

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND
URBAN DEVELOPMENT, AND RELATED AGENCIES AP-
PROPRIATIONS BILL, 2016

MAY 27, 2015.—Committed to the Committee of the Whole House on the State of
the Union and ordered to be printed

Mr. DIAZ-BALART, from the Committee on Appropriations,
submitted the following

R E P O R T

[together with]

MINORITY VIEWS

[To accompany H.R. 2577]

The Committee on Appropriations submits the following report in
explanation of the accompanying bill making appropriations for the
Departments of Transportation, and Housing and Urban Develop-
ment, and related agencies for the fiscal year ending September 30,
2016.

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PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2016, 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 accom-
panying bill, the terms “program, project, and activity” (PPA) shall
mean any item for which a dollar amount is contained in appro-
priations acts (including joint resolutions providing continuing ap-

propriations) *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. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, shall be applied equally to each budget item that is listed under said account in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

The Committee expects that the operating plans will address each number listed in the reports, 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 thor-

ough 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 bill, unobligated balances from previous appropriations Acts that are available for obligation or expenditure in fiscal year 2016, and non-appropriated resources such as fee collections that are used to meet program requirements in fiscal year 2016.

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 26, 2016. 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 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. In the fiscal year 2015 report (H. Rpt. 113-464) the Committee highlighted the lack of pertinent information and detail and provided very clear direction:

the content has shrunk, especially in many salaries and expenses accounts. Every dollar, full-time equivalent/full-time position, and activity should be represented and accounted for. Grant and technical assistance accounts need more detail on how the funds were spent, and are proposed to be spent.

However, the response from the various agencies, especially some of the modal administrations in DOT, is woefully deficient. This is not a complicated directive—just provide substantive details on the request.

The Committee continues the direction that justifications submitted with the fiscal year 2017 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 2017 to the fiscal year 2016 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 advance on its planned presentation for its budget justification materials in support of the fiscal year 2017 budget request.

SURFACE AUTHORIZING LEGISLATION

In order to be aware of how funds are allocated and spent, the Committee continues the direction to the Department of Transportation to report to the Committees on Appropriations of the House of Representatives and the Senate within 45 days of enactment of any surface extension or reauthorization on how the Department will enact the provisions of such extension or reauthorization, the allocations by state, and the effects on all the accounts in the Highway Trust Fund.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, fiscal year 2015	\$105,000,000
Budget request, fiscal year 2016	113,657,000
Recommended in the bill	105,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	– 8,657,000

COMMITTEE RECOMMENDATION

The bill provides \$105,000,000 for the salaries and expenses of the offices comprising the Office of the Secretary of Transportation (OST). The Committee's recommendation is the same as the 2015 enacted level and \$8,657,000 below the request. The Committee's recommendation includes individual funding for each of these offices as has been done in prior years. The following table (dollars in thousands) compares the fiscal year 2015 enacted level to the fiscal year 2016 budget request and the Committee's recommendation by office. The Committee strongly urges the Department to manage hiring and attrition in 2015 to meet these levels for 2016. Reductions are also encouraged in the areas of travel and contracts.

	2015 Enacted	2016 Request	2016 House Bill
Office of the Secretary	\$2,696	\$2,734	\$2,734
Deputy Secretary	1,011	1,025	1,025
Executive Secretariat	1,714	1,769	1,769
Policy	9,800	11,796	9,310
Small Business	1,414	—	—
Intelligence and Security	10,600	10,793	10,793
Chief Information Officer	15,500	16,880	15,937
General Counsel	19,900	20,609	20,066
Government Affairs	2,500	2,546	2,500
Budget	12,500	13,867	12,808
Administration	25,365	27,611	26,029
Public Affairs	2,000	2,029	2,029
Innovative Finance	— — —	2,000	— — —
Total: Salaries and Expenses	105,000	113,657 *	105,000

* Differences due to rounding.

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.

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 Small and Disadvantaged Business Utilization.—The budget request proposed merging the Office of Small and Disadvantaged Business Utilization with the appropriation for Minority Business Outreach to create one office addressing the needs of these stakeholders. The Committee's recommendation reflects this reorganization and funds are provided under the header "Small and Disadvantaged Business Utilization and Outreach."

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. Increases over fiscal year 2015 are provided for additional contractual services requirements, but not requested new FTE.

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.

The bill continues a provision (Sec. 185) that requires the Department to notify the Committees on Appropriations no fewer than three business days before any discretionary grant award, letter of intent, loan, loan guarantee, line of credit commitment or full funding grant agreement totaling \$750,000 or more is announced by the Department or its modal administrations from: (1) the Federal Highway Administration; (2) the airport improvement program of the Federal Aviation Administration; (3) the Federal Railroad Administration; (4) any program of the Federal Transit Administration other than the formula grants; (5) the Maritime Administration; and (6) any grant funded with the National Infrastructure Investments account. Such notification shall include the date on which the official announcement of the grant is to be made and no such announcement shall involve funds that are not available for obligation. The habit adopted by this Administration of selecting only certain congressional offices to receive the benefit of a *four* day advance notice is disingenuous and contrary to the spirit of the provision, which was created to give all offices an equal notice for any award.

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. The funding recommendation does not include new FTE.

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 the Office of Management and Budget. Increases over fiscal year 2015 are provided for two new positions (one FTE).

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. Increases over fiscal year 2015 are pro-

vided to avoid furloughs, fully fund rent expenses, and add two full year positions.

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.

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 Assistant Secretary for Innovative Finance.—The Committee’s recommendation does not include \$2,000,000 as requested to create this new office. The Department is encouraged to continue evaluating public-private partnerships and financing at the modal level and meetings of the Credit Council.

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.

The Department’s fiscal year 2016 OST budget request contained a number of new offices, FTE, and programs—new safety offices, a new and expanded permitting office, and a new group of data and technology experts, just to name a few. In the view of this Committee, even in a non-sequester budget environment, these offices are nothing but bureaucratic redundancy. Nowhere in the budget justifications for the creation of these new offices did the Department describe what savings would be achieved by the creation of new offices. Instead, the Department offered that these new offices would exist to oversee and coordinate with existing offices, or formalize and expand on working groups already working well. The Committee seeks to streamline Department operations and eliminate waste and duplication in order to keep down the costs of government. The Committee directs OST specifically, and the Department as a whole generally, to look across the various offices to identify how to better coordinate cross-cutting issues within existing resources. Further, the Committee directs OST to give a serious look to how the Office of Policy, the Research and Technology office, and the Transportation Planning, Research and Development office can realign their existing resources to better meet critical and relevant issues and avoid redundancy and duplication. There are plenty of resources in terms of FTE and funds. The Department needs to better align those resources to address the Nation’s priorities.

Equipage loan guarantee.—Section 221 of the FAA Modernization and Reform Act of 2012 proposed a loan guarantee program to equip aircraft with the avionics required to meet the mandate that all aircraft be equipped with “ADS-B Out” avionics by 2020. The Committee directs the Secretary of Transportation to work with stakeholders to evaluate how such a loan guarantee program can address the outstanding need for general aviation avionics upgrades required to meet the 2020 deadline. In addition, the Sec-

retary is directed to provide a report to the Committee that outlines the policies, procedures, and organizational structure required to establish such a loan guarantee program no later than 180 days after enactment of this Act.

Congressional budget justifications.—It's a stunning revelation to consider how much effort and resources are spent at a staff level every year crafting budgets that are based on mythical encompassing authorizing legislation that may or may not get submitted to the Congress, and has little chance of getting enacted. A better use of resources would be to effectively and efficiently account for the funds provided and first submit a budget in line with existing accounts.

The Department is directed to include in the budget justification funding levels for the prior year, current year, and budget year for all programs, activities, initiatives, and program elements. Each budget submitted by the Department must also include a detailed justification for the incremental funding increases and additional FTEs being requested above the enacted level, by program, activity, or program element.

OST must include a discussion in its justification of changes from the current year to the request, plus a crosswalk of all accounts, existing and proposed, from one year to the next. To ensure that each adjustment is identified, the Committee directs OST in future congressional justifications to include detailed information in tabular format, which identifies specific changes in funding from the current year to the budget year for each office, including each office within OST, and every mode and office within the Department.

Operating plan.—The Committee directs the Department to submit an operating plan for fiscal year 2016 signed by the Secretary for review by the Committees on Appropriations within 60 days of the bill's enactment. 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 the Act, the House and Senate reports, and the statement of the managers. The Committee requests a number of reports to gather information and conduct oversight. The summary should include Inspector General and Government Accountability Office reports as well.

General provisions.—The Committee renews its direction to justify each general provision proposed either in its relevant modal congressional justification or in the OST congressional justification. If the budget proposes to drop or delete a general provision, the Department is directed to explain the change as well. Several modal budget volumes, including OST, failed to comply with this very simple and basic requirement.

Bill language.—The bill continues language that permits up to \$2,500,000 of fees to be credited to the Office of the Secretary for

salaries and expenses, limits reception and representation expenses to \$60,000, and allows for a transfer of up to five percent between offices.

RESEARCH AND TECHNOLOGY

Appropriation, fiscal year 2015	\$13,000,000
Budget request, fiscal year 2016	14,582,000
Recommended in the bill	11,386,000
Bill compared with:	
Appropriation, fiscal year 2015	- 1,614,000
Budget request, fiscal year 2016	- 3,196,000

The Office of the Assistant Secretary for Research and Technology coordinates, facilitates, and reviews the Department's research and development programs and activities; coordinating and developing positioning, navigation and timing (PNT) technology; maintaining PNT policy, coordination and spectrum management; managing the Nationwide Differential Global Positioning System; and overseeing and providing 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 \$11,386,000 for research and technology activities, \$3,196,000 below the budget request and \$1,614,000 below fiscal year 2015. The recommendation does not include new FTE or funds to realign cost share percentages between offices and functions under this header.

NATIONAL INFRASTRUCTURE INVESTMENT

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2015	\$500,000,000
Budget request, fiscal year 2016	1,250,000,000
Recommended in the bill	100,000,000
Bill compared with:	
Appropriation, fiscal year 2015	- 400,000,000
Budget request, fiscal year 2016	- 1,150,000,000

The National Infrastructure Investment program (also known as TIGER grants) was created in the American Recovery and Reinvestment Act (ARRA) to provide grants to state and local governments to improve the Nation's transportation infrastructure. The infrastructure investment program awards funds on a competitive basis to grantees selected because of the significant impact they will have on the Nation, a metropolitan area, or region.

COMMITTEE RECOMMENDATION

The Committee recommends \$100,000,000 for National Infrastructure Investment grants, \$400,000,000 below the 2015 level and \$1,150,000,000 below the request. Funds are discretionary from the General Fund of the Treasury and available until September 30, 2018.

The Committee provides funds for highway and bridge projects, transit projects, freight rail projects, and port infrastructure invest-

ments, including land ports of entry—the most critical areas to preserving, expanding, and improving our Nation’s transportation infrastructure. The bill retains language directing an equitable distribution of funds and stipulates that not less than 10 percent of the funds shall be for projects in rural areas. Further, not more than 20 percent of the funds may be awarded to projects in a single state. Up to 20 percent of the funds may be used for the subsidy and administrative costs of projects eligible for Transportation Infrastructure Finance and Innovation Act assistance. Bill language is included to limit grants to a minimum of \$2,000,000 and a maximum of \$15,000,000 in urban areas, and a minimum of \$1,000,000 in rural areas. The Federal share for projects funded under this header is limited to 50 percent of the project cost in urban areas, and 80 percent in rural areas. The Secretary is directed to give priority to projects that require a Federal contribution to complete overall financing. All projects must comply with subchapter IV of chapter 31 of title 40, United States Code. Further, the Secretary may utilize up to \$5,000,000 of the funds available to fund the oversight and administrative requirements in the various modes.

The Department is directed to report to the Committees on Appropriations by June 30, 2016 outlining the evaluation criteria and selection process used for determining TIGER grant awards. Since 2009, Congress has appropriated billions in taxpayer dollars to fund TIGER projects that are supposed to have a significant national or regional impact. After the first round of awards, GAO and the DOT OIG raised various concerns as to how the TIGER applications were selected for award. Since that time, these highly competitive projects have continued to garner significant interest as a way to address infrastructure needs throughout the country. Thus it is imperative that the projects are selected on a transparent, merit-based set of criteria.

INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	\$4,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	– 4,000,000

The Interagency Infrastructure Permitting Improvement Center is requested to more formally expand the interagency working group created to cut infrastructure permitting and review timelines, and implement the Presidential Memorandum on Modernizing Infrastructure Permitting.

COMMITTEE RECOMMENDATION

The Committee recommendation does not include funds for the creation of a new office. The Department requested \$4,000,000 and four new FTE. The Committee encourages the Department to continue with the existing dashboard working group to facilitate infrastructure permitting across agencies.

FINANCIAL MANAGEMENT CAPITAL

Appropriation, fiscal year 2015	\$5,000,000
Budget request, fiscal year 2016	5,000,000
Recommended in the bill	1,000,000
Bill compared with:	
Appropriation, fiscal year 2015	-4,000,000
Budget request, fiscal year 2016	-4,000,000

The Financial Management Capital program continues funding beyond the deployment of DOT's multi-year project to upgrade DOT's financial systems, processes and reporting capabilities.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,000,000 for new reporting capabilities from the Department's financial management systems, \$4,000,000 below the budget request and the prior year.

CYBER SECURITY INITIATIVE

Appropriation, fiscal year 2015	\$5,000,000
Budget request, fiscal year 2016	8,000,000
Recommended in the bill	7,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+2,000,000
Budget request, fiscal year 2016	-1,000,000

The Cyber Security Initiative is a new effort to close performance gaps in the Department's cybersecurity. The initiative 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 \$7,000,000 to support the Secretary's cyber security initiative, which is \$2,000,000 above the fiscal year 2015 enacted level and \$1,000,000 below the budget request.

DATA ACT COMPLIANCE

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	\$3,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	-3,000,000

The Digital Accountability and Transparency Act (DATA Act) (P.L. 113 101) created another set of requirements for agencies to report financial data.

COMMITTEE RECOMMENDATION

The Committee recommendation does not include funds for DATA Act activities. The Department requested \$3,000,000. The Committee encourages the Department to refine existing reporting and financial statement capabilities to meet DATA Act goals without expending significant amounts of resources.

U.S. DIGITAL SERVICES

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	\$9,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 9,000,000

The U.S digital services team is requested to provide private sector best practices in the disciplines of design, software engineering, and product management to DOT's most important services in consultation with DOT's Chief Information Officer.

COMMITTEE RECOMMENDATION

The Committee recommendation does not include funds for the creation of this new office. The Department requested \$9,000,000 and 41 term-limited FTE.

OFFICE OF CIVIL RIGHTS

Appropriation, fiscal year 2015	\$9,600,000
Budget request, fiscal year 2016	9,678,000
Recommended in the bill	9,600,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 78,000

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 recommends \$9,600,000 for the Office of Civil Rights, the same as the fiscal year 2015 funding level and \$78,000 below the budget request.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, fiscal year 2015	\$6,000,000
Budget request, fiscal year 2016	10,019,000
Recommended in the bill	5,976,000
Bill compared with:	
Appropriation, fiscal year 2015	- 24,000
Budget request, fiscal year 2016	- 4,043,000

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, nonprofit research organizations, and private firms.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$5,976,000 for transportation planning, research, and development, which is \$24,000 below the fiscal year 2015 enacted level and \$4,043,000 below the budget request.

Of the funds provided, the recommendation includes a total of \$4,958,000 for salaries and expenses. Further, the recommendation provides \$888,000 for activities in the following areas: aviation data modernization, profit essentials software, the Mexico-U.S. civil aviation forum, air carrier fitness case management system, the National Export Initiative (\$273,000), freight planning for national exports, the international transportation forum, open skies agreements, and the business aviation initiative.

Open skies evaluation.—The Committee recommendation includes \$50,000 for international regulatory cooperation and research, \$50,000 for the airline alliance and joint venture competition research, and \$30,000 for global carrier research. These funds will enable DOT to conduct economic analyses and review competition and regulatory standards to ensure that U.S. airlines and consumers realize the benefits of open skies agreements, especially as they relate to low-cost airlines and other emerging international competitors.

The Committee is aware of concerns raised by some U.S. airlines and their employees with regard to existing open skies agreements and the issue of whether subsidies have resulted in market distortions. The Committee understands that an interagency process has been established to allow stakeholders to provide information to help inform any potential U.S. Government response to such allegations, including requesting consultations, as provided for under existing open skies agreements. The Committee directs the Department to ensure full consideration of comments from stakeholders and report to the Committees on Appropriations on its review of stakeholder input, including any potential corrective actions within the framework of existing open skies agreements, within 90 days of enactment.

WORKING CAPITAL FUND

Appropriation, fiscal year 2015	\$181,500,000
Budget request, fiscal year 2016	— —
Recommended in the bill	181,500,000
Bill compared with:	
Appropriation, fiscal year 2015	— —
Budget request, fiscal year 2016	+181,500,000

The working capital fund was created to provide common administrative services to the operating administrations and outside entities that contract for the fund's services. The working capital fund 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 \$181,500,000 on the Working Capital Fund (WCF), the same as provided in 2015. The Administration did not propose a WCF legislative limitation. 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.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

	Appropriation	Limitation on guaranteed loans
Appropriation, fiscal year 2015	\$925,000	(\$18,367,000)
Budget request, fiscal year 2016	933,000	— — —
Recommended in the bill	933,000	(18,367,000)
Bill compared with:		
Appropriation, fiscal year 2015	8,000	(+18,367,000)
Budget request, fiscal year 2016	— — —	— — —

Through the Short Term Lending Program, the minority business resource center assists disadvantaged, minority, and women-owned businesses with obtaining short-term working capital for DOT and DOT-funded transportation-related contracts. The program enables qualified businesses to obtain loans at two percentage points above the prime interest rate with DOT guaranteeing up to 75 percent of the loan.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$933,000 for the resource center, the same as the budget request and \$8,000 more than the 2015 amounts. Of the funds provided, \$336,000 is to cover the subsidy costs of guaranteed loans and \$597,000 is for administrative expenses to carry out the guaranteed loan program. The Committee recommends a limitation on guaranteed loans of \$18,367,000, the same as the limitation in fiscal year 2015.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriation, fiscal year 2015	\$4,513,000 ¹
Budget request, fiscal year 2016	4,518,000
Recommended in the bill	4,518,000
Bill compared with:	
Appropriation, fiscal year 2015	+5,000
Budget request, fiscal year 2016	— — —

¹ The total of the fiscal year appropriations for Small and Disadvantaged Business Utilization (\$1,414,000) and Minority Business Outreach (\$3,099,000).

The fiscal year 2016 budget proposes to merge the salaries and expenses of the Office of Small and Disadvantaged Business Utilization with the minority business outreach program to provide contractual support to small and disadvantaged businesses and provide information dissemination and technical and financial assistance to empower those businesses to compete for contracting opportunities with DOT and DOT-funded contracts or grants for transportation-related projects.

COMMITTEE RECOMMENDATION

The Committee recommends the budget request of \$4,518,000 for small and disadvantaged business utilization and outreach, which is \$5,000 more than the 2015 level.

The Committee encourages the Department to partner with hispanic serving institutions and historically black colleges and uni-

versities for research and information dissemination with regards to minority owned businesses.

SAFE TRANSPORT OF OIL

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	\$5,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	-5,000,000

DOT is requesting funds to address safety concerns emerging from the transport of the nation's domestic energy products. Funds could be used for intermodal coordination, research, or response.

COMMITTEE RECOMMENDATION

The Committee recommendation does not include funds for the creation of this new office. The Department requested \$5,000,000. The Committee has made investments in specific modes and encourages the Department to continue working through the modes to address concerns surrounding the transportation of energy products.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2015	\$155,000,000
Budget request, fiscal year 2016	175,000,000
Recommended in the bill	155,000,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	-20,000,000

The Essential Air Service program (EAS) was created by the Airline Deregulation Act of 1978 as a ten-year measure to continue air service to communities that had received air service prior to deregulation. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The Federal Aviation Administration Reauthorization Act of 1996 authorized the collection of "overflight fees". Overflight fees are a type of user fee collected by the Federal Aviation Administration (FAA) from aircraft that neither take off from, nor land in, the United States. The FAA Modernization and Reform Act of 2012 increased the authorized level of overflight fee collection, and increased the amount that the Department can apply to the EAS program. The budget request estimates that fee will provide \$108,379,000 for the EAS program in fiscal year 2016.

COMMITTEE RECOMMENDATION

For fiscal year 2016, the Committee includes \$155,000,000 in discretionary funding for the EAS program, which is equal to the fiscal year 2015 enacted level and \$20,000,000 below the budget request.

The following table shows the discretionary, mandatory, and total program levels for the EAS program:

	Appropriation	Mandatory	Total program
FY 2015 Appropriation	\$155,000,000	\$108,199,000	\$263,199,000
FY 2016 Request	175,000,000	108,379,000	283,379,000
Committee Recommendation	155,000,000	108,379,000	263,379,000

The Committee remains concerned about the growing costs associated with the EAS program. While limiting the program to current sites and eliminating the requirement that EAS carriers utilize 15-passenger aircraft have helped mitigate some of the cost growth, the Committee believes that the Department should continue to explore reforms to the program that will create greater competition among carriers and control overall costs.

The Committee directs the Department to utilize all the overflight fees collected for this program to alleviate the discretionary funding requirement for the program.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

Section 101. The Committee continues the provision prohibiting 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. The Committee continues the provision allowing the Secretary or his designee to work with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

Section 103. The Committee continues the provision allowing the Department to use the Working Capital Fund to provide transit benefits to Federal employees.

Section 104. The Committee continues the provision regarding administrative requirements of DOT's Credit Council.

Section 105. The Committee includes a new provision, as requested, regarding the timing of Federal transit benefits payments from the Working Capital Fund.

FEDERAL AVIATION ADMINISTRATION

The Federal Aviation Administration (FAA) is responsible for the safety and development of civil aviation and for the evolution of a national system of airports. The Federal Government's regulatory role in civil aviation began with the creation of an Aeronautics Branch within the Department of Commerce pursuant to the Air Commerce Act of 1926. This Act instructed the Secretary of Commerce to foster air commerce; designate and establish airways; establish, operate, and maintain aids to navigation; arrange for research and development to improve such aids; issue airworthiness certificates for aircraft and major aircraft components; and investigate civil aviation accidents. In the Civil Aeronautics Act of 1938, these activities were subsumed into a new, independent agency named the Civil Aeronautics Authority.

After further administrative reorganizations, Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics

Board. When the Department of Transportation began its operations on April 1, 1967, the Federal Aviation Agency was renamed the Federal Aviation Administration (FAA) and became one of several modal administrations within the department. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978, and ceased to exist at the end of 1984. 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.

The FAA Modernization and Reform Act of 2012 authorized FAA programs through 2015 with several new mandates to improve the National Airspace System (NAS), including provisions regarding the NextGen program for Air Traffic Control and provisions regarding the use of Unmanned Aerial Systems (UAS) in civilian airspace.

FAA Reform.—The authorization for the programs and activities of the Federal Aviation Administration is set to expire on September 30, 2015. A key issue in the reauthorization of FAA is whether to reform the structure of the FAA to give the agency more independence and control over agency resources. The Committee believes that congressional oversight of agency resources is necessary to ensure accountability for program performance and a sustained focus on aviation safety. As reforms are contemplated, the Committee believes that consideration should be given to the maintenance of a high standard of air traffic, technical and safety expertise; the impact of potential reforms on the cost of air travel for the consumer; the preservation of existing forums of public input; and the ability to sustain air traffic services in small communities. The Committee looks forward to engaging with the authorizing committee and stakeholders as various FAA reform proposals are considered.

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2015	\$9,740,700,000
Budget request, fiscal year 2016	9,915,000,000
Recommended in the bill	9,847,700,000
Bill compared with:	
Appropriation, fiscal year 2015	+107,000,000
Budget request, fiscal year 2016	–67,300,000

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 airmen

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 Committee recommends \$9,847,700,000 for FAA operations, which is \$107,000,000 above the fiscal year 2015 enacted level and \$67,300,000 less than the budget request.

The following table shows a comparison of the fiscal year 2015 enacted level, the budget request, and the Committee recommendation by budget activity:

	FY 2015 enacted	FY 2016 request	Committee recommendation
Air Traffic Organization	\$7,396,654,000	\$7,505,293,000	\$7,505,293,000
Aviation Safety	1,218,458,000	1,258,411,000	1,258,411,000
Commercial Space Transportation	16,605,000	18,114,000	16,605,000
Finance and Management	756,047,000	764,621,000	725,000,000
NextGen and Operations Planning	60,089,000	60,582,000	60,089,000
Staff Offices	292,847,000	207,099,000	282,302,000
Security and Hazardous Materials Safety	— — —	100,880,000 ¹	— — —
Total	9,740,700,000	9,915,000,000	9,847,700,000

¹ The Budget request breaks out Security and Hazardous Materials Safety from Staff Offices. Recommendation leaves these resources in Staff Offices.

Justification of general provisions.—The Committee continues its direction to provide a justification for each general provision proposed in the FAA budget and therefore expects the fiscal year 2016 budget to include adequate information on each proposed general provision.

TRUST FUND SHARE OF FAA BUDGET

The bill derives \$8,831,250,000 of the total operations appropriation from the Airport and Airway Trust Fund. The balance of the appropriation, \$1,016,450,000, will be drawn from the general fund of the Treasury.

AIR TRAFFIC ORGANIZATION

The bill provides \$7,505,293,000 for the air traffic organization, which is \$108,639,000 above the 2015 enacted level and the same as the budget request.

Contract tower program.—The Committee recommendation includes \$154,400,000 for the contract tower program, including the contract tower cost-share program. The Committee continues to support the program as a safe, cost-efficient mechanism for providing air traffic services to pilots and local communities. The Committee notes that there are some contract towers that are more than 40 years of age and are non-compliant with OSHA standards. FAA should make every effort to address the urgent capital needs at these aged facilities.

Chicago O'Hare International Airport.—The Committee directs the FAA to continue to work expeditiously to identify short and long term mitigation measures to address local concerns that have

been raised as a result of the O'Hare Modernization Program at Chicago O'Hare International Airport. The FAA is expected to provide a progress report on these measures to the Committee within 90 days of enactment of this Act.

Aeronautical navigation products.—The Committee directs the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Act on the Department's plans to competitively develop and field new, modern digital information products and web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products division, satisfy NextGen data requirements, and improve safety. The plan should include details on planned funding by fiscal year, the Department's acquisition strategy and timetable, and how these modern tools will be integrated into the oversight and management of these important programs.

AVIATION SAFETY

The Committee provides \$1,258,411,000 for aviation safety, which is \$39,953,000 above the fiscal year 2015 enacted level and the same as the budget request.

The Committee continues its direction requiring the Secretary to provide annual reports regarding the use of the funds provided, including, but not limited to, the total full-time equivalent staff years in the offices of aircraft certification and flight standards, total employees, vacancies, and positions under active recruitment.

Aircraft certification.—The Committee recommendation includes \$222,336,000 for the Aircraft Certification Service, an increase of \$7,045,000 above the fiscal year 2015 enacted level and the same as the budget request. This funding level will provide an additional 29 positions to address the increased workload in unmanned aircraft systems as well as support for risk based decision making to advance the use of Organization Delegation Authorization (ODA) in certification processes. The Committee remains concerned that delays in FAA certification of new aircraft and related technologies will impact the economic health and competitiveness of the U.S. aerospace industry. The Committee strongly supports the ODA program. The use of delegated authority in aircraft certification is a longstanding and essential practice in aviation. The Committee commends FAA for its intention to move to a systems and risk-based approach to oversight and allow manufacturers to fully use the authority provided by existing laws and regulation. However, doing so represents a significant shift for the FAA workforce that poses a number of challenges for the Agency to execute. The impact on the certification workforce in size and skill sets presents uncertainties that will need to be addressed by FAA. The Committee expects FAA to focus on areas that contribute to the greatest improvements while advancing new technologies into the marketplace without sacrificing safety. The Committee directs FAA to provide a status report regarding its efforts to improve the ODA oversight process, and train its workforce in systems and risk-based ODA oversight, no later than 180 days after enactment.

Unmanned aircraft systems.—Given the rise in the number of Unmanned Aircraft Systems (UAS) sightings at our nation's air-

ports, the Committee urges the FAA to assess the threat posed by any potential interference with airport operations. The FAA is directed to assess the feasibility of integrating proven UAS mitigation technology with airport operations in order to detect, identify and track both the air vehicle and ground controller to explicitly identify the UAS without interference to existing airport operations. This assessment should review techniques to defeat an errant or hostile UAS without causing any collateral damage to essential navigation systems, wireless communications, the general public or other airport operations. The Committee directs that FAA to provide a letter report on its findings no later than 180 days after enactment of this Act.

One engine inoperative policy.—The Committee directs FAA to carefully consider all comments that are submitted on the proposed policy regarding the impact of one engine inoperative procedures in obstruction evaluation aeronautical studies and to work with relevant stakeholders to preserve safety and efficiency while balancing the important needs of communities, airports and airport users.

Global tracking of airline flights and recovery of flight data.—The Committee is aware that March 2015 marked the one-year anniversary of the disappearance of Malaysian Airlines Flight MH 370. This tragedy and the costly, inconclusive search for the missing aircraft underscore the need for international standards on flight tracking and the transmission and recovery of flight data.

Over the past year, the International Civil Aviation Organization (ICAO) has convened meetings with member states and industry representatives on the global tracking of airline flights and has issued a recommendation calling for the adoption of Global Aeronautical Distress and Safety Systems (GADSS). Under GADSS, all commercial aircraft built after 2020 would have to be equipped with a series of complimentary, performance-based technological capabilities, including deployable recorders, which together would ensure rapid location of downed aircraft and Black Box recovery. The National Transportation Safety Board (NTSB) has issued similar recommendations.

The Committee supports these efforts and believes the United States must lead the international community on aviation safety and recovery issues. The Committee therefore expects FAA to work collaboratively with NTSB and its ICAO partners to expeditiously identify and implement international standards for flight tracking in accordance with these recommendations. Further, the Committee directs FAA to provide a report to the House and Senate Committees on Appropriations on the agency's efforts to support ICAO's work in this area, including an update on the deployment initiative to demonstrate technological feasibility, as well as an evaluation of the costs and benefits of installing automatic deployable flight data recorders and other relevant technologies.

Temporary flight restrictions.—The FAA issues temporary flight restrictions (TFRs) to restrict aircraft from operating within a defined area to protect persons or property in the air or on the ground. The Committee expects FAA to give careful consideration to the use and duration of TFRs issued for large events that present increased security risks. In addition, the Committee re-

quests that the FAA evaluate the impact of any potential changes to TFRs that would have an impact on air traffic management.

COMMERCIAL SPACE TRANSPORTATION

The Committee recommends \$16,605,000 for the Office of Commercial Space Transportation, which is the same as the fiscal year 2015 enacted level and \$1,509,000 below the budget request.

The Committee understands that current FAA regulations requiring launch providers to clearly obtain insurance to cover property damage in the event of an accident fail to address the status of state and local property. With the rapid growth in the number of state spaceports over the last decade, as well as anticipated growth over the next several years, the Committee urges FAA to issue regulations for those developments involving Federal property assigned to a State government, particularly those developments located at Federal ranges, the State government should qualify as a contractor or Government Launch Participant with the right to make claims under 14 C.F.R. 440.9(d).

The Committee supports utilizing NASA's super heavy-lift launch capability, the Space Launch System (SLS), to execute commercial missions to low Earth orbit and beyond low Earth orbit destinations. The Committee applauds actions taken by the FAA Office of Commercial Space Transportation confirming the FAA's willingness to leverage its existing launch licensing authority to encourage private sector investment in lunar systems that will work in tandem with SLS and Orion, by ensuring that commercial activities can be conducted on a non-interference basis. The Committee urges the FAA to continue to add details, such as specified zones of exclusive operation on the lunar surface.

FINANCE AND MANAGEMENT

The Committee recommends \$725,000,000 for finance and management activities, which is \$31,047,000 below the fiscal year 2015 enacted level and \$39,621,000 below the budget request.

Workforce diversity.—The Committee directs FAA to continue to update the House and Senate Committees on Appropriations on the diversity of the controller workforce. The Committee notes that revised hiring procedures yielded a class of developmental controllers that represent a more diverse demographic. The Committee remains interested in the success of these new controllers and requests a briefing on their progress no later than March 1, 2016.

NEXTGEN AND OPERATIONS PLANNING

The Committee recommends \$60,089,000 for NextGen and Operations Planning, which is the same as the fiscal year 2015 enacted level and the \$493,000 below the budget request.

STAFF OFFICES

The budget request proposes to create a new Security and Hazardous Materials Safety Office with resources from Staff Offices. The Committee recommends maintaining these resources within Staff Offices. The Committee recommends \$282,302,000 for Staff Offices, which is \$10,545,000 below the enacted level and

\$25,677,000 below the budget request for both Staff Offices and the Security and Hazardous Materials Safety Office.

BILL LANGUAGE

Second career training program.—The bill retains language prohibiting the use of funds for the second career training program. This prohibition has been in annual appropriations Acts for many years and is included in the President’s budget request.

Aviation user fees.—The bill includes a limitation carried for several years prohibiting funds from being used to finalize or implement any new unauthorized user fees.

Aeronautical charting and cartography.—The bill maintains the provision prohibiting funds in this Act from being used to conduct aeronautical charting and cartography (AC&C) activities through the working capital fund (WCF).

Credits.—This bill includes language allowing funds received from specified public, private, and foreign sources for expenses incurred to be credited to the appropriation.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2015	\$2,600,000,000
Budget request, fiscal year 2016	2,855,000,000
Recommended in the bill	2,500,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 100,000,000
Budget request, fiscal year 2016	– 355,000,000

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 Committee recommends an appropriation of \$2,500,000,000, for the FAA’s facilities and equipment program, \$100,000,000 below the level provided in fiscal year 2015 and a decrease of \$355,000,000 below the budget request. The bill provides that, of the total amount recommended, \$2,040,000,000 is available for obligation until September 30, 2018 and \$460,000,000 (the amount for personnel and related expenses) is available until September 30, 2016. These obligation availabilities are consistent with past appropriations Acts.

The following table provides funding levels for facilities and equipment activities and budget line items.

Program	FY 2016 Request	FY 2016 House
Activity 1—Engineering, Development, Test and Evaluation		
Advanced Technology Development and Prototyping	\$21,300,000	\$20,000,000
NAS Improvement of System Support Laboratory	1,000,000	1,000,000
William J. Hughes Technical Center Facilities	19,050,000	12,049,000
William J. Hughes Technical Center Infrastructure Sustainment	12,200,000	12,200,000
Separation Management Portfolio	26,500,000	18,000,000

Program	FY 2016 Request	FY 2016 House
Improved Surface/TFDM Portfolio	17,000,000	17,000,000
On Demand NAS Portfolio	11,000,000	8,000,000
Environment Portfolio	1,000,000	1,000,000
Improved Multiple Runway Operations Portfolio	8,000,000	7,000,000
NAS Infrastructure Portfolio	11,000,000	11,000,000
NextGen Support Portfolio	10,000,000	10,000,000
Performance Based Navigation & Metroplex Portfolio	13,000,000	13,000,000
Total Activity 1	151,050,000	130,249,000
Activity 2—Air Traffic Control Facilities and Equipment		
a. En Route Programs		
En Route Automation Modernization (ERAM)—System Enhancements and Tech Refresh	79,400,000	75,000,000
En Route Communications Gateway (ECG)	2,650,000	2,650,000
Next Generation Weather Radar (NEXRAD)—Provide	6,500,000	6,500,000
ARTCC and CERAP Building Improvements/Plant Improvements	74,200,000	50,000,000
ARTCC and CERAP Building Improvements/Plant Improvements	13,700,000	5,729,000
Air/Ground Communications Infrastructure	9,750,000	3,900,000
Air Traffic Control En Route Radar Facilities Improvements	5,810,000	5,100,000
Voice Switching and Control System (VSCS)	9,900,000	9,900,000
Oceanic Automation System	20,000,000	10,000,000
Next Generation Very High Frequency Air/Ground Communications (NEXCOM)	43,600,000	35,000,000
System-Wide Information Management	37,400,000	37,400,000
ADS-B NAS Wide Implementation	45,200,000	184,600,000
Windshear Detection Service	5,200,000	4,300,000
Collaborative Air Traffic Management Technologies WP2 & WP3	9,800,000	9,800,000
Time Based Flow Management Portfolio	42,600,000	40,000,000
ATC Beacon Interrogator (ATCBI)—Sustainment	1,000,000	1,000,000
NextGen Weather Processors	7,000,000	7,000,000
Airborne Collision Avoidance System X (ACASX)	10,800,000	10,800,000
Data Communications in Support of NG Air Transportation System	234,900,000	234,900,000
Subtotal En Route Programs	659,410,000	733,579,000
b. Terminal Programs		
Airport Surface Detection Equipment—Model X (ASDE-X)	13,500,000	5,436,000
Terminal Doppler Weather Radar (TDWR)—Provide	4,900,000	1,900,000
Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	81,100,000	81,100,000
Terminal Automation Modernization/Replacement Program (TAMR Phase 3)	159,350,000	159,350,000
Terminal Automation Program	7,700,000	3,000,000
Terminal Air Traffic Control Facilities—Replace	45,500,000	45,500,000
ATCT/Terminal Radar Approach Control (TRACON) Facilities—Improve	58,990,000	45,040,000
Terminal Voice Switch Replacement (TVSR)	6,000,000	2,000,000
NAS Facilities OSHA and Environmental Standards Compliance	39,600,000	39,600,000
Airport Surveillance Radar (ASR-9)	3,800,000	3,800,000
Terminal Digital Radar (ASR-11) Technology Refresh and Mobile Airport Surveillance Radar (MASR)	9,900,000	9,900,000
Runway Status Lights	24,170,000	24,170,000
National Airspace System Voice System (NVS)	53,550,000	45,000,000
Integrated Display System (IDS)	23,300,000	16,917,000
Remote Monitoring and Logging System (RMLS)	4,700,000	3,930,000
Mode S Service Life Extension Program (SLEP)	16,300,000	8,100,000
Surveillance Interface Modernization	23,000,000	4,000,000
Voice Recorder Replacement Program (VRRP)	3,000,000	1,000,000
Integrated Terminal Weather System (ITWS)	5,400,000	4,400,000
Contingency Funding—Flight and Interfacility ATC Data Interface Modernization ..	9,000,000	9,000,000
Subtotal Terminal Programs	592,760,000	513,143,000
c. Flight Service Programs		
Aviation Surface Observation System (ASOS)	8,000,000	8,000,000
Future Flight Services Program	3,000,000	3,000,000
Alaska Flight Service Facility Modernization (AFSFM)	2,650,000	2,650,000
Weather Camera Program	1,000,000	200,000
Subtotal Flight Service Programs	14,650,000	13,850,000
d. Landing and Navigational Aids Program		
VHF Omnidirectional Radio Range (VOR) with Distance Measuring Equipment (DME)	4,500,000	4,500,000
Instrument Landing System (ILS)—Establish	7,000,000	7,000,000
Wide Area Augmentation System (WAAS) for GPS	80,600,000	93,600,000

Program	FY 2016 Request	FY 2016 House
Runway Visual Range (RVR) and Enhanced Low Visibility Operations (ELVO)	6,000,000	6,000,000
Approach Lighting System Improvement Program (ALSIP)	3,000,000	3,000,000
Distance Measuring Equipment (DME)	3,000,000	3,000,000
Visual NAVAIDS—Establish/Expand	2,000,000	2,000,000
Instrument Flight Procedures Automation (IFPA)	3,371,000	2,400,000
Navigation and Landing Aids—Service Life Extension Program (SLEP)	3,000,000	3,000,000
VASI Replacement—Replace with Precision Approach Path Indicator	5,000,000	5,000,000
GPS Civil Requirements	27,000,000	10,000,000
Runway Safety Areas—Navigational Mitigation	30,000,000	30,000,000
Subtotal Landing and Navigational Aids Programs	174,471,000	169,500,000
e. Other ATC Facilities Programs		
Fuel Storage Tank Replacement and Management	18,700,000	10,000,000
Unstaffed Infrastructure Sustainment	39,640,000	25,000,000
Aircraft Related Equipment Program	9,000,000	5,000,000
Airport Cable Loop Systems—Sustained Support	12,000,000	5,000,000
Alaskan Satellite Telecommunications Infrastructure (ASTI)	12,500,000	10,000,000
Facilities Decommissioning	6,000,000	5,700,000
Electrical Power Systems—Sustain/Support	124,970,000	75,000,000
FAA Employee Housing and Life Safety Shelter System Service	2,500,000	2,500,000
Energy Management and Compliance (EMC)	2,000,000	2,000,000
Child Care Center Sustainment	1,600,000	1,600,000
FAA Telecommunications Infrastructure	1,000,000	1,000,000
Subtotal Other ATC Facilities Programs	229,910,000	142,800,000
Total Activity 2	1,671,201,000	1,572,872,000
Activity 3—Non-Air Traffic Control Facilities and Equipment		
a. Support Equipment		
Hazardous Materials Management	26,400,000	20,000,000
Aviation Safety Analysis System (ASAS)	20,200,000	11,900,000
Logistics Support Systems and Facilities (LSSF)	4,000,000	4,000,000
National Air Space (NAS) Recovery Communications (RCOM)	12,000,000	12,000,000
Facility Security Risk Management	15,000,000	14,300,000
Information Security	12,000,000	12,000,000
System Approach for Safety Oversight (SASO)	18,900,000	18,900,000
Aviation Safety Knowledge Management Environment (ASKME)	7,500,000	7,500,000
Aerospace Medical Equipment Needs (AMEN)	2,500,000	1,500,000
System Safety Management Portfolio	17,000,000	17,000,000
National Test Equipment Program	4,000,000	2,000,000
Mobile Assets Management Program	4,800,000	4,000,000
Aerospace Medicine Safety Information Systems (AMSIS)	3,000,000	3,000,000
Tower Simulation System (TSS) Technology Refresh	7,000,000	4,000,000
Subtotal Support Equipment	154,300,000	132,100,000
b. Training, Equipment and Facilities		
Aeronautical Center Infrastructure Modernization	15,200,000	12,000,000
Distance Learning	1,500,000	1,000,000
Subtotal Training, Equipment and Facilities	16,700,000	13,000,000
Total Activity 3	171,000,000	145,100,000
Activity 4—Facilities and Equipment Mission Support		
a. System Support and Services		
System Engineering and Development Support	35,000,000	32,000,000
Program Support Leases	46,700,000	40,000,000
Logistics and Acquisition Support Services	11,000,000	10,000,000
Mike Monroney Aeronautical Center Leases	18,800,000	18,350,000
Transition Engineering Support	19,200,000	14,000,000
Technical Support Services Contract (TSSC)	23,000,000	17,429,000
Resource Tracking Program (RTP)	4,000,000	3,000,000
Center for Advanced Aviation System Development (CAASD)	60,000,000	50,000,000
Aeronautical Information Management Program	5,000,000	5,000,000
Cross Agency NextGen Management	3,000,000	2,000,000
Total Activity 4	225,700,000	191,779,000
Activity 5—Personnel and Related Expenses		
Personnel and Related Expenses	470,049,000	460,000,000

Program	FY 2016 Request	FY 2016 House
Activity 6—Sustain ADS-B services and Wide Area Augmentation Services (WAAS) GEOs		
Activity 6—Sustain ADS-B services, WAAS GEOs	166,000,000	0
SUB TOTAL ALL ACTIVITIES	2,855,000,000	2,500,000,000

Engineering, development, test and evaluation (Activity 1).—The programs funded in the engineering, development, test and evaluation activity are considered pre-implementation funding for various NextGen efforts. Unlike major acquisition programs, these projects are not provided a baseline by FAA and do not receive the program oversight given to other procurement programs. The Committee expects to understand how funding in this activity has advanced specific NextGen programs for enhancing capacity and reducing delays at congested airports. The Committee directs the IG to examine how these investments are managed and what specific outcomes have been achieved to improve the Nation's air transportation system.

NextGen—Separation management portfolio.—The Committee remains interested in space-based Automatic Dependent Surveillance-Broadcast (ADS-B) as a means to enhance safety, increase capacity, and further the Equip 2020 initiative through early benefits. The Committee recommendation includes the amount in the budget estimate for space-based ADS-B and directs the FAA to identify resources from unobligated Facilities and Equipment funds to ensure the agency will be able to keep pace with neighboring air navigation service providers in adjacent oceanic airspace who have committed to using space-based ADS-B in 2018 to track aircraft and offer reduced separation services over the oceans. The Committee expects the agency to make a final investment decision regarding space-based ADS-B no later than May 31, 2016 and report back to the Committee within 30 days of that decision.

Multi-Function Phased Array Radar program.—The Committee recognizes the importance of the Multi-Function Phased Array Radar (MPAR) program in the development and implementation of the next generation weather and aircraft radar surveillance network. Significant challenges require the collaborative inter-agency planning and research and development strategies for the future success of the program. The Committee directs that the FAA continue to collaborate with the National Oceanic and Atmospheric Administration (NOAA) for the MPAR research and development effort and participate in an interagency committee with NOAA and other stakeholders to help formulate key requirements for development and eventual acquisition strategy. Additionally, the Committee directs the FAA to work with NOAA to facilitate a full evaluation of operational and other benefits associated with a fully digital, dual-polarization MPAR system, including but not limited, to weather surveillance, fine-scale numerical weather prediction, tracking of cooperative and uncooperative aircraft, discrimination of biological targets and small unmanned aerial systems, clutter suppression, data communication, and system reliability. The FAA should collaborate with NOAA to create a business case analysis of

the MPAR program which considers operational feasibility and includes yearly costs and milestones.

Performance-based navigation.—The Committee provides \$13,000,000 for Performance Based Navigation (PBN), which is \$13,500,000 below the fiscal year 2015 enacted level and the same as the budget request. The Committee recognizes that PBN is the essential stepping stone to NextGen and a top investment priority for industry. The IG reported that at the large airports where the FAA has implemented advanced PBN procedures, only about 2 percent of eligible airline flights actually used them. The Committee is concerned about the obstacles that are hindering FAA's efforts to increase use of PBN routes that have been highlighted in FAA, industry, and IG reports. Challenges include outdated controller policies and procedures governing PBN, the lack of standard training for pilots and controllers, and the lack of automated controller tools to effectively manage and sequence aircraft. The FAA has deployed the Time Based Flow Management automation tool, which can help controllers manage PBN operations at high altitude, but it is not yet used consistently across the nation. The Committee directs FAA to work with air traffic controllers to develop a plan for when and how it can introduce and widely use automation that can maximize the benefits of NextGen initiatives, such as PBN. Further, the Committee urges the FAA to substantively engage with local communities before the implementation of new flight paths and procedures, even when not mandated by law. The Committee believes this will yield positive benefits.

Automatic dependent surveillance—broadcast.—The Committee provides \$184,600,000 for Automatic Dependent Surveillance-Broadcast (ADS-B) implementation, the full amount requested for ADS-B in the "Air Traffic Control Facilities and Equipment" activity (Activity 2) and the "Sustain ADS-B Services" (Activity 6). The Committee recommendation rejects the request to create a new Activity 6, and instead provides ADS-B resources for both of these activities in Activity 2. ADS-B is the Agency's effort to transition to satellite-based navigation systems. FAA has mandated that airspace users equip with new ADS-B avionics by 2020. FAA is taking steps to work with industry and address concerns about the mandate through the "Equip 2020 Work Group". The Committee requests that the FAA keep the Committee informed of the outcomes and commitment of the working group.

Data communications.—The Committee has provided \$234,900,000 for Data Communications (Data Comm), an increase of \$84,560,000 above the fiscal year 2015 enacted level and the same as the budget request. The Committee notes that the Data Comm program has been identified at a priority NextGen activity by the NextGen Advisory Committee for its promise to deliver near term benefits.

Runway status lights.—Reducing runway incursions is a high priority for improving aviation safety, and the Committee commends the FAA for initiating the runway status lights (RWSL) program to respond to NTSB's safety recommendations. Due to budget constraints and unanticipated construction costs, however, in fiscal year 2014, the FAA split the program into two phases and is currently implementing RWSL at 17 airports. For the airports in

phase II, the FAA has formed surface safety initiatives teams to recommend approaches for improving surface safety, including RWSL. The Committee directs FAA to submit a report to the House and Senate Appropriations Committees no later than 180 days after enactment that details the status and analysis of the surface safety initiatives teams for each phase II airport that has elected to remain in the program. FAA should review the suitability of installing RWSL at airports being equipped with airport surface surveillance capabilities and include strategies for reducing the costs of installing and supporting RWSL.

Omni-directional range/minimum operating network.—The Committee commends the FAA on the issuance of the December 15, 2014 market survey to assess the feasibility and effectiveness of outsourcing the service provision of the Very High Frequency (VHF) Omni-Directional Range (VOR) Minimum Operating Network (VOR MON). Based on the responses to the survey, the Committee urges the FAA to continue this initiative by expanding the scope of the service based model to include tactical air navigation (TACAN) and distance measuring equipment (DME). In addition, the FAA shall provide the Committee with program milestones for implementation of the service based strategy.

Tactical air navigation system.—The Committee is aware of the aging en-route TACAN and its continued importance to military aircraft. This navigation system provides the user with bearing and distance (slant-range) to a ground or ship-borne station. The existing TACAN system was installed in the early 1980s with the FAA en-route VHF Omni-Directional Range (VOR). While new Area Navigation (RNAV) systems will bring certain benefits, RNAV upgrades remain several years off for many military aircraft. The Committee directs the Secretary to submit a report to the Committee on the Department's long term en-route TACAN maintenance and modernization plan to address this aging asset and the significant costs to transition to RNAV.

ADS-B services and wide area augmentation services.—The Committee does not include a new activity, as proposed in the budget, for ADS-B and Wide Area Augmentation System (WAAS) leases, but instead provides funding for these purposes in the ADS-B and WAAS core program lines in the "Air Traffic Control Facilities and Equipment" Activity (Activity 2).

BILL LANGUAGE

Capital investment plan.—The bill continues to require the submission of a five-year capital investment plan.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2015	\$156,750,000
Budget request, fiscal year 2016	166,000,000
Recommended in the bill	156,750,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 9,250,000

This appropriation provides funding for long-term research, engineering and development programs to improve the air traffic con-

trol system and to raise the level of aviation safety, as authorized by the Airport and Airway Improvement Act and the Federal Aviation Act. The appropriation also finances the research, engineering and development needed to establish or modify federal air regulations.

COMMITTEE RECOMMENDATION

The Committee recommends \$156,750,000, the same as the enacted level and a decrease of \$9,250,000 below the budget request.

The Committee recommendation includes the following funding levels for Research, Engineering, and Development programs.

Program	FY 2016 Request	FY 2016 House
Fire Research & Safety	\$6,643,000	\$6,000,000
Propulsion & Fuel Systems	3,034,000	2,500,000
Advanced Materials/Structural Safety	3,625,000	3,000,000
Aircraft Icing/Digital System Safety	6,920,000	6,000,000
Continued Air Worthiness	8,987,000	8,987,000
Aircraft Catastrophic Failure Prevention Research	1,433,000	1,433,000
Flightdeck/Maintenance/System Integration Human Factors	9,947,000	6,802,000
Safety System Management	6,063,000	6,063,000
Air Traffic Control/Technical Operations Human Factors	5,995,000	5,410,000
Aeromedical Research	10,255,000	8,467,000
Weather Research	18,253,000	15,388,000
Unmanned Aircraft Systems Research	9,635,000	12,635,000
NextGen—Alternative Fuels for General Aviation	5,833,000	7,000,000
Total Safety	96,623,000	89,685,000
NextGen—Wake Turbulence	8,680,000	8,680,000
NextGen—Air Ground Integration	8,875,000	8,875,000
NextGen—Weather Technology in the Cockpit	4,116,000	4,116,000
Commercial Space (in FY 15 buried in NextGen Air Ground Integration per FY 14 congressional language)	3,000,000	1,000,000
Total Economic Competitiveness	24,671,000	22,671,000
Environment & Energy	15,061,000	15,061,000
NextGen Environmental Research—Aircraft Technologies, Fuels and Metrics	23,823,000	23,823,000
Environmental Sustainability	38,884,000	38,884,000
System Planning and Resource Management	2,377,000	2,100,000
WJHTC Lab Facilities	3,445,000	3,410,000
Mission Support	5,822,000	5,510,000
Total	166,000,000	156,750,000

Unmanned aircraft systems research.—The FAA has established six UAS test sites, which are expected to provide valuable information for developing the regulatory framework for UAS integration. However, the FAA will need to ensure it develops a comprehensive plan to identify research priorities, including how data from test site operations will be gathered, analyzed, and used. The Committee recognizes these challenges and provides \$12,635,000 for Unmanned Aircraft Systems Research, which is \$3,000,000 above the budget request. These additional funds are provided to help meet the FAA’s UAS research goals of system safety and data gathering, aircraft certification, command and control link challenges, control station layout and certification, sense and avoid, and environmental impacts.

NextGen-alternative fuels for general aviation.—The Committee provides \$7,000,000 for alternative fuels research for general aviation, which is \$1,000,000 above the fiscal year 2015 enacted level

and \$1,167,000 above the budget request. During the complex transition of the general aviation piston fleet to an unleaded fuel, an increase in funding above last year is merited to move from research to a phase focused on coordinating and facilitating the fleet-wide evaluation, certification and deployment of an unleaded fuel and to help overcome any market issues that prevent it from moving forward. The Committee recognizes this is a multi-year effort and looks forward to updates on the continued progress on this initiative as it effectively balances environmental improvement with aviation safety, technical challenges, and economic impact.

NextGen environmental research—aircraft technologies, fuels and metrics.—The Committee provides \$23,823,000 for the FAA’s NextGen environmental research aircraft technologies, fuels and metrics program, which is \$809,000 above the fiscal year 2015 enacted level and the same as the budget request. In addition, the Committee continues to support the FAA’s continuous, lower energy emissions, and noise program (CLEEN). The CLEEN program has helped to advance the research and development of advanced engine and airframe technologies that conserve more fuel and produce fewer emissions than current technologies.

GRANTS-IN-AID FOR AIRPORTS
(LIMITATION ON OBLIGATIONS)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2015	\$3,200,000,000	\$3,350,000,000
Budget request, fiscal year 2016	3,500,000,000	2,900,000,000
Recommended in the bill	3,600,000,000	3,350,000,000
Bill compared to:		
Appropriation, fiscal year 2015	+400,000,000	— — —
Budget request, fiscal year 2016	+100,000,000	+450,000,000

The bill includes a liquidating cash appropriation of \$3,600,000,000 for grants-in-aid for airports, authorized by the Airport and Airway Improvement Act of 1982, as amended, which is \$400,000,000 above the fiscal year 2015 level and \$100,000,000 above the budget request. This funding provides for liquidation of obligations incurred pursuant to contract authority and annual limitations on obligations for grants-in-aid for airport planning and development, noise compatibility and planning, the military airport program, reliever airports, airport program administration, and other authorized activities.

LIMITATION ON OBLIGATIONS

The bill includes a limitation on obligations of \$3,350,000,000 for fiscal year 2016, which is the same as the fiscal year 2015 enacted level and \$450,000,000 above the budget request.

The Committee understands that current FAA regulations requiring commercial space launch providers to clearly obtain insurance to cover property damage in the event of an accident fail to address the status of state and local property. With the rapid growth in the number of state spaceports over the last decade as well as anticipated growth over the next several years, the Committee believes the FAA should update regulations for those devel-

opments involving Federal property assigned to a State government, particularly those developments located at Federal ranges, the State government should qualify as a contractor or Government Launch Participant with the right to make claims under 14 C.F.R. 440.9(d).

ADMINISTRATION AND RESEARCH PROGRAMS

Airport administrative expenses.—Within the overall obligation limitation, the bill includes \$107,100,000 for the administration of the airports program by the FAA. This funding level is the same as the fiscal year 2015 enacted level and the budget request.

Airport cooperative research program (ACRP).—The recommendation includes \$15,000,000 which is the same as the fiscal year 2015 enacted level and the budget request. The ACRP was established through Section 712 of the Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176) to identify shared problem areas facing airports that can be solved through applied research but are not adequately addressed by existing Federal research programs.

Airport technology research.—The recommendation includes a minimum of \$31,000,000 for the FAA’s airport technology research program which is \$1,250,000 above the enacted level and the same as the budget request. The funds provided for this program are utilized to conduct research in the areas of airport pavement; airport marking and lighting; airport rescue and firefighting; airport planning and design; wildlife hazard mitigation; and visual guidance.

BILL LANGUAGE

Runway incursion prevention systems and devices.—Consistent with prior year appropriations Acts, the bill allows funds under this limitation to be used for airports to procure and install runway incursion prevention systems and devices.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110. The Committee retains a provision limiting the number of technical work years at the Center for Advanced Aviation Systems Development to 600 in fiscal year 2016.

Section 111. The Committee retains a provision prohibiting 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. The Committee continues a provision allowing reimbursement for fees collected and credited under 49 U.S.C. 45303.

Section 113. The Committee retains a provision allowing reimbursement of funds for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114. The Committee retains a provision prohibiting the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday.

Section 115. The Committee retains a provision prohibiting FAA from using funds to purchase store gift cards or gift certificates through a government-issued credit card.

Section 116. The Committee includes a provision that requires approval from the Deputy Assistant Secretary for Administration of the Department of Transportation for retention bonuses for any FAA employee.

Section 117. The Committee includes a provision that 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. The Committee includes a provision that limits the number of FAA political appointees to 9.

Section 119. The Committee includes a provision that prohibits funds for any increase in fees for navigational products until the FAA has reported a justification for such fees to the Committees on Appropriations.

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

Section 119B. The Committee includes a provision prohibiting funds to change weight restrictions or prior permission rules at Teterboro Airport in Teterboro, New Jersey.

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. Funding is provided by contract authority, while program levels are established by annual limitations on obligations, as set forth in appropriations Acts.

AUTHORIZATION FOR FISCAL YEAR 2016

At this time, it remains unclear what authorization law (or laws) will be effective during fiscal year 2016. Therefore, the Committee must recommend appropriations for programs without authorization and the Committee's recommendations for FHWA are contingent upon reauthorization.

The Committee therefore provides only minimal bill language that sets the overall FHWA obligation limitation for fiscal year 2016, contingent upon authorization. It is the Committee's intention that appropriations made by this bill will be wholly contingent on a reauthorization of the highway program and will be distributed only in accordance with the new authorization law.

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

Appropriation, fiscal year 2015 ¹	\$426,100,000
Budget request, fiscal year 2016	442,248,000
Recommended in the bill	429,348,000
Bill compared with:	
Appropriation, fiscal year 2015	+3,248,000
Budget request, fiscal year 2016	– 12,900,000

¹ Does not include \$3,248,000 transferred to the Appalachian Regional Commission.

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 \$429,348,000 including \$3,248,000 transferred to the Appalachian Regional Commission (ARC). After accounting for \$3,248,000 transferred to ARC in fiscal year 2015, the recommendation is the same as the enacted level. The recommendation is \$12,900,000 below the budget request.

Adequate oversight.—The Committee believes that FHWA must carefully balance mission priorities with oversight responsibilities when exercising discretion over budgetary resources. The agency requires adequate administrative funding to maintain its leadership and oversight role. Without qualified staff and necessary operational investments, FHWA will not be able to maintain the many functions critical to supporting its state and local partners in the delivery of a safe and efficient transportation network. Recent hiring freezes and delays in key information technology investments threaten to undermine FHWA's ability to administer core Federal-aid highway and highway safety programs. The Committee directs the Department to allocate contract authority adequate to support the Committee's recommendation for administrative expenses and the Appalachian Regional Commission.

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

[In thousands of dollars]

Program	Fiscal year 2015 enacted	Fiscal year 2016 request ¹	Recommended in the bill
Federal-aid highways (obligation limitation)	40,256,000	50,568,248	40,256,000
Exempt contract authority	739,000	739,000	739,000
Total program level	40,995,000	51,307,248	40,995,000

¹ Includes \$500,000,000 requested for a new program called Fixing and Accelerating Surface Transportation.

The federal-aid highways program is designed to aid in the development, operations, and management of an intermodal transportation system that is economically efficient and environmentally

sound, to provide the foundation for the nation to compete in the global economy, and to move people and goods safely.

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.

Programs included within the federal-aid highways program are financed from the highway trust fund. The federal-aid highways program is funded by contract authority, and liquidating cash appropriations are subsequently provided to fund outlays resulting from obligations incurred under contract authority. 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.

Because the structure of the federal-aid highways program for fiscal year 2016 is unknown at this time due to lack of authorizing legislation, the Committee includes no detailed summaries of particular programs.

COMMITTEE RECOMMENDATION

The Committee recommends a total program level of \$40,995,000,000 for the activities of FHWA in fiscal year 2016, contingent upon reauthorization. This amount is the same as fiscal year 2015 and \$10,312,248,000 below the budget request. Included within the recommended amount is an obligation limitation of \$40,256,000,000 and \$739,000,000 in contract authority that is exempt from the obligation limitation.

Railway-highway crossings.—The Committee directs the Secretary to encourage states to prioritize projects involving grade separation, with special emphasis on high-risk junctions involving rail and road traffic.

Comprehensive freight networks.—The safe and efficient transportation of freight across our nation is vital to our economy. Section 1115 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) required FHWA to establish a 27,000-mile primary freight network to help focus resources to improve the movement of freight. DOT's proposed freight network includes gaps particularly with regard to the connections to international land ports of entry. DOT has indicated that a 41,000-mile network would be more comprehensive and would result in a connected and multimodal freight network system. The Committee encourages the authorizing committees of jurisdiction to consider expanding the freight network system in the upcoming surface transportation reauthorization bill. The Committee directs FHWA to work with the authorizing committees to identify a freight network that connects to high-volume land ports of entry.

Streamlining of environmental impact reviews.—The Committee continues to monitor FHWA efforts to carry out the provisions of MAP-21. The Committee recognizes the efforts by the Department to implement provisions designed to streamline environmental im-

pact review processes and encourages the Department to continue efforts to work cooperatively with other federal and state agencies. The Committee urges the Department to continue participating in the facilitation of environmental impact process improvements for regional and national transportation projects, and to coordinate with relevant federal agencies, state and local governments, and other public interest groups.

Marine highway infrastructure.—The Committee encourages FHWA to study the inclusion of marine highway infrastructure projects, such as the design and construction of innovative barge designs and adaptable port terminal infrastructure, within the surface transportation program or national highway performance program, and what impact such projects would have on the Department's goals for those programs.

Technology and innovation deployment program.—The Committee supports the technology and innovation deployment program's efforts to improve the safety, efficiency, reliability, and performance of the nation's transportation infrastructure. The Committee also notes the growing need to accelerate the adoption of proven practices, technologies, and materials that lead to faster construction, such as the use of carbon fiber composite materials in bridge replacement and rehabilitation. The Committee encourages FHWA to continue to support these innovative technologies.

Other technologies such as GIS-based asset management practices on a cloud-based platform can help improve and optimize traffic through real-time traffic information, advanced structural monitoring of key assets, electrochemical-based fatigue crack growth detection, map-based identification of assets and construction plans, and regional and corridor-based truck traffic routing. These technologies, when applied as part of a comprehensive asset management plan, can save money, extend service life, and support risk-informed prioritization of capital expenditures. The Committee encourages the Department to use funds authorized under 503(c) of title 23, United States Code, for the demonstration and deployment of innovative asset management technologies.

Accelerated bridge construction.—According to FHWA, nearly one fourth of the nation's bridges require repair, rehabilitation, or replacement, or are not designed to current standards. On-site construction can lead to significantly decreased mobility and safety. To help reduce these impacts, and produce long-lasting bridges, the Committee encourages the Department to have one of the TIER-1 University Transportation Centers focus on accelerated bridge construction.

Transportation infrastructure finance and innovation act program.—The Committee notes the significant role of Transportation Infrastructure Finance and Innovation Act credit assistance in expanding the capacity of the federal-aid highways program to deliver projects. The Committee encourages FHWA to fully obligate amounts available for credit assistance, and to complete new credit agreements with eligible project sponsors in a timely manner.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2015	\$40,995,000,000
Budget request, fiscal year 2016 ¹	51,307,248,000
Recommended in the bill	40,995,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 10,312,248,000

¹Includes \$500,000,000 requested for a new program called Fixing and Accelerating Surface Transportation.

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of \$40,995,000,000, which is the same as fiscal year 2015 enacted and \$10,312,248,000 below the budget request. This is the amount required to pay the outstanding obligations of the highway program at levels provided in this Act and prior appropriations Acts.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120. The Committee continues a provision that distributes obligation authority among federal-aid highway programs. The provision has been updated to be consistent with changes to the underlying authorizing statute and is contingent on reauthorization.

Section 121. The Committee continues a provision that credits funds received by the Bureau of Transportation Statistics to the federal-aid highways account.

Section 122. The Committee continues a provision that provides requirements for any waiver of the Buy America Act.

Section 123. The Committee continues a provision that requires congressional notification before the Department provides credit assistance under the TIFIA program.

Section 124. The Committee adds a provision that aligns certain federal and state truck weight requirements in the State of Idaho.

Section 125. The Committee adds a provision that modifies certain federal truck trailer length requirements.

Section 126. The Committee adds a provision that includes the State of Kansas under an agricultural exemption from federal truck trailer length requirements.

Section 127. The Committee adds a provision that increases the set-aside for highway-railroad grade crossings.

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 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 car-

rier safety and hazardous materials regulations for all commercial vehicles entering the United States along its southern and northern borders.

AUTHORIZATION FOR FISCAL YEAR 2016

It remains unclear what authorization law (or laws) will be effective during fiscal year 2016. Therefore, the Committee must recommend appropriations for programs without authorization and the Committee's recommendations for FMCSA are contingent upon reauthorization.

It is the Committee's intention that appropriations made by this bill will be wholly contingent on reauthorization and will be distributed only in accordance with the new authorization law.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of Contract Authorization	Limitation on Obligations
Appropriation, fiscal year 2015	\$271,000,000	(\$271,000,000)
Budget request, fiscal year 2016	329,180,000	(329,180,000)
Recommended in the bill	259,000,000	(259,000,000)
Bill compared with:		
Appropriation, fiscal year 2015	– 12,000,000	(– 12,000,000)
Budget request, fiscal year 2016	– 70,180,000	(– 70,180,000)

This limitation controls FMCSA 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, and Accountability Program, regulation and enforcement of freight transport, and federal safety enforcement at the U.S. borders. These resources also fund regulatory development and implementation, information management, research and technology, grants to States and local partners, safety education and outreach, and the safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends \$259,000,000 in liquidating cash for motor carrier safety operations and programs. The Committee also recommends limiting obligations from the highway trust fund to \$259,000,000 for motor carrier safety operations and programs in fiscal year 2016. These levels, which are contingent upon reauthorization, are \$12,000,000 below fiscal year 2015 and \$70,180,000 below the budget request.

Within the amounts provided for operations and programs, the Committee recommends \$1,000,000 for commercial motor vehicle operator grants, which provide commercial motor vehicle operators with critical safety training. This amount, which is contingent upon reauthorization, is \$1,300,000 below fiscal year 2015 and

\$1,000,000 above the budget request. These funds are not moved into the Motor Carrier Safety Grants account as requested.

The Committee continues bill language specifying funding amounts for the research and technology program and for information management, and making those amounts available until September 30, 2018.

Commercial driver license tests.—New drivers must obtain a commercial driver license (CDL) in order to begin work as a commercial vehicle operator but in some states CDL applicants are unnecessarily forced to wait up to 45 days to take their skills test. The Committee is concerned that these CDL testing delays are causing many qualified drivers to endure an unnecessarily long wait to be eligible for employment. The Committee directs FMCSA to consider steps it can take to ensure that qualified drivers are able to promptly enter the workforce. The Committee urges FMCSA to work with states to lower skills testing wait times to no more than seven days. The Committee encourages FMCSA to inform states with current delay times of more than seven days of the availability of third-party testers including schools, carriers, or other approved contractors that administer CDL skills tests. Anecdotal evidence indicates that states currently using the full range of testing options, including third-party testing, often have more reasonable wait times.

Advanced safety technologies.—The Committee supports the use of safety features on all motor vehicles and is concerned about the need for commercial operators to receive exemptions every two years from regulations that have not been updated for advances in safety technology such as lane departure warning and autonomous emergency braking. The need to renew these exemptions is unnecessarily burdensome for industry and creates uncertainty for both manufacturers and drivers. The Committee believes these exemptions could be revised to be without ending dates until such time as FMCSA determines a reason for revocation. This would allow FMCSA to continue its review of these safety matters without imposing unnecessary costs and uncertainty on the industry.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of Contract Authorization	Limitation on Obligations
Appropriation, fiscal year 2015	\$313,000,000	(\$313,000,000)
Budget request, fiscal year 2016	339,343,000	(339,343,000)
Recommended in the bill	313,000,000	(313,000,000)
Bill compared with:		
Appropriation, fiscal year 2015	— — —	— — —
Budget request, fiscal year 2016	— 26,343,000	(— 26,343,000)

FMCSA's motor carrier safety 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 safety

enforcement at the U.S. borders, improvement of state commercial driver's license oversight activities, and improvements in linking states' motor vehicle registration systems and carrier safety data.

COMMITTEE RECOMMENDATION

The Committee recommends \$313,000,000 in liquidating cash for this program, as well as a \$313,000,000 limitation on obligations, in fiscal year 2016. These levels, which are contingent upon reauthorization, are the same as fiscal year 2015 enacted and \$26,343,000 below the budget request.

The Committee recommends the following obligation limitations for grants funded under this account:

Motor carrier safety assistance program	(\$218,000,000)
Commercial driver's license program improvement grants	(30,000,000)
Border enforcement grants program	(32,000,000)
Performance and registration information system management grants	(5,000,000)
Commercial vehicle information systems and networks deployment program	(25,000,000)
Safety data improvement grants	(3,000,000)

New entrant audits.—Of the funds made available for the motor carrier safety assistance program, the Committee recommends \$32,000,000 for audits of new entrant motor carriers, which is the same as fiscal year 2015.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130. The Committee continues language subjecting the funds appropriated in this Act to the terms and conditions included in prior appropriations Acts regarding Mexico-domiciled motor carriers.

Section 131. The Committee continues language that requires FMCSA to send notice of 49 CFR section 385.308 violations by certified mail, registered mail, or some other manner of delivery which records receipt of the notice by the persons responsible for the violations.

Section 132. The Committee continues with modification language to suspend enforcement of the restart provisions of the hours of service regulation that went into effect on July 1, 2013 unless the Secretary and the Department of Transportation Inspector General determine that a mandated study has met statutory requirements and that the results of such study demonstrate improvements across all outcomes.

Section 133. The Committee continues language that prohibits funds from being used to deny an application to renew a hazardous materials safety permit unless a carrier has the opportunity to present its own corrective actions and the Secretary determines such actions are insufficient.

Section 134. The Committee adds language that prohibits funds from being used to issue regulations that increase levels of minimum financial responsibility for motor carriers.

Section 135. The Committee adds language that prohibits funds from being used for a wireless roadside inspection program until

180 days after the Secretary makes specific certifications to the House and Senate Committees on Appropriations.

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 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.

AUTHORIZATION FOR FISCAL YEAR 2016

At this time, it remains unclear what authorization law (or laws) will be effective during fiscal year 2016. Therefore, the Committee must recommend appropriations for programs without authorization and the Committee's recommendations for NHTSA are contingent upon reauthorization.

It is the Committee's intention that appropriations made by this bill will be wholly contingent on reauthorization and will be distributed only in accordance with the new authorization law.

COMMITTEE RECOMMENDATION

The Committee recommends \$836,500,000, which is \$6,500,000 above fiscal year 2015 and \$71,500,000 below the budget request.

The following table summarizes the Committee's recommendations:

	2015 enacted	2016 request	Committee recommendation
Operations and research (general fund and highway trust fund)	\$268,500,000	\$331,000,000	\$275,000,000
Highway traffic safety grants (highway trust fund)	561,500,000	577,000,000	561,500,000
Total	830,000,000	908,000,000	836,500,000

The Committee recommends funding levels that provide NHTSA with sufficient resources to continue its critical work improving the safety of passenger travel on the nation's highway system.

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

	(General fund) ¹	(Highway trust fund)	Total
Appropriation, fiscal year 2015	\$130,000,000	\$138,500,000	\$268,500,000
Budget request, fiscal year 2016	179,000,000	152,000,000	331,000,000
Recommended in the bill	150,000,000	125,000,000	275,000,000
Bill compared to:			
Appropriation, fiscal year 2015	+20,000,000	— 13,500,000	+6,500,000
Budget request, fiscal year 2016	— 29,000,000	— 27,000,000	— 56,000,000

¹ For comparison purposes, the table does not reflect the budget proposal to fund all of NHTSA's Operations and Research activities with mandatory budget authority.

The operations and research appropriations support research, demonstrations, technical assistance, and national leadership for highway safety 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. These programs address alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, traffic safety evaluations, motorcycle safety, pedestrian and bicycle safety, pupil transportation, distracted and drowsy driving, young and older driver safety programs, and development of improved accident investigation procedures.

COMMITTEE RECOMMENDATION

The Committee recommends \$275,000,000, which is \$6,500,000 above fiscal year 2015 enacted and \$56,000,000 below the budget request. Of this total, \$150,000,000 is from the general fund for operations and vehicle safety research, and \$125,000,000 is from the highway trust fund for operations and behavioral highway safety research. The Committee rejects the request to fund vehicle safety activities out of the highway trust fund rather than the general fund. The recommendation includes a \$2,000,000 increase for the new car assessment program, a \$5,000,000 increase for safety defects investigation, a \$3,000,000 increase for crash avoidance, and a \$4,100,000 increase for vehicle electronics and emerging technologies.

Highway-rail grade crossing safety.—NHTSA has vast experience in addressing driver behaviors that threaten highway safety. Highway-rail grade crossings pose a major risk to highway safety and are an ongoing challenge for the safety community. Eliminating the most hazardous grade crossings will help reduce the risk to automobile and train passengers. The Committee urges NHTSA to work with states to target resources toward the most hazardous crossings. Additionally, increased public awareness will help educate drivers on the dangers of entering active highway-rail grade crossings. Therefore, the Committee provides \$6,500,000 for NHTSA to develop a high visibility enforcement paid-media campaign in the area of highway-rail grade crossing safety. The Committee directs

NHTSA to coordinate these resources with the media on other highway safety campaigns, and to work collaboratively with the Federal Railroad Administration on the campaign's message development.

Emerging technology research.—As vehicle safety features continue to advance, it is imperative that NHTSA have a clear understanding of various new technologies and implications for cybersecurity. Understanding how these advances are evolving and converging will ensure that consumers, regulators, and safety advocates are best able to navigate and implement these technologies. To forward this understanding, the Committee recommendation funds amounts requested for vehicle electronics and emerging technology research, and amounts requested for crash avoidance.

Drug-impaired driving.—The Committee is concerned that incidents of impaired driving are rising, especially as states consider measures to decriminalize marijuana. A 2015 GAO report on drug-impaired driving found that NHTSA's public awareness programs do not explicitly include information on the dangers of drug-impaired driving and that a reliance on terms like "sober" and "drunk" in campaign slogans excludes the dangers of driving after consuming drugs like marijuana. GAO also found that state officials cite a need for public education more explicitly focused on drugged driving, particularly on impairment due to marijuana, prescription drugs, and over-the-counter medications. GAO recommends that NHTSA identify specific actions that the agency can take, in addition to its currently planned efforts, to support state efforts to increase public awareness of drug-impaired driving. The Committee directs NHTSA to follow GAO's recommendation. NHTSA shall deliver a plan to the House and Senate Committees on Appropriations within 90 days of enactment that identifies and details these additional actions and provides a schedule of when and how they will be implemented.

Distracted driving research alternatives.—NHTSA continues to conduct and rely on diverse research methodologies, including laboratory, simulator, test track, and naturalistic studies to understand and address the complex nature of distracted driving. NHTSA has a long history of using laboratory, simulator and test track methodologies as evidenced by 19 studies the agency has conducted over the past 12 years and has recently added naturalistic studies to expand its understanding of distracted driving. The Committee encourages NHTSA to continue conducting and using diverse methodologies in the agency's efforts to address this challenging and risky driving behavior.

Plastics and polymer-based composite materials.—The Committee recognizes the importance that plastics and polymer-based composite materials play in reducing vehicle weight and improving fuel economy. They provide vehicle manufacturers with innovative tools to reduce fuel consumption and, by association, vehicle emissions. As manufacturers plan for future fleets, composite materials offer benefits for meeting new targets established under federal fuel efficiency standards. The Committee recognizes that composite manufacturing is a new and growing industry and encourages NHTSA to work with industry partners to accelerate the advancement of the state of the art for computer modeling of advanced plastic and

polymer composites. This includes testing and evaluation techniques as well as validation of polymer-based composite safety performance in structural applications for the automotive industry. NHTSA should help facilitate cooperation between DOT, the Department of Energy, and industry stakeholders for the development of safe, light-weight automotive designs.

Vehicle safety and fuel economy rulemaking and research priority plan.—The Committee commends NHTSA for its effort to keep the public abreast of its long term plans for ensuring motor vehicle safety. Documents such as the NHTSA Vehicle Safety and Fuel Economy Rulemaking and Research Priority Plan 2011–2013 published in 2011 provide researchers, manufacturers, and consumers with a road map and timeline of how the agency plans to proceed with specific reforms. The Committee encourages NHTSA to re-engage the public through biennial updates of the priority plan in an effort to ensure that all stakeholders are prepared for actions being considered.

Child vehicle heatstroke prevention.—The Committee commends NHTSA for its work to educate the public on the dangers involving heatstroke in young children. These efforts have raised awareness and resulted in changes in behavior by parents and others. In order to sustain this progress, the Committee urges NHTSA to continue its prevention campaign including engagement with stakeholders. The Committee further urges NHTSA to focus on those states that experience the most child deaths per capita, and to utilize existing communications platforms, such as dynamic highway message signs, to enhance ongoing awareness programs during the hot weather season.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2015	\$561,500,000	(\$561,500,000)
Budget request, fiscal year 2016	577,000,000	(577,000,000)
Recommended in the bill	561,500,000	(561,500,000)
Bill compared with:		
Appropriation, fiscal year 2015	— — —	(— — —)
Budget request, fiscal year 2016	– 15,500,000	(– 15,500,000)

The highway traffic safety state grant programs authorized under MAP–21 include: highway safety programs, national priority safety programs, and the high visibility enforcement program.

These grant programs provide resources to states for highway safety programs that are data-driven and that meet states’ most pressing highway safety problems. They are a critical asset in reducing highway traffic fatalities and injuries.

COMMITTEE RECOMMENDATION

The Committee recommends \$561,500,000 in liquidating cash from the highway trust fund to pay outstanding obligations of the

highway 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 2016 for the highway traffic safety grants programs to \$561,500,000. These levels are the same as fiscal year 2015 enacted and \$15,500,000 below the budget request. The recommendation includes \$5,574,000 for in-vehicle alcohol detection device research.

The Committee recommends the following funding allocations for grant programs:

Highway safety programs	(\$235,000,000)
National priority safety programs	(272,000,000)
High visibility enforcement program	(29,000,000)
Administrative expenses	(25,500,000)

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Section 140. The Committee continues a provision that provides limited funding for travel and related expenses associated with state management reviews and highway safety core competency development training.

Section 141. The Committee continues a provision that exempts from the current fiscal year's obligation limitation any obligation authority that was made available in previous public laws.

Section 142. The Committee continues a provision that prohibits funding for the national highway safety advisory committee.

Section 143. The Committee continues a provision that prohibits funding for NHTSA's national roadside survey.

Section 144. The Committee continues a provision that 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.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration (FRA) was established by the Department of Transportation Act, on October 15, 1966. The 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. railroad system consists of over 650 railroads with 200,000 freight employees, 171,000 miles of track, and 1.35 million freight cars. In addition, the FRA continues to oversee grants to the National Railroad Passenger Corporation (Amtrak) with the goal of assisting Amtrak with improvements to its passenger service and physical infrastructure.

SAFETY AND OPERATIONS

Appropriation, fiscal year 2015	\$186,870,000
Budget request, fiscal year 2016	203,800,000
Recommended in the bill	186,870,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 16,930,000

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 costs related to FRA staff and programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$186,870,000 for safety and operations, which is equal to the fiscal year 2015 enacted level and \$16,930,000 below the budget request. Of the amount provided under this heading, \$15,400,000 is available until expended. Funding includes \$1,060,000 to hire 16 new grade crossing managers and \$265,000 to hire four trespass prevention managers.

FRA hiring and vacancies.—Retaining employees and filling vacant positions has been an on-going challenge for FRA. On September 25, 2014, FRA finalized its Strategic Human Capital Plan, a document that includes strategies to recruit, retain, and align personnel with a changing environment. FRA has employed new strategies and appears to be making some progress in filling positions. However, as of April 10, 2015, the agency had 99 vacancies, a total of 11 percent of the agency's 933 authorized positions. More than half of the vacancies (56) are in the office of railroad safety, and the overwhelming majority of those (43) are safety inspectors. The Committee directs FRA to provide the House and Senate Committees on Appropriation with comprehensive hiring and vacancy reports on a quarterly basis.

Grade crossing safety.—According to FRA, from fiscal year 2013 to 2014, the number of collisions at highway-railroad grade crossings increased by 12 percent and the number of fatalities remained a constant 249. However, on a calendar year basis, the number of fatalities increased by more than 15 percent. Since the beginning of this year, three tragic collisions in New York, North Carolina and California resulted in 7 fatalities and dozens of injuries. Rail grade crossing safety is a multi-modal safety challenge for the Department of Transportation. The Committee notes that the Acting FRA Administrator has reached out to law enforcement officials to increase awareness of the dangers at highway-railroad grade crossings and to urge additional oversight at crossings that present the highest risk. The Committee directs the FRA to require each State to develop and implement a State grade crossing action plan, which identifies specific solutions to improve safety at high risk crossings. In addition, the Committee directs FRA to require completion of plans no later than 18 months after enactment of this Act and to make each plan publicly available on its website. Further, FRA should collaborate with the National Highway Traffic Safety Administration on efforts to increase public awareness of the dangers at highway-railroad grade crossings and with the Federal Highway Administration to urge States to utilize highway safety improvement program funds to eliminate the grade crossings that pose the greatest risk.

Congestion at international rail crossings.—Last year, the Committee directed the Government Accountability Office (GAO) to conduct an assessment of the best practices to reduce rail border crossing times and associated street blockage on the United States side of the border. The Committee understands GAO's review will examine the impact of reduced staff changing times, pre-clearance options for train operators on either side of the border, and train op-

erator locations. GAO has commenced its review and the Committee looks forward to the final report and findings.

Passenger Rail between Mexico & United States.—The Committee understands that standards or protocols for passenger rail between the United States and Mexico do not currently exist. The Committee encourages FRA to work with all relevant state and Federal agencies and their Mexican counterparts to study what standards and protocols are needed to facilitate a passenger and freight rail line between the United States and Mexico, in Texas, and other international land crossings.

Transportation of crude oil by rail.—There have been three accidents involving crude oil shipments since the beginning of 2015, occurring in West Virginia, Illinois, and North Dakota. On April 17, 2015, the FRA Acting Administrator, in coordination with the Pipeline and Hazardous Material Safety Administration, announced a package of targeted actions to address some of the issues identified in recent crude oil and ethanol train accidents. It issued a new emergency order limiting trains carrying large amounts of class 3 flammable liquid through highly populated areas to 40 mph in High Threat Urban Areas. In addition, it issued a safety advisory that strengthened brake and mechanical inspections on trains transporting large quantities of flammable liquids, and directed the industry to decrease the threshold for wayside detectors that measure wheel impacts. Another safety advisory directed that information about the train and its cargo immediately be available for use by emergency responders and Federal investigators. In addition, on May 1, 2015 DOT announced a final and comprehensive rule aimed at improving the safe transport of high hazard flammable liquids.

Positive train control (PTC).—Section 104 of the Rail Safety Improvement Act (RSIA) of 2008 required specified freight and passenger railroads to deploy positive train control systems by December 31, 2015, on regularly scheduled passenger commuter lines and lines that carry poisonous or toxic-inhalation-hazard materials. During the Committee's March 25, 2015 hearing on FRA's fiscal year 2016 budget request, FRA's Acting Administrator acknowledged that full system build-out of PTC will not occur by the deadline. The Committee notes that the authorizing committees of jurisdiction are considering legislation that could address some of the issues associated with the PTC deadline. Full implementation of PTC will enhance the safety and efficiency of railroad operations; therefore, the Committee urges affected railroads to move aggressively to implement this important technology. The Committee directs FRA to provide progress updates on railroads' PTC implementation.

Multi-state planning.—The Committee urges the FRA to engage stakeholders in the southeastern region of the United States to develop a multi-state planning process for improving the intercity passenger rail network. The Committee directs FRA to provide an update on this effort to the House and Senate Appropriations Committees within 180 days of enactment.

State-supported passenger rail.—Section 209 of the Passenger Rail Improvement and Investment Act (PRIIA) required Amtrak and affected states to develop and implement a standardized methodology for establishing and allocating operating and capital costs

for State-supported Amtrak routes. As states and Amtrak progress in implementation of the section 209 cost-allocation methodology, the Committee urges FRA to provide the Section 209 Working Group appropriate technical and operational assistance.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2015	\$39,100,000
Budget request, fiscal year 2016	39,250,000
Recommended in the bill	39,100,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 150,000

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 recommends an appropriation of \$39,100,000 for railroad research and development, which is \$150,000 below the fiscal year 2016 budget request and equal to the fiscal year 2015 enacted level.

The funding level includes \$2,000,000 to improve safety practices and safety training for Class II and Class III freight railroads. This supports FRA's initiative to partner with short-line and regional railroads to build a stronger, sustainable safety culture in this segment of the rail industry. The initiative will support safety compliance assessments and training on short lines that transport crude oil.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Railroad Rehabilitation and Improvement Financing (RRIF) program was established by Public Law 109-178 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. No federal appropriation is required to implement the program, because a non-federal partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium.

The Committee maintains bill language specifying that no new direct loans or loan guarantee commitments may be made using federal funds for the payment of any credit premium amount during fiscal year 2016.

RAIL SERVICE IMPROVEMENT PROGRAM

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	\$2,325,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 2,325,000,000

¹The Administration's budget requested \$2,325,000,000 in mandatory spending from the Highway Trust Fund for a new rail service improvement program.

The FRA budget documents include a new rail service improvement program. The program is a new, unauthorized program.

COMMITTEE RECOMMENDATION

The Committee recommends no funding for the rail service improvement program in fiscal year 2016. The recommendation is the same as the fiscal year 2015 enacted level, and \$2,325,000,000 below the budget request.

CURRENT PASSENGER RAIL SERVICE PROGRAM

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	¹ \$2,450,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	− 2,450,000,000

¹The Administration requested \$2,450,000,000 in mandatory spending from the Highway Trust Fund for a rail service improvement program, which includes funding for both capital and operating grants.

In fiscal year 2016, the FRA requested a new current passenger rail service program that replaces the National Passenger Rail program.

COMMITTEE RECOMMENDATION

The Committee recommends no funding for the current passenger rail service program in fiscal year 2016 instead; the Committee provides funds for this purpose under the heading, “Grants to the National Passenger Railroad Program”. The recommendation is the same as the fiscal year 2015 enacted level and \$2,450,000,000 below the budget request.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Amtrak operates trains over 20,000 miles of track owned by freight railroad carriers, and over about 654 miles of its own track, most of which is on the Northeast Corridor (NEC) from Washington, D.C., to Boston, Massachusetts. Amtrak operates both electrified trains, which can achieve speeds of up to 150 mph on the highest quality track on the NEC, and diesel locomotives, which currently can achieve speeds between 74–110 miles per hour.

Amtrak runs a deficit each year and requires a federal subsidy to cover both operating losses and capital investments. In the past, it was impossible to discern from Amtrak’s or FRA’s budget request or other publically available data, Federal funding required to operate Amtrak’s network by line of business. In fact, funding requests consistently exceeded operating losses by one-third. Amtrak is requesting funds in a clearer structure, by four lines of business. Amtrak budget request details revenues and expenses by each line of business. It is now transparent to Congress and the American taxpayers where Amtrak is using its Federal appropriations.

Congressional budget justification.—The Committee appreciates the level of detail in the fiscal year 2016 budget justifications and directs Amtrak to continue to submit justifications with a similar level of detail in all future budget years.

The Passenger Rail Reform and Investment Act of 2015 (PRRIA 2015).—The U.S. House of Representatives passed PRRIA 2015 by a 316:101 margin on March 4, 2015. The bill developed a new structure for Amtrak that delineated the funding for Amtrak into two lines of business: the Northeast Corridor Improvement Fund; and the National Network, which includes long-distance trains and state supported routes; and overhead. It also includes authorizations for national infrastructure investments, or capital projects. The Committee looks forward to the enactment of a final bill.

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, fiscal year 2015	¹ \$250,000,000
Budget request, fiscal year 2016	² 0
Recommended in the bill	³ 288,500,000
Bill compared with:	
Appropriation, fiscal year 2015	+38,500,000
Budget request, fiscal year 2016	— —

¹The Consolidated and Further Continuing Appropriations Act, 2015, allowed Amtrak to transfer up to \$50,000,000 if and to the extent that operating losses exceeded \$250,000,000. Amtrak's operating loss totaled \$289,600,000 in fiscal year 2015. A total of \$39,600,000 of capital funds were transferred to offset operating losses.

²FRA's budget request for Amtrak assumed a new structure for the Corporation. It requested \$2,450,000,000 for the Current Passenger Rail account, which includes both operating and capital funds for Amtrak.

³The appropriation allows transfers of up to \$20,000,000 if and to the extent that Amtrak's operating losses exceed \$288,500,000 in fiscal year 2016.

Northeast Corridor profits are expected to increase to \$366,800,000, an all-time high. However, losses on long-distance and state supported routes increased slightly and result in a total operating loss of \$288,500,000 for the Corporation, mainly due to losses on the long-distance routes. The Corporation expects to require \$1,100,000 fewer Federal dollars to subsidize the operation in fiscal year 2016 than it required in fiscal year 2015. The table below reflects the profitability, or lack thereof, of each of Amtrak's lines of business.

AMTRAK'S OPERATING PROFIT/(LOSS)

By Line of Business
FY 2011–FY 2016

Line of business	FY 2011	FY 2012	FY 2013 ¹	FY 2014	FY 2015 (Forecast)	FY 2016 (Request)
Northeast Corridor	\$255,000,000	\$283,000,000	\$289,600,000	\$286,300,000	\$356,900,000	\$366,800,000
State Corridors	(148,000,000)	(156,000,000)	(161,400,000)	(88,600,000)	(94,900,000)	(93,100,000)
Long Distance						
Routes	(554,000,000)	(558,000,000)	(587,000,000)	(614,700,000)	(628,400,000)	(639,200,000)
National Assets ...	1,000,000	69,000,000	100,400,000	77,000,000	76,900,000	76,900,000
Total Profit/(Loss)	(446,000,000)	(362,000,000)	(358,400,000)	(340,000,000)	(289,600,000)	(288,500,000)

¹The fiscal year 2013 figures include Hurricane Sandy impacts, which resulted in an operating loss of \$50,000,000.

COMMITTEE RECOMMENDATION

The Committee recommends \$288,500,000 for operating grants for Amtrak, equal to the amount of operating losses Amtrak expects to sustain in fiscal year 2016. This amount is \$38,500,000 above the fiscal year 2015 enacted appropriation; but \$1,100,000 less than the total operating subsidy after accounting for \$39,600,000 in capital funds transfers in fiscal year 2015. For fiscal year 2016, the Committee includes a provision allowing Amtrak to

transfer up to \$20,000,000 in capital funds to the extent that the corporation's operating losses exceed \$288,500,000.

Food, beverage and first class services.—Although Amtrak has consistently incurred losses on its food and beverage and first class service, the Corporation has developed a food and beverage plan that will end losses on food and beverage service in 2019. As the table below demonstrates, total food and beverage revenue has increased, and costs are fairly stable, resulting in some improvement in cost recovery. The Corporation continues to incur losses in this area, as expenses—particularly labor expenses—overwhelm revenues. In fiscal year 2016, Amtrak anticipates that losses will decrease to \$53,200,000, and cost recovery will increase to 74 percent.

AMTRAK'S FOOD AND BEVERAGE LOSSES AND COST RECOVERY

FISCAL YEAR 2011–FY 2016

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015 (Forecast)	FY 2016 (Forecast)
Revenue	\$121,500,000	\$132,900,000	\$134,400,000	\$138,600,000	\$143,900,000	\$153,100,000
Expenses	206,000,000	204,900,000	207,400,000	214,400,000	203,800,000	206,300,000
Loss	(84,600,000)	(72,000,000)	(73,000,000)	(75,800,000)	(59,900,000)	(53,200,000)
Cost Recovery	59%	65%	65%	65%	71%	74%

As the tables below indicate, the major contributor to food and beverage losses is labor costs. The average fully loaded hourly compensation for the nearly 1,300 food and beverage employees ranged from \$38.91 to \$50.46 in fiscal year 2015. Amtrak's last negotiated labor agreement expired in January 2015, and a new one is currently under negotiation.

The Committee notes that on March 26, 2015, Amtrak's president announced that the corporation will make changes to non-agreement retirement benefits, specifically pension and retiree medical plans, effective this summer. The new policy will not eliminate any benefits that employees have already accrued. Amtrak's press release stated that the Corporation is an outlier compared to its competitors and can no longer sustain the growing financial burden of its retirement benefits. Amtrak stated that after modification, retiree benefits will be more consistent with other companies in the industry and other for-profit companies. These changes will affect approximately 3,000 managers, or about 15 percent of the workforce. It will result in almost \$7,000,000 cash and \$150,000,000 non-cash (liability) savings in fiscal year 2016 and additional amounts in the outyears. The Committee applauds Amtrak for making these hard choices and encourages Amtrak to consider similar measures to save taxpayers funds.

FOOD AND BEVERAGE LOSSES BY ROUTE TYPE

FISCAL YEAR 2015 (FORECAST)

Routes	Revenues	Expenses			Profit/Loss	Cost Recovery
	Food and Beverage Revenue	On-Board Labor	Commissary	Total Direct Costs		
Northeast Corridor	\$44,500,000	\$14,400,000	\$19,400,000	\$33,800,000	\$10,700,000	131.6%
State-supported	27,300,000	17,400,000	16,000,000	33,400,000	(6,100,000)	81.7
Long-Distance	72,200,000	85,700,000	50,900,000	136,600,000	(64,400,000)	52.8

FISCAL YEAR 2015 (FORECAST)—Continued

Routes	Revenues	Expenses			Profit/Loss	Cost Recovery
	Food and Beverage Revenue	On-Board Labor	Commissary	Total Direct Costs		
Total	143,900,000	117,500,000	86,300,000	203,800,000	(59,900,000)	70.6

FOOD AND BEVERAGE LOSSES BY ROUTE TYPE

FISCAL YEAR 2016 (FORECAST)

Routes	Revenues	Expenses			Profit/Loss	Cost Recovery
	Food and Beverage Revenue	On-Board Labor	Commissary	Total Direct Costs		
Northeast Corridor	\$47,200,000	\$15,000,000	\$19,500,000	\$34,600,000	\$12,600,000	136.4%
State-supported	29,300,000	18,100,000	15,700,000	33,800,000	(4,500,000)	86.6
Long-Distance	76,600,000	87,300,000	50,600,000	137,900,000	(61,300,000)	55.1
Total	153,100,000	120,500,000	85,800,000	206,300,000	(53,200,000)	74.2

Long distance routes accounted for the majority of food and beverage losses. While the Northeast Corridor will fully cover its costs and make a profit, the long distance routes will incur a loss and only recover a little over half of its food and beverage costs.

Amtrak has implemented some efficiency improvements and continues to do so. Amtrak's OIG report dated October 31, 2013 stated that past actions resulted in limited efficiency gains because they were applied to the existing business model and were balanced by increased labor costs.

Amtrak Overtime.—Overtime expenses rose in calendar year 2014 to \$213,212,097, an increase of 14 percent above calendar year 2013. Overtime earned constituted nearly 17 percent of total wages for the corporation in calendar year 2014.

AMTRAK WAGES AND OVERTIME

AGREEMENT EMPLOYEES

Calendar Year 2011–Calendar Year 2014

	CY 2011	CY 2012	CY 2013	CY 2014
Straight time Wages	\$957,800,000	\$977,200,000	\$1,022,700,000	\$1,046,300,000
Overtime Wages	201,773,400	163,539,500	186,808,700	213,212,100
Total Wages	1,159,573,400	1,140,739,500	1,209,508,700	1,259,512,100
Overtime as a Percentage of Wage	17.4%	14.3%	15.4%	16.9%

The Committee has included a provision for four years that 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. As the table below shows, the number of employees that earned more than \$35,000 in overtime totaled 1,197, an increase of 17 percent above calendar year 2013. Amtrak overtime payments to those that exceeded \$35,000 per year totaled \$58,648,300, an increase of nearly 20 percent above 2013. According to the corporation, overtime for employees earning over \$35,000 per year increased because of the deterioration of on-time performance of many long-distance trains and vacancies and absences.

AMTRAK OVERTIME
OVERTIME EARNINGS EXCEEDING \$35,000 PER YEAR
 Calendar Year 2011–Calendar Year 2014

	CY 2011	CY 2012	CY 2013	CY 2014
Total Overtime Wages for employees that exceed \$35,000 per year	\$54,818,000	\$32,681,000	\$49,082,458	\$58,648,000
Number of Employees with Overtime Exceeding \$35,000 per year	1,123	703	1,022	1,197

To ensure the Corporation continues to make progress managing its personnel and focusing on overtime reduction, the Committee includes bill language consistent with prior years, that limits overtime to \$35,000 per employee, allows Amtrak’s president to waive this restriction for specific employees for safety or operational efficiency reasons, and requires notification to the House and Senate Committees on Appropriations quarterly regarding waivers granted. It also requires Amtrak to submit an annual report summarizing overtime payments incurred by the corporation for calendar year 2015 and the three prior years. The summary shall include total number of employees that received waivers, total overtime payments paid to employees receiving waivers for each month for 2015 and the prior three calendar years.

Reduced price fares.—The bill continues a provision that prohibits funding on routes where Amtrak is offering 50 percent or more off the normal, peak fare.

**CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION**

Appropriation, fiscal year 2015	\$1,140,000,000
Budget request, fiscal year 2016 ¹	— — —
Recommended in the bill	850,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 290,000,000
Budget request, fiscal year 2016	— — —

¹FRA’s budget request for Amtrak assumed a new structure for the Corporation. It requested \$2,450,000,000 for the Current Passenger Rail account, which includes both operating and capital funds for Amtrak.

COMMITTEE RECOMMENDATION

The Committee recommends \$850,000,000 for capital grants and debt service compliance with the Americans with Disabilities Act. The Committee’s recommendation is \$290,000,000 below the level enacted in fiscal year 2015.

Northeