HUD reports to Congress biennially on the Worst Case Housing Needs (WCN) using American Housing Survey data. The Committee looks forward to receiving HUD’s report on 2017 WCN this year and the 2019 report early in 2021.

HUD housing data obtained from the U.S. Postal Service.—The Committee appreciates the importance of sharing anonymized data about the occupancy status and condition of residential and commercial addresses with researchers inside and outside government. The Committee recognizes that this data, collected by the U.S. Postal Service (USPS), could be a powerful tool for understanding the nature of vacancy and blight at the neighborhood level. However, the Committee is concerned that useful granular data on these conditions do not exist. The Committee is providing the Department up to \$500,000 to work with the USPS to design and undertake further research on how these data could be made more useful for research and practitioners to understand neighborhood change. Specifically, the Committee recommends studying ways to improve data consistency, segregate P.O. box data, differentiate no-stat for blight versus no-stat for development, distinguish a vacant single-family home versus a vacant unit in a multi-family building, and preserve the geographic integrity of the data across time.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$65,300,000 |
| Budget request, fiscal year 2020 | 62,300,000 |
| Recommended in the bill | 75,300,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +10,000,000 |
| Budget request, fiscal year 2020 | +13,000,000 |

The Office of Fair Housing and Equal Opportunity (OFHEO) is responsible for implementation and enforcement of the Fair Housing Act, Title VI of the Civil Rights Act of 1964, Section 109 of the Housing and Community Development Act of 1974, Section 504 of the Rehabilitation Act of 1973, Titles II and III of the Americans with Disabilities Act of 1990, the Architectural Barriers Act of 1968, the Age Discrimination Act of 1975, Title IX of the Education

Amendments Act of 1972, and Section 3 of the Housing and Urban Development Act of 1968.

OFHEO is responsible for the enforcement, administration, development, and public understanding of Federal fair housing policies and laws. OFHEO manages fair housing grants, investigates discrimination complaints, conducts civil rights compliance reviews, and ensures civil rights protections are included in HUD programs, with the overall goal of preventing housing discrimination.

COMMITTEE RECOMMENDATION

The Committee provides \$75,300,000 for the Office of Fair Housing and Equal Opportunity. The following table details the funding for various fair housing activities undertaken by the office.

| | Request | Recommendation |
|--|--------------|----------------|
| Fair Housing Assistance Program | \$24,300,000 | \$27,000,000 |
| Fair Housing Initiative Program | 36,200,000 | 46,350,000 |
| Limited English Proficiency Initiative | 300,000 | 450,000 |
| National Fair Housing Training Academy | 1,500,000 | 1,500,000 |
| Total | 62,300,000 | 75,300,000 |

Grant award disbursements.—The Committee is concerned about ongoing delays in administering Fair Housing Initiatives Program grants, which serve to address housing discrimination through testing, enforcement, and educational activities. These delays threaten the integrity and function of the program, which plays an essential role in enforcing the Fair Housing Act. The Act includes a requirement that fiscal year 2020 grants be awarded no later than 120 days after enactment of this Act. Further, the Committee directs that any outstanding fiscal year 2019 grants also be awarded no later than 120 days after enactment of this Act.

Fair housing enforcement.—The Committee is concerned about recent policy decisions by the Department that suggest a shift away from enforcing the Fair Housing Act of 1968, or Title VIII of P.L. 90–284. The Committee is particularly concerned that the OFHEO is inadequately staffed to resolve complaints of discrimination and find justice for families who become homeless or destabilized as a result of illegal discrimination. The Committee looks forward to receiving the report requested in the fiscal year 2019 Act detailing the total number of Fair Housing and Equal Opportunity investigations, settlements, closures and dismissals that occurred over the past year, categorized by State.

In addition, the Committee directs the Department to provide a comprehensive report on the disposition of housing discrimination complaints in the Secretary’s annual fair housing report to Congress (42 U.S.C. 3608(e)(2)). This report should provide the following data for HUD and Fair Housing Assistance Program jurisdictions: the total number of complaints filed, pending and resolved in the last fiscal year and an analysis of whether the complaint was based on race, religion, sex, national origin, familial status (families with children under 18), or disability. The report should also include an analysis of the average wait times from when a complaint is filed to when it is resolved, disaggregated by State, county, and protected basis. This report should be completed within 180 days of enactment of this Act and every year thereafter. The

Department should refrain from including any information that may be privileged, is otherwise protected from disclosure, or that the Department determines would be detrimental to any investigation, settlement, or case.

Discrimination against individuals with disabilities.—Equal access to the rental housing market for individuals with disabilities is crucial to meeting the holdings of *Olmstead v. L.C.*, 527 U.S. 581 (1999), and ensuring that those populations are not forced to remain in nursing homes and other institutional settings. Housing discrimination complaints based on disability have made up more than half of housing discrimination complaints received by public and private fair housing organizations. The Committee directs the Department to develop educational materials for individuals with disabilities and for housing providers regarding fair housing rights and obligations, including appropriate policies and practices when dealing with individuals with mental illnesses and intellectual or developmental disabilities. These materials should also assist individuals with disabilities who are leaving institutional or segregated settings by informing them of their legal rights, how to recognize discrimination, and what actions to take when faced with discrimination.

No lobbying with Federal funds.—Under 18 U.S.C. 1913, Federal funds can not be used for the purposes of lobbying. Bill language restating this prohibition was removed as it was redundant of current law.

Spending plan.—The Committee directs the Department to provide a spending plan for all funds and activities in this account concurrent with the fiscal year 2020 operating plan.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$279,000,000 |
| Budget request, fiscal year 2020 | 290,000,000 |
| Recommended in the bill | 290,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +11,000,000 |
| Budget request, fiscal year 2020 | — — |

The Office of Healthy Homes and Lead Hazard Control (OHHLHC) is responsible for the administration of the Lead-Based Paint Hazard Reduction program authorized by Title X of the Housing and Community Development Act of 1992. Through the Healthy Homes Initiative, the Office also addresses multiple housing-related hazards affecting the health of residents, particularly children. OHHLHC develops lead-based paint regulations, guidelines, and policies applicable to HUD programs, and enforces the Lead Disclosure Rule issued under Title X. For both lead-related and healthy homes issues, OHHLHC designs and administers programs for grants, training, research, demonstration, and education.

COMMITTEE RECOMMENDATION

The Committee recommends \$290,000,000 for the Office of Lead Hazard Control and Healthy Homes. Of this amount, \$56,000,000 is directed to the Healthy Homes Initiative.

Coordination with weatherization activities.—Of the funds provided for the Healthy Homes Initiative, the Committee directs that \$5,000,000 be used to establish pilot projects in up to five communities that are served by both Healthy Homes and Department of Energy weatherization programs. Grantees will coordinate Healthy Homes remediation activities with weatherization activities and evaluate whether better outcomes are achieved in improving the safety and quality of the homes.

Lead in drinking water.—The Committee encourages the Secretary to evaluate high priority sources of lead contamination in HUD-assisted housing and to work in coordination with the Environmental Protection Agency (EPA) to mitigate sources of lead exposure as a result of water from the public water supply and ambient air levels or industrial emissions. The Committee directs the Secretary to establish a pilot program to test for lead water levels, identify lead service lines and other sources of lead in drinking water serving housing units. The Committee also directs the Secretary to encourage EPA to have public water systems remediate such threats and optimize corrosion control treatment in public water systems serving such housing units.

Lead hazard control.—The Committee notes the value of the OHHLHC in the effort to eliminate childhood lead poisoning. Lead risk assessments are essential in halting exposure to lead-based paint. The Committee requests that HUD evaluate the implementation of the Lead Safe Housing Rule in multifamily housing in which a child under the age of six is found with an elevated blood lead level. HUD should also evaluate the implementation of the requirement to conduct a risk assessment for lead-based paint hazards in other units in a multifamily development.

Period of availability.—Per the Department’s budget request, the Act changes the period of grant availability from two to three years.

Spending plan.—The Committee directs the Department to provide a spending plan for all funds and activities in this account concurrent with the fiscal year 2020 operating plan.

CYBERSECURITY AND INFORMATION TECHNOLOGY FUND

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$280,000,000 |
| Budget request, fiscal year 2020 | 280,000,000 |
| Recommended in the bill | 300,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +20,000,000 |
| Budget request, fiscal year 2020 | +20,000,000 |

The Cybersecurity and Information Technology (CIT) Fund finances the information technology (IT) systems that support departmental programs and operations, including mortgage insurance, housing assistance and grant programs, as well as core financial and general operations. More importantly, the CIT prevents breaches into HUD’s information technology systems, which contain personal identifiable information, sensitive financial data, and data exchanges with financial institutions.

COMMITTEE RECOMMENDATION

The Committee continues to support HUD’s efforts to retire obsolete, inefficient, and expensive IT and provides \$20,000,000 specifi-

cally for Federal Housing Administration (FHA) IT for the purposes of improving operations, data security and financial risk assessment, and program performance, and eliminating fraud. FHA’s reliance on legacy systems has resulted in outages, sometimes lasting for days, disrupting the home purchasing process.

OFFICE OF INSPECTOR GENERAL
SALARIES AND EXPENSES

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$128,082,000 |
| Budget request, fiscal year 2020 | 129,400,000 |
| Recommended in the bill | 132,489,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +4,407,000 |
| Budget request, fiscal year 2020 | +3,089,000 |

The Office of Inspector General (OIG) provides agency-wide audit and investigative functions to identify and correct management and administrative deficiencies that create conditions for waste, fraud, and mismanagement. The audit function provides internal audit, contract audit, and inspection services. Contract audits provide professional advice to agency contracting officials on accounting and financial matters relative to negotiation, award, administration, repricing, and settlement of contracts. Internal audits evaluate all facets of agency operations. Inspection services provide detailed technical evaluations of agency operations. The investigative function provides for the detection and investigation of improper and illegal activities involving programs, personnel, and operations.

COMMITTEE RECOMMENDATION

The Committee recommends \$132,489,000 for the Office of Inspector General.

The Committee recognizes the importance of the OIG’s role in safeguarding against waste and fraud and upholding HUD as a principled and financially sound agency. The congressionally mandated and self-initiated reports and investigations undertaken by the OIG continue to be extremely helpful to the Committee.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN
DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

(INCLUDING RESCISSION)

Section 201 splits overpayments evenly between Treasury and State Housing Finance Agencies.

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 of 1950.

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 requires the Administration's budget and HUD's budget justifications for fiscal year 2021 to be submitted in the identical account and sub-account structure provided in this Act.

Section 209 exempts GNMA from certain requirements of the Federal Credit Reform Act of 1990.

Section 210 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 211 sets forth requirements for Section 8 voucher assistance eligibility, and includes consideration for persons with disabilities.

Section 212 distributes Native American Housing Block Grants to the same Native Alaskan recipients as in fiscal year 2005.

Section 213 instructs HUD on managing and disposing of any multifamily property that is owned or held by HUD.

Section 214 allows PHAs that own and operate 400 or fewer units of public housing to be exempt from asset management requirements.

Section 215 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 216 requires that no employee of the Department shall be designated as an allotment holder unless the CFO determines that such employee has received certain training.

Section 217 requires the Secretary to publish all notices of funding availability that are competitively awarded on the internet for fiscal year 2020.

Section 218 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 to submit a spend plan to the House and Senate Committees on Appropriations.

Section 219 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 Office Salaries and Expenses" to any other office funded under such headings.

Section 220 requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 221 places a salary and bonus limit on public housing agency officials and employees.

Section 222 requires the Secretary to notify the House and Senate Committees on Appropriations at least three full business days before grant awards are announced.

Section 223 prohibits funds to be used to require or enforce the Physical Needs Assessment.

Section 224 prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 225 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with re-

spect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 226 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 227 authorizes the Secretary on a limited basis to use funds available under the “Homeless Assistance Grants” heading to participate in the multiagency Performance Partnership Pilots program for fiscal year 2020.

Section 228 allows program income as an eligible match for 2015, 2016, 2017, 2018, 2019, and 2020 continuum of care funds.

Section 229 permits HUD to provide one year transition grants under the continuum of care program with no more than 50 percent of the grant provided for costs of eligible activities of the program component originally funded.

Section 230 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 231 establishes the HUD HAG Fund.

Section 232 maintains current Promise Zone designations and agreements.

Section 233 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.

Section 234 prohibits funds in this or any other Act from being used to implement, administer, enforce, or in any way make effective the proposed rule entitled “Housing and Community Development Act of 1980: Verification of Eligible Status”, issued by the Department on May 10, 2019 (Docket No. FR-6124-P-01), or any final rule based substantially on such proposed rule.

Section 235 requires the Department to make data for broadband and resiliency requirements to be incorporated into Consolidated Plans available to grantees not later than 90 days after enactment of this Act and requires grantees to incorporate broadband and resiliency components into their Consolidated Plans not later than 270 days after enactment of this Act.

Section 236 prohibits funds in this or any other Act from being used to repeal or revise the “Equal Access in Accordance With an Individual’s Gender Identity in Community Planning and Development Programs” rule.

Section 237 codifies the sub-regulatory guidance issued by the Department of Housing and Urban Development on February 20, 2015, entitled “Appropriate Placement for Transgender Persons in Single-Sex Emergency Shelters and Other Facilities.”

Section 238 prohibits the Secretary, in this fiscal year or any fiscal year thereafter, to implement, require, enforce, or otherwise make effective any change, amendment, or alteration to any term or condition of the Annual Contributions Contract between the Secretary and any public housing agency, as such contract was in effect as of January 1, 2018, unless such change, amendment, or alteration is made pursuant to a rule issued after notice and an op-

portunity for public comment and in accordance with the procedure under section 553 of title 5, United States Code.

TITLE III—RELATED AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$8,400,000 |
| Budget request, fiscal year 2020 | 8,400,000 |
| Recommended in the bill | 8,400,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The United States Access Board (Access Board) was established by section 502 of the Rehabilitation Act of 1973 with the mission of promoting equality for people with disabilities through accessible design and the development of accessibility guidelines and standards for the built environment, transportation, communication, medical diagnostic equipment, and information technology.

The Access Board is responsible for developing guidelines under the Americans with Disabilities Act, the Architectural Barriers Act, and the Communications Act, as well as for developing standards under the Rehabilitation Act for accessible electronic and information technology used by Federal agencies. The Access Board enforces the Architectural Barriers Act and provides training and technical assistance on its guidelines and standards. The Access Board serves on the Election Assistance Commission’s Board of Advisors and Technical Guidelines Development Committee to assist in developing voluntary guidelines for voting systems, including accessibility for people with disabilities. Additionally, the Access Board maintains a small research program that develops technical assistance materials and provides information needed for rule-making.

COMMITTEE RECOMMENDATION

The Committee recommends \$8,400,000 for the operations of the Access Board.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$27,490,000 |
| Budget request, fiscal year 2020 | 28,000,000 |
| Recommended in the bill | 28,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +510,000 |
| Budget request, fiscal year 2020 | --- |

Established in 1961, the Federal Maritime Commission (FMC) is an independent government agency, responsible for the regulation of oceanborne transportation in the foreign commerce of the United States. FMC monitors ocean common carriers, marine terminal operators, conferences, ports, and ocean transportation intermediaries to ensure they maintain just and reasonable practices. Among other activities, FMC also maintains a trade monitoring and enforcement program, monitors the laws and practices of foreign gov-

ernments and their impacts on shipping conditions in the U.S., and enforces special regulatory requirements as they apply to controlled carriers.

The principal shipping statutes administered by the FMC are the Shipping Act of 1984 (46 U.S.C. 40101–41309), the Foreign Shipping Practices Act of 1988 (46 U.S.C. 42301–42307), Section 19 of the Merchant Marine Act, 1920 (46 U.S.C. 42101–42109), and Public Law 89–777 (46 U.S.C. 44101–44106).

COMMITTEE RECOMMENDATION

The Committee recommends \$28,000,000 for the Federal Maritime Commission. Of the funds provided, up to \$487,159 is available for the Office of Inspector General.

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$23,274,000 |
| Budget request, fiscal year 2020 | 23,274,000 |
| Recommended in the bill | 23,274,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The Amtrak Office of Inspector General (Amtrak OIG) is an independent, objective unit responsible for detecting and preventing fraud, waste, abuse, and violations of law and for promoting economy, efficiency, and effectiveness at Amtrak.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$23,274,000 for the Amtrak OIG. The recommended level will allow the Amtrak OIG to undertake audits, evaluations, and investigations and will ensure effective oversight of Amtrak’s programs and operations.

The Amtrak OIG’s efforts have resulted in valuable studies and recommendations for this Committee and for Amtrak that have yielded cost savings and management improvements. The Committee retains language that requires the Amtrak OIG to submit a budget request for fiscal year 2021 in similar format and substance to those submitted by other executive agencies in the Federal government.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$110,400,000 |
| Budget request, fiscal year 2020 | 110,400,000 |
| Recommended in the bill | 110,400,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The National Transportation Safety Board (NTSB) is an independent Federal agency charged by Congress with investigating every civil aviation accident in the United States. The NTSB also investigates significant accidents in other modes of transportation,

including railroad, highway, marine, and pipeline transportation, and issues safety recommendations aimed at preventing future accidents.

In addition to its investigatory duties, the NTSB is responsible for maintaining the government’s database of civil aviation accidents and conducting special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, the NTSB supplies investigators to serve as U.S. Accredited Representatives for aviation accidents overseas involving U.S.-registered aircraft or involving aircraft or major components of a U.S. manufacturer. The NTSB also serves as the court of appeals for any airman, mechanic, or mariner whenever certificate action is taken by the Administrator of the Federal Aviation Administration (FAA), the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA. In addition, the NTSB operates the NTSB Academy in Ashburn, Virginia.

COMMITTEE RECOMMENDATION

The Committee recommends \$110,400,000 for the salaries and expenses of the NTSB.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

| | |
|--|---------------|
| Appropriation, fiscal year 2019 | \$152,000,000 |
| Budget request, fiscal year 2020 | 27,400,000 |
| Recommended in the bill | 170,000,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +18,000,000 |
| Budget request, fiscal year 2020 | +142,600,000 |

The Neighborhood Reinvestment Corporation (NRC) was created by the Neighborhood Reinvestment Corporation Act (title VI of the Housing and Community Development Amendments of 1978). Neighborhood Reinvestment Corporation now operates under the trade name ‘NeighborWorks America.’ NeighborWorks America helps local communities establish working partnerships between residents and representatives of the public and private sectors. These partnership-based organizations are independent, tax-exempt, community-based nonprofit entities, often referred to as NeighborWorks organizations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$170,000,000 for fiscal year 2020.

Aging in place.—Due to the rising costs of long-term care and societal changes, the Committee supports aging in place programs that modify and improve older homes so that seniors may safely live in those homes for a longer period as they age. The Committee encourages the Neighborhood Reinvestment Corporation to continue to support training, counseling, and programs that assist seniors in sustainable aging in place and to identify the conflux of older housing stock, older-population States, and, in particular, older-population regions of those States and to invest robustly in those regions with aging in place housing programs.

SURFACE TRANSPORTATION BOARD
SALARIES AND EXPENSES

| | |
|--|--------------|
| Appropriation, fiscal year 2019 | \$37,100,000 |
| Budget request, fiscal year 2020 | 37,100,000 |
| Recommended in the bill | 37,100,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | --- |
| Budget request, fiscal year 2020 | --- |

The Surface Transportation Board (STB) was created in the Interstate Commerce Commission Termination Act of 1995 and is the successor agency to the Interstate Commerce Commission. The STB is an economic regulatory and adjudicatory body charged by Congress with resolving railroad rate and service disputes and reviewing proposed railroad mergers, and the regulation of other surface transportation carriers, including the intercity bus industry and surface pipeline carriers, and household-good carriers. The Surface Transportation Board Reauthorization Act of 2015 (P.L. 114–110) established the STB as a wholly independent agency and expanded the STB’s membership from three to five Board Members.

COMMITTEE RECOMMENDATION

The Committee recommendation provides an appropriation of \$37,100,000. The STB is estimated to collect \$1,250,000 in fees, which will offset the appropriation for a total program cost of \$35,850,000.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS
OPERATING EXPENSES

| | |
|--|-------------|
| Appropriation, fiscal year 2019 | \$3,600,000 |
| Budget request, fiscal year 2020 | 730,000 |
| Recommended in the bill | 4,100,000 |
| Bill compared with: | |
| Appropriation, fiscal year 2019 | +500,000 |
| Budget request, fiscal year 2020 | +3,370,000 |

The mission of the United States Interagency Council on Homelessness (USICH) is to coordinate multi-agency Federal response to homelessness.

COMMITTEE RECOMMENDATION

The Committee recommends \$4,100,000 for continued operations of the USICH, available until September 30, 2021. Additional funding is provided to deepen interagency responses to youth and unsheltered homelessness.

Trauma-informed care.— The Committee recognizes the value of trauma-informed care and housing services and supports expanding the availability of these services to families, families with children, and individuals that are currently homeless, or on the verge of being homeless. The Committee notes the fiscal year 2019 Omnibus Appropriations Act requires the submission of a report on trauma-informed care within 180 days of enactment of that Act.

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 fifty percent of unobligated balances for salaries and expenses may remain available until September 30, 2021, 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 Surface Transportation Board can charge or collect for rate or practice complaints filed at the amount authorized for district court civil suit filing fees.

Section 416 prohibits the use of funds to purchase or lease new light-duty vehicles for any executive fleet or fleet inventory, except

in accordance with Presidential Memorandum-Federal Fleet Performance, dated May 24, 2011.

Section 417 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 418 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 419 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.

HOUSE OF REPRESENTATIVES REPORTING REQUIREMENTS

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the following is a statement of general performance goals and objectives for which this measure authorizes funding:

The Committee on Appropriations considers program performance, including a program's success in developing and attaining outcome-related goals and objectives, in developing funding recommendations.

RESCISSION OF FUNDS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following table lists the rescissions in the accompanying bill:

- Such sums that are available from the Department of Housing and Urban Development—Housing Certificate Fund;
- Section 201 rescinds 50% of funds that are recaptured from projects described in section 1012(a) of the Stewart B. McKinney Homeless Assistance Amendment of 1998;
- Section 231 rescinds 90% of certain unobligated balances from the Department of Housing and Urban Development—Community Planning and Development—Homeless Assistance Grant Account.

TRANSFER OF FUNDS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the transfer of funds provided in the accompanying bill.

UNDER TITLE I—DEPARTMENT OF TRANSPORTATION

| Account from which the transfer is made | Account to which the transfer is made | Amount |
|--|--|--|
| Office of the Secretary | Office of the Secretary | ≤7% of certain funds subject to conditions |
| Federal Aviation Administration, Operations. | Federal Aviation Administration, Operations. | ≤5% of certain funds subject to conditions |
| FHWA: Limitation on administrative expenses. | Appalachian Regional Commission | \$3,248,000 |

UNDER TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

| Account from which the transfer is made | Account to which the transfer is made | Amount |
|--|---------------------------------------|----------------------------|
| Executive Offices, Administrative Support Offices, Program Office Salaries and Expenses, Government National Mortgage Association. | Working Capital Fund | Such sums as necessary |
| Administrative Support Offices | Program Office Salaries and Expenses | ≤10% subject to conditions |
| Program Office Salaries and Expenses .. | Administrative Support Offices | ≤10% subject to conditions |
| Homeless Assistance Grants | HUD HAG Fund | Such sums as necessary |
| HUD HAG Fund | Homeless Assistance Grants | Such sums as necessary |

DISCLOSURE OF EARMARKS AND CONGRESSIONALLY DIRECTED SPENDING ITEMS

Neither the bill nor the report contains any Congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9 of rule XXI.

COMPLIANCE WITH RULE XIII, CL. 3(E) (RAMSEYER RULE)

[TO BE PROVIDED]

CHANGES IN THE APPLICATION OF EXISTING LAW

Pursuant to clause 3(f)(1)(A) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the effect of provisions in the accompanying bill that directly or indirectly change the application of existing law.

[TO BE PROVIDED]

APPROPRIATIONS NOT AUTHORIZED BY LAW

Pursuant to clause 3(f)(1)(B) of rule XIII of the Rules of the House of Representatives, the following table lists the appropriations in the accompanying bill which are not authorized by law for the period concerned:

[TO BE PROVIDED]

PROGRAM DUPLICATION

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, no provision of this bill establishes or reauthorizes a program of the Federal Government known to be duplicative of another Federal program, a program that was included in any report from the Government Accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

COMPARISON WITH THE BUDGET RESOLUTION

Pursuant to clause 3(c)(2) of rule XIII of the Rules of the House of Representatives and Section 308(a)(1)(A) of the Congressional Budget Act of 1974, the following table compares the levels of new budget authority provided in the bill with the appropriate allocations under section 302(b) of the Budget Act:

[TO BE PROVIDED]

FIVE-YEAR OUTLAY PROJECTIONS

Pursuant to section 308(a)(1)(B) of the Congressional Budget Act of 1974, the following table contains five-year projections prepared by the Congressional Budget Office of outlays associated with the budget authority provided in the accompanying bill:

[TO BE PROVIDED]

ASSISTANCE TO STATE AND LOCAL GOVERNMENTS

Pursuant to section 308(a)(1)(C) of the Congressional Budget Act of 1974, the amounts of financial assistance to State and local governments is as follows:

[TO BE PROVIDED]

COMMITTEE HEARINGS

In compliance with Sec. 103(i) of H. Res. 6 (116th Congress) the following hearings were used to develop the fiscal year 2020 Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill:

| Date | Title of Hearing | Witnesses |
|----------------------|---|--|
| Feb. 12, 2019 | Oversight Hearing: The Department of Housing and Urban Development's Management of Housing Contracts During the Shutdown. | Mr. Brian Montgomery, Acting Deputy Secretary, FHA Commissioner and Assistant Secretary for Housing, Department of Housing and Urban Development; Mr. Irv Dennis, Chief Financial Officer, Department of Housing and Urban Development. |
| Feb. 27, 2019 | Stakeholder Perspectives: Fair Housing. | Ms. Claudia L. Aranda, Senior Research Associate, Director of Field Operations, Urban Institute; Mrs. Kenya Robertson, President & CEO, Housing Opportunities Project for Excellence, Inc. |
| March 7, 2019 | Stakeholder Perspectives: Affordable Housing Production. | Mr. Scott Farmer, Executive Director, North Carolina Housing Finance Agency; Ms. Ellen Lurie Hoffman, Federal Policy Director, National Housing Trust; Mr. Anthony Scott, Chief Executive Officer, Durham Housing Authority. |
| March 12, 2019 | Stakeholder Perspectives: Passenger Rail Development. | Mr. Stephen Gardner, Senior Executive Vice President, Commercial, Marketing and Strategy, Amtrak; Mr. Jason Orthner, Rail Division Director, North Carolina Department of Transportation; Mr. DJ Mitchell, Assistant Vice President, Passenger Operations, BNSF Railway. |
| March 13, 2019 | Stakeholder Perspectives: Building Resilient Communities. | Carol Haddock, Director, Houston Public Works; Laura Lightbody, Project Director, Flood-Prepared Communities, Pew Charitable Trusts; Franklin Moon, Professor, Civil and Environmental Engineering, Rutgers University; Jennifer Raitt, Director of Planning and Community Development, Town of Arlington, MA. |
| March 26, 2019 | Member Day Hearing | The Honorable Peter J. Visclosky (IN01); The Honorable Tom Malinowski (NJ07); The Honorable Max Rose (NY11); The Honorable Steve C. Watkins Jr. (KS02); The Honorable Gilbert Ray Cisneros Jr. (CA39); The Honorable Adriano Espaillat (NY13); The Honorable Jefferson Van Drew (NJ02); The Honorable Sheila Jackson Lee (TX18). |
| April 3, 2019 | Department of Housing and Urban Development Budget Request for Fiscal Year 2020. | The Honorable Benjamin S. Carson, Secretary, Department of Housing and Urban Development. |
| April 10, 2019 | Department of Transportation Budget Request for Fiscal Year 2020. | The Honorable Elaine L. Chao, Secretary, Department of Transportation. |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|-----------|---------------------|---------------------|
| TITLE I - DEPARTMENT OF TRANSPORTATION | | | | | |
| Office of the Secretary | | | | | |
| Salaries and expenses..... | 113,910 | 117,993 | 113,910 | --- | -4,083 |
| Immediate Office of the Secretary..... | (3,065) | (3,041) | (3,065) | --- | (+24) |
| Immediate Office of the Deputy Secretary..... | (1,000) | (1,388) | (1,000) | --- | (-388) |
| Office of the General Counsel..... | (20,428) | (20,892) | (20,428) | --- | (-464) |
| Office of the Under Secretary of Transportation for Policy..... | (10,331) | (12,362) | (10,331) | --- | (-2,031) |
| Office of the Assistant Secretary for Budget and Programs..... | (14,300) | (14,258) | (14,300) | --- | (+42) |
| Office of the Assistant Secretary for Governmental Affairs..... | (2,546) | (2,994) | (2,546) | --- | (-448) |
| Office of the Assistant Secretary for Administration..... | (29,244) | (29,880) | (29,244) | --- | (-636) |
| Office of Public Affairs..... | (2,142) | (2,163) | (2,142) | --- | (-21) |
| Office of the Executive Secretariat..... | (1,859) | (1,844) | (1,859) | --- | (+15) |
| Office of Intelligence, Security, and Emergency Response..... | (12,181) | (12,392) | (12,181) | --- | (-211) |
| Office of the Chief Information Officer..... | (16,814) | (16,777) | (16,814) | --- | (+37) |
| Research and Technology..... | 8,471 | 22,000 | 42,948 | +34,477 | +20,948 |
| National Infrastructure Investments..... | 900,000 | 1,000,000 | 1,000,000 | +100,000 | --- |
| National Surface Transportation and Innovative Finance Bureau..... | 5,000 | 4,000 | 5,000 | --- | +1,000 |
| Nationally Significant Freight Projects..... | 2,000 | 2,000 | 2,000 | --- | -1,035,000 |
| Financial Management Capital..... | 15,000 | 15,000 | 15,000 | --- | --- |
| Cyber Security Initiatives..... | 9,470 | 9,000 | 15,000 | --- | --- |
| Office of Civil Rights..... | | | 9,470 | --- | +470 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|------------------|---------------------|---------------------|
| Transportation Planning, Research, and Development..... | 7,879 | 8,000 | 15,879 | +8,000 | +7,879 |
| Working Capital Fund..... | (319,793) | --- | (424,901) | (+105,108) | (+424,901) |
| Minority Business Resource Center Program..... | 500 | --- | --- | -500 | --- |
| Small and Disadvantaged Business Utilization and Outreach..... | 3,488 | 3,000 | 4,646 | +1,158 | +1,646 |
| Payments to Air Carriers (Airport & Airway Trust Fund) | 175,000 | 125,000 | 175,000 | --- | +50,000 |
| Working Capital Fund (legislative proposal) (reappropriation)..... | --- | 12,000 | --- | --- | -12,000 |
| Competitive Grant Execution, General Provision (Section 104)..... | --- | --- | 2,052 | +2,052 | +2,052 |
| Total, Office of the Secretary..... | 1,240,718 | 2,352,993 | 1,385,905 | +145,187 | -967,088 |
| Federal Aviation Administration | | | | | |
| Operations..... | 10,410,758 | 10,340,000 | 10,677,758 | +267,000 | +337,758 |
| Air traffic organization..... | (7,841,720) | (7,777,357) | (7,841,720) | --- | (+64,363) |
| Aviation safety..... | (1,336,969) | (1,327,779) | (1,603,969) | (+267,000) | (+276,190) |
| Commercial space transportation..... | (24,949) | (25,598) | (24,949) | --- | (-649) |
| Finance and management..... | (816,396) | (784,832) | (816,396) | --- | (+31,566) |
| NextGen..... | (61,256) | (60,145) | (61,256) | --- | (+1,113) |
| Security and Hazardous Materials Safety..... | (114,165) | (117,694) | (114,165) | --- | (-3,529) |
| Staff offices..... | (215,299) | (246,595) | (215,299) | --- | (-31,296) |
| Facilities and Equipment (Airport & Airway Trust Fund) | 3,000,000 | 3,295,000 | 3,000,000 | --- | -295,000 |
| Research, Engineering, and Development (Airport & Airway Trust Fund)..... | 191,100 | 120,000 | 191,100 | --- | +71,100 |
| Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)..... | (3,000,000) | (3,000,000) | (3,000,000) | --- | --- |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|--|--------------------|--------------------|--------------|---------------------|---------------------|
| (Limitation on obligations)..... | | | | | |
| Administration..... | (3,350,000) | (3,350,000) | (3,350,000) | --- | --- |
| Airport cooperative research program..... | (112,600) | (112,353) | (112,600) | --- | (+247) |
| Airport technology research..... | (15,000) | (15,000) | (15,000) | --- | --- |
| Small community air service development program..... | (33,210) | (33,224) | (33,210) | --- | (-14) |
| Airport Discretionary Grants (General Fund)..... | 500,000 | (10,000) | (10,000) | --- | +500,000 |
| Total, Federal Aviation Administration..... | 14,101,858 | 13,755,000 | 14,368,858 | +267,000 | +613,858 |
| Limitations on obligations..... | (3,350,000) | (3,350,000) | (3,350,000) | --- | --- |
| Total budgetary resources..... | (17,451,858) | (17,105,000) | (17,718,858) | (+267,000) | (+613,858) |
| Federal Highway Administration | | | | | |
| Limitation on Administrative Expenses..... | (449,692) | (453,550) | (453,550) | (+3,858) | --- |
| Federal-Aid Highways (Highway Trust Fund): | | | | | |
| (Liquidation of contract authorization)..... | (46,007,596) | (47,104,092) | (47,104,092) | (+1,096,496) | --- |
| (Limitation on obligations)..... | (45,268,596) | (46,365,092) | (46,365,092) | (+1,096,496) | --- |
| (Exempt contract authority)..... | (739,000) | (739,000) | (739,000) | --- | --- |
| Rescission of contract authority (Highway Trust Fund): | --- | --- | --- | --- | --- |
| Highway Infrastructure Programs (General Fund)..... | 3,250,000 | 300,000 | 1,750,000 | -1,500,000 | +1,450,000 |
| Administrative Provisions | | | | | |
| Repurposing unused highway funding (legislative proposal)..... | --- | --- | --- | --- | --- |
| Rescission of budget authority (legislative proposal): | --- | -209,700 | --- | --- | +209,700 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|--|--------------------|--------------------|--------------|---------------------|---------------------|
| Total, Federal Highway Administration..... | 3,250,000 | 90,300 | 1,750,000 | -1,500,000 | +1,659,700 |
| Limitations on obligations..... | (45,268,596) | (46,365,092) | (46,365,092) | (+1,096,496) | --- |
| Exempt contract authority..... | (739,000) | (739,000) | (739,000) | --- | --- |
| Total budgetary resources..... | (49,257,596) | (47,194,392) | (48,854,092) | (-403,504) | (+1,659,700) |
| Federal Motor Carrier Safety Administration | | | | | |
| Motor Carrier Safety Operations and Programs (Highway Trust Fund)(Liquidation of contract authorization)... | (284,000) | (288,000) | (288,000) | (+4,000) | --- |
| (Limitation on obligations)..... | (284,000) | (288,000) | (288,000) | (+4,000) | --- |
| Motor Carrier Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)..... | (382,800) | (387,800) | (388,800) | (+6,000) | (+1,000) |
| (Limitation on obligations)..... | (382,800) | (387,800) | (388,800) | (+6,000) | (+1,000) |
| Total, Federal Motor Carrier Safety Administration..... | (666,800) | (675,800) | (676,800) | (+10,000) | (+1,000) |
| Limitations on obligations..... | (666,800) | (675,800) | (676,800) | (+10,000) | (+1,000) |
| Total budgetary resources..... | (666,800) | (675,800) | (676,800) | (+10,000) | (+1,000) |
| National Highway Traffic Safety Administration | | | | | |
| Operations and Research (general fund)..... | 190,000 | 151,000 | 214,073 | +24,073 | +63,073 |
| Operations and Research (Highway Trust Fund) | | | | | |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|--|--------------------|--------------------|-------------|---------------------|---------------------|
| (Liquidation of contract authorization)..... | (152,100) | (155,300) | (155,300) | (+3,200) | --- |
| (Limitation on obligations)..... | (152,100) | (155,300) | (155,300) | (+3,200) | --- |
| Subtotal, Operations and Research..... | 342,100 | 306,300 | 369,373 | +27,273 | +63,073 |
| Highway Traffic Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)..... | (610,208) | (623,017) | (623,017) | (+12,809) | --- |
| (Limitation on obligations)..... | (610,208) | (623,017) | (623,017) | (+12,809) | --- |
| Highway safety programs (23 USC 402)..... | (270,400) | (279,800) | (279,800) | (+9,400) | --- |
| National priority safety programs (23 USC 405) .. | (283,000) | (285,900) | (285,900) | (+2,900) | --- |
| High visibility enforcement..... | (30,200) | (30,500) | (30,500) | (+300) | --- |
| Administrative expenses..... | (26,608) | (26,817) | (26,817) | (+209) | --- |
| Administrative Provision | | | | | |
| Impaired Driving/Rail-Grade funding (Sec. 143) (General Fund)..... | 14,000 | --- | 17,000 | +3,000 | +17,000 |
| Child safety and booster seat grants (Sec. 144)..... | --- | --- | 500 | +500 | +500 |
| Total, National Highway Traffic Safety Administration..... | 204,000 | 151,000 | 231,573 | +27,573 | +80,573 |
| Limitations on obligations..... | (762,308) | (778,317) | (778,317) | (+16,009) | --- |
| Total budgetary resources..... | (966,308) | (929,317) | (1,009,890) | (+43,582) | (+80,573) |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|-----------|---------------------|---------------------|
| Federal Railroad Administration | | | | | |
| Safety and Operations..... | 221,698 | 213,134 | 226,698 | +5,000 | +13,564 |
| Railroad Research and Development..... | 40,600 | 19,000 | 41,600 | +1,000 | +22,600 |
| Subtotal..... | 262,298 | 232,134 | 268,298 | +6,000 | +36,164 |
| Railroad Rehabilitation and Improvement Financing Program..... | | | | | |
| Federal-State Partnership for State of Good Repair.... | 400,000 | --- | 350,000 | -50,000 | +350,000 |
| Consolidated Rail Infrastructure and Safety Improvements..... | 255,000 | 330,000 | 350,000 | +95,000 | +20,000 |
| Restoration and Enhancement Grants..... | 5,000 | 550,000 | --- | -5,000 | -550,000 |
| Magnetic Levitation Program..... | 10,000 | --- | 10,000 | --- | +10,000 |
| Subtotal..... | 670,000 | 880,000 | 710,000 | +40,000 | -170,000 |
| National Railroad Passenger Corporation: | | | | | |
| Northeast Corridor Grants..... | 650,000 | 325,466 | 700,000 | +50,000 | +374,534 |
| National Network..... | 1,291,600 | 611,000 | 1,291,600 | --- | +680,600 |
| Subtotal..... | 1,941,600 | 936,466 | 1,991,600 | +50,000 | +1,055,134 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|--|----------------------------|------------------------------|------------------------------|--------------------------|---------------------|
| Administrative Provisions | | | | | |
| Transportation Technology Center financing (legislative proposal)..... | --- | 100,000 | --- | --- | -100,000 |
| Rail unobligated balances (rescission) (legislative proposal)..... | --- | -55,726 | --- | --- | +55,726 |
| Total, Federal Railroad Administration..... | 2,873,898 | 2,092,874 | 2,969,898 | +96,000 | +877,024 |
| Federal Transit Administration | | | | | |
| Administrative Expenses..... | 113,165 | 110,552 | 117,000 | +3,835 | +6,448 |
| Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization)..... (Limitation on obligations)..... | (9,900,000) (9,939,380) | (10,800,000) (10,150,348) | (10,800,000) (10,150,348) | (+900,000) (+210,968) | --- |
| Transit Infrastructure Grants..... | 700,000 | 500,000 | 750,000 | +50,000 | +250,000 |
| Technical Assistance and Training..... | 5,000 | --- | 5,000 | --- | +5,000 |
| Capital Investment Grants..... | 2,552,687 | 1,505,190 | 2,301,786 | -250,901 | +796,596 |
| Grants to the Washington Metropolitan Area Transit Authority..... | 150,000 | 150,000 | 150,000 | --- | --- |
| Transit Research (rescission) (legislative proposal).. Transit Formula Grants (rescission) (legislative proposal)..... | --- | --- | --- | --- | --- |
| | -46,560 | --- | --- | +46,560 | --- |
| Total, Federal Transit Administration..... | 3,474,292 | 2,265,742 | 3,323,786 | -150,506 | +1,058,044 |
| Limitations on obligations..... | (9,939,380) | (10,150,348) | (10,150,348) | (+210,968) | --- |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|--------------|---------------------|---------------------|
| Total budgetary resources..... | (13,413,672) | (12,416,090) | (13,474,134) | (+60,462) | (+1,058,044) |
| Saint Lawrence Seaway Development Corporation | | | | | |
| Operations and Maintenance (Harbor Maintenance Trust Fund)..... | 36,000 | 28,000 | 40,000 | +4,000 | +12,000 |
| Maritime Administration | | | | | |
| Maritime Security Program..... | 300,000 | 300,000 | 300,000 | --- | --- |
| Rescission (legislative proposal)..... | --- | -25,000 | --- | --- | +25,000 |
| Operations and Training..... | 149,442 | 377,497 | 154,442 | +5,000 | -223,055 |
| State Maritime Academy Operations..... | 345,200 | --- | 345,200 | --- | +345,200 |
| Assistance to Small Shipyards..... | 20,000 | --- | 20,000 | --- | +20,000 |
| Ship Disposal..... | 5,000 | 5,000 | 5,000 | --- | --- |
| Maritime Guaranteed Loan (Title XI) Program Account: Administrative expenses and guarantees..... | 3,000 | --- | 3,000 | --- | +3,000 |
| Port Infrastructure Development Program..... | 292,730 | --- | 225,000 | -67,730 | +225,000 |
| Total, Maritime Administration..... | 1,115,372 | 657,497 | 1,052,642 | -62,730 | +395,145 |
| Pipeline and Hazardous Materials Safety Administration | | | | | |
| Operational Expenses: General Fund..... | 23,710 | 24,215 | 23,710 | --- | -505 |
| Hazardous Materials Safety: General Fund..... | 58,000 | 53,000 | 61,000 | +3,000 | +8,000 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|-----------|---------------------|---------------------|
| Pipeline Safety: | | | | | |
| Pipeline Safety Fund..... | 134,000 | 119,000 | 137,000 | +3,000 | +18,000 |
| Oil Spill Liability Trust Fund..... | 23,000 | 22,000 | 23,000 | --- | +1,000 |
| Underground Natural Gas Storage Facility Safety Fund..... | 8,000 | 8,000 | 8,000 | --- | --- |
| Subtotal..... | 165,000 | 149,000 | 168,000 | +3,000 | +19,000 |
| Emergency Preparedness Grants: | | | | | |
| Limitation on emergency preparedness fund..... | (28,318) | (28,318) | (28,318) | --- | --- |
| Total, Pipeline and Hazardous Materials Safety Administration..... | | | | | |
| Limitations on obligations..... | 246,710 | 226,215 | 252,710 | +6,000 | +26,495 |
| | (28,318) | (28,318) | (28,318) | --- | --- |
| Total budgetary resources..... | (275,028) | (254,533) | (281,028) | (+6,000) | (+26,495) |
| Pipeline safety user fees..... | | | | | |
| Underground Natural Gas Storage Facility Safety Fund user fee..... | -134,000 | -119,000 | -137,000 | -3,000 | -18,000 |
| | -8,000 | -8,000 | -8,000 | --- | --- |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|--|--------------------|--------------------|--------------|---------------------|---------------------|
| ----- | | | | | |
| Office of Inspector General | | | | | |
| Salaries and Expenses..... | 92,600 | 92,152 | 96,700 | +4,100 | +4,548 |
| ----- | | | | | |
| General Provisions - Department of Transportation | | | | | |
| Outlay effects of transfer authority (Sec. 189)..... | | | | | |
| ===== | | | | | |
| Total, title I, Department of Transportation..... | 26,493,448 | 21,584,773 | 25,327,072 | -1,166,376 | +3,742,299 |
| Appropriations..... | (26,540,008) | (21,875,199) | (25,327,072) | (-1,212,936) | (+3,451,873) |
| Rescissions..... | (-46,560) | (-265,426) | | (+46,560) | (+265,426) |
| ===== | | | | | |
| Limitations on obligations..... | (59,987,084) | (61,319,557) | (61,320,557) | (+1,333,473) | (+1,000) |
| Total budgetary resources..... | (86,480,532) | (82,904,330) | (86,647,629) | (+167,097) | (+3,743,299) |
| ===== | | | | | |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|------------|---------------------|---------------------|
| TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT | | | | | |
| Management and Administration | | | | | |
| Executive Offices..... | 14,900 | 16,000 | 14,788 | -112 | -1,212 |
| Administration Support Offices..... | 541,500 | 556,500 | 521,500 | -20,000 | -35,000 |
| Program Office Salaries and Expenses: | | | | | |
| Public and Indian Housing..... | 219,800 | 206,000 | 230,000 | +10,200 | +24,000 |
| Community Planning and Development..... | 112,344 | 114,000 | 117,000 | +4,656 | +3,000 |
| Housing..... | 382,500 | 399,000 | 386,144 | +3,644 | -12,856 |
| Policy Development and Research..... | 26,000 | 26,000 | 26,000 | --- | --- |
| Fair Housing and Equal Opportunity..... | 72,900 | 73,000 | 80,000 | +7,100 | +7,000 |
| Office of Lead Hazard Control and Healthy Homes..... | 8,600 | 9,000 | 10,000 | +1,400 | +1,000 |
| Subtotal..... | 822,144 | 827,000 | 849,144 | +27,000 | +22,144 |
| Total, Management and Administration..... | 1,378,544 | 1,399,500 | 1,385,432 | +6,888 | -14,068 |
| Public and Indian Housing | | | | | |
| Tenant-based Rental Assistance: | | | | | |
| Renewals..... | 20,313,000 | 20,115,541 | 21,400,000 | +1,087,000 | +1,284,459 |
| Tenant protection vouchers..... | 85,000 | 130,000 | 150,000 | +65,000 | +20,000 |
| Administrative fees..... | 1,886,000 | 1,738,459 | 1,925,000 | +39,000 | +186,541 |
| Sec. 811 vouchers, incremental and renewals..... | 225,000 | 259,500 | 225,000 | --- | -34,500 |
| Incremental VASH vouchers..... | 40,000 | --- | 40,000 | --- | +40,000 |
| Tribal veterans affairs supportive housing renewals..... | 4,000 | --- | 5,000 | +1,000 | +5,000 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|------------|---------------------|---------------------|
| Incremental family unification vouchers..... | 20,000 | --- | 40,000 | +20,000 | +40,000 |
| Mobility Demonstration..... | 25,000 | --- | 25,000 | --- | +25,000 |
| Subtotal (available this fiscal year)..... | 22,598,000 | 22,243,500 | 23,810,000 | +1,212,000 | +1,566,500 |
| 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 | --- | --- |
| Rescission..... | --- | -6,000 | --- | --- | +6,000 |
| Total, Tenant-based Rental Assistance appropriated in this bill..... | 22,598,000 | 22,237,500 | 23,810,000 | +1,212,000 | +1,572,500 |
| Rental Assistance Demonstration..... | --- | 100,000 | --- | --- | -100,000 |
| Public Housing Capital Fund..... | 2,775,000 | --- | 2,855,057 | +80,057 | +2,855,057 |
| Public Housing Operating Fund..... | 4,653,116 | 2,863,000 | 4,753,116 | +100,000 | +1,890,116 |
| Choice Neighborhoods..... | 150,000 | --- | 300,000 | +150,000 | +300,000 |
| Family Self-Sufficiency..... | 80,000 | 75,000 | --- | -80,000 | -75,000 |
| Family Self-Sufficiency Programs..... | --- | --- | 150,000 | +150,000 | +150,000 |
| Family Self-Sufficiency..... | --- | --- | (100,000) | (+100,000) | (+100,000) |
| ROSS..... | --- | --- | (35,000) | (+35,000) | (+35,000) |
| Jobs Plus..... | --- | --- | (15,000) | (+15,000) | (+15,000) |
| Native American Housing Block Grants..... | 755,000 | 600,000 | --- | -755,000 | -600,000 |
| Native American Programs..... | --- | --- | 855,000 | +855,000 | +855,000 |
| Native American Housing Block Grants, Formula..... | --- | --- | (671,000) | (+671,000) | (+671,000) |
| Title VI Loan Program..... | --- | --- | (2,000) | (+2,000) | (+2,000) |
| Native American Housing Block Grants, Competitive..... | --- | --- | (100,000) | (+100,000) | (+100,000) |
| Indian CDBG..... | --- | --- | (75,000) | (+75,000) | (+75,000) |
| Training and Technical Assistance..... | --- | --- | (7,000) | (+7,000) | (+7,000) |
| Indian Housing Loan Guarantee Fund Program Account..... | 1,440 | 2,500 | 2,500 | +1,060 | --- |
| Spending of prior year balances..... | --- | --- | --- | --- | --- |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|--|--------------------|--------------------|-------------------|---------------------|---------------------|
| (Limitation on guaranteed loans)..... | (553,846) | (1,000,000) | (1,000,000) | (+446,154) | --- |
| Native Hawaiian Housing Block Grant..... | 2,000 | --- | 2,500 | +500 | +2,500 |
| Native Hawaiian Loan Guaratee Fund Program Account..... | --- | --- | --- | --- | --- |
| Total, Public and Indian Housing..... | 31,014,556 | 25,878,000 | 32,728,173 | +1,713,617 | +6,850,173 |
| Community Planning and Development | | | | | |
| Housing Opportunities for Persons with AIDS..... | 393,000 | 330,000 | 410,000 | +17,000 | +80,000 |
| Community Development Fund: | | | | | |
| CDBG formula..... | 3,300,000 | --- | 3,600,000 | +300,000 | +3,600,000 |
| Indian CDBG..... | 65,000 | --- | --- | -65,000 | --- |
| Subtotal..... | 3,365,000 | --- | 3,600,000 | +235,000 | +3,600,000 |
| Community Development Loan Guarantees (Section 108): | | | | | |
| (Limitation on guaranteed loans)..... | (300,000) | --- | (300,000) | --- | (+300,000) |
| HOME Investment Partnerships Program..... | 1,250,000 | --- | 1,750,000 | +500,000 | +1,750,000 |
| Self-help and Assisted Homeownership Opportunity Program..... | 54,000 | --- | 55,000 | +1,000 | +55,000 |
| Homeless Assistance Grants..... | 2,636,000 | 2,598,600 | 2,800,000 | +164,000 | +201,400 |
| Total, Community Planning and Development..... | 7,698,000 | 2,928,600 | 8,615,000 | +917,000 | +5,686,400 |
| Housing Programs | | | | | |
| Project-based Rental Assistance: | | | | | |
| Renewals..... | 11,502,000 | 11,676,000 | 12,245,000 | +743,000 | +569,000 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|-------------------|---------------------|---------------------|
| Contract administrators..... | 245,000 | 345,000 | 345,000 | +100,000 | --- |
| Subtotal (available this fiscal year)..... | 11,747,000 | 12,021,000 | 12,590,000 | +843,000 | +569,000 |
| Advance appropriations..... | 400,000 | 400,000 | 400,000 | --- | --- |
| Less appropriations from prior year advances..... | -400,000 | -400,000 | -400,000 | --- | --- |
| Rescission (legislative proposal)..... | --- | -1,000 | --- | --- | +1,000 |
| Total, Project-based Rental Assistance appropriated in this bill..... | 11,747,000 | 12,020,000 | 12,590,000 | +843,000 | +570,000 |
| Housing for the Elderly..... | 678,000 | 644,000 | 803,000 | +125,000 | +159,000 |
| Housing for Persons with Disabilities..... | 184,155 | 157,000 | 258,510 | +74,355 | +101,510 |
| Housing Counseling Assistance..... | 50,000 | 45,000 | 60,000 | +10,000 | +15,000 |
| Rental Housing Assistance..... | 5,000 | 3,000 | 3,000 | -2,000 | --- |
| Manufactured Housing Fees Trust Fund..... | 12,000 | 12,000 | 12,400 | +400 | +400 |
| Offsetting collections..... | -12,000 | -12,000 | -12,400 | -400 | -400 |
| Total, Housing Programs..... | 12,664,155 | 12,869,000 | 13,714,510 | +1,050,355 | +845,510 |
| Federal Housing Administration | | | | | |
| Mutual Mortgage Insurance Program Account: (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..... | -6,930,000 | -5,649,000 | -5,649,000 | +1,281,000 | --- |
| Additional offsetting receipts (Sec. 223)..... | --- | -20,000 | --- | --- | +20,000 |
| Administrative contract expenses..... | 130,000 | 150,000 | 130,000 | --- | -20,000 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|---------------|---------------------|---------------------|
| General and Special Risk Program Account: | | | | | |
| (Limitation on guaranteed loans)..... | (30,000,000) | (30,000,000) | (30,000,000) | --- | --- |
| (Limitation on direct loans)..... | (1,000) | (5,000) | (1,000) | --- | (-4,000) |
| Offsetting receipts..... | -620,000 | -602,000 | -602,000 | +18,000 | --- |
| Total, Federal Housing Administration..... | -7,420,000 | -6,121,000 | -6,121,000 | +1,299,000 | --- |
| Government National Mortgage Association | | | | | |
| Guarantee of Mortgage-backed Securities Loan | | | | | |
| Guarantee Program Account: | | | | | |
| (Limitation on guaranteed loans)..... | (550,000,000) | (550,000,000) | (550,000,000) | --- | --- |
| Administrative expenses..... | 27,000 | 28,400 | 27,000 | --- | -1,400 |
| Offsetting receipts..... | -104,000 | -132,000 | -132,000 | -28,000 | --- |
| Offsetting receipts..... | -1,900,000 | -1,050,000 | -1,050,000 | +850,000 | --- |
| Additional contract expenses..... | 1,000 | --- | 1,000 | --- | +1,000 |
| Total, Gov't National Mortgage Association..... | -1,976,000 | -1,153,600 | -1,154,000 | +822,000 | -400 |
| Policy Development and Research | | | | | |
| Research and Technology..... | 96,000 | 87,000 | 98,000 | +2,000 | +11,000 |
| Fair Housing and Equal Opportunity | | | | | |
| Fair Housing Activities..... | 65,300 | 62,300 | 75,300 | +10,000 | +13,000 |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|--|--------------------|--------------------|---------------|---------------------|---------------------|
| Office of Lead Hazard Control and Healthy Homes | | | | | |
| Lead Hazard Reduction..... | 279,000 | 290,000 | 290,000 | +11,000 | --- |
| Cybersecurity and Information Technology Fund..... | 280,000 | 280,000 | 300,000 | +20,000 | +20,000 |
| Office of Inspector General..... | 128,082 | 129,400 | 132,489 | +4,407 | +3,089 |
| General Provisions--Department of Housing and Urban Development | | | | | |
| Unobligated balances (rescission)..... | -99 | --- | --- | +99 | --- |
| Total, title II, Department of Housing and Urban Development..... | | | | | |
| Appropriations..... | 44,207,538 | 36,649,200 | 50,063,904 | +5,856,366 | +13,414,704 |
| Advance appropriations..... | (49,373,637) | (39,721,200) | (53,109,304) | (+3,735,667) | (+13,388,104) |
| Offsetting receipts..... | (4,400,000) | (4,400,000) | (4,400,000) | --- | --- |
| Offsetting collections..... | (-9,554,000) | (-7,453,000) | (-7,433,000) | (+2,121,000) | (+20,000) |
| | (-12,000) | (-12,000) | (-12,400) | (-400) | (-400) |
| (Limitation on direct loans)..... | (2,000) | (6,000) | (2,000) | --- | (-4,000) |
| (Limitation on guaranteed loans)..... | (980,853,846) | (981,000,000) | (981,300,000) | (+446,154) | (+300,000) |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
(Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---|--------------------|--------------------|---------|---------------------|---------------------|
| TITLE III - OTHER INDEPENDENT AGENCIES | | | | | |
| Access Board..... | 8,400 | 8,400 | 8,400 | --- | --- |
| Federal Maritime Commission..... | 27,490 | 28,000 | 28,000 | +510 | --- |
| National Railroad Passenger Corporation Office of Inspector General..... | 23,274 | 23,274 | 23,274 | --- | --- |
| National Transportation Safety Board..... | 110,400 | 110,400 | 110,400 | --- | --- |
| Neighborhood Reinvestment Corporation..... | 152,000 | 27,400 | 170,000 | +18,000 | +142,600 |
| Surface Transportation Board..... | 37,100 | 37,100 | 37,100 | --- | --- |
| Offsetting collections..... | -1,250 | -1,250 | -1,250 | --- | --- |
| Subtotal..... | 35,850 | 35,850 | 35,850 | --- | --- |
| United States Interagency Council on Homelessness..... | 3,600 | 730 | 4,100 | +500 | +3,370 |
| Total, title III, Other Independent Agencies..... | 361,014 | 234,054 | 380,024 | +19,010 | +145,970 |
| TITLE IV - GENERAL PROVISIONS - THIS ACT | | | | | |
| Railroad Rehabilitation and Improvement Financing Subsidy Reimbursement..... | 17,000 | --- | --- | -17,000 | --- |
| Total, title IV, General Provisions This Act..... | 17,000 | --- | --- | -17,000 | --- |

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2019
 AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2020
 (Amounts in thousands)

| | FY 2019 Enacted | FY 2020 Request | Bill | Bill vs. Enacted | Bill vs. Request |
|---------------------------------------|--------------------|--------------------|---------------|---------------------|---------------------|
| Grand total..... | | | | | |
| Appropriations..... | 71,079,000 | 58,468,027 | 75,771,000 | +4,692,000 | +17,302,973 |
| Rescissions..... | (76,292,909) | (61,831,703) | (78,817,650) | (+2,524,741) | (+16,985,947) |
| Rescissions of emergency funding..... | (-46,659) | (-265,426) | --- | (+46,659) | (+265,426) |
| Emergency appropriations..... | --- | (-7,000) | --- | --- | (+7,000) |
| Advance appropriations..... | (4,400,000) | (4,400,000) | (4,400,000) | --- | --- |
| Offsetting receipts..... | (-9,554,000) | (-7,453,000) | (-7,433,000) | (+2,121,000) | (+20,000) |
| Offsetting collections..... | (-13,250) | (-13,250) | (-13,650) | (-400) | (-400) |
| (Limitation on obligations)..... | (59,987,084) | (61,319,557) | (61,320,557) | (+1,333,473) | (+1,000) |
| Total budgetary resources..... | (131,066,084) | (119,787,584) | (137,091,557) | (+6,025,473) | (+17,303,973) |

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ROLL CALL VOTES

[TO BE PROVIDED]

VIEWS

[TO BE PROVIDED]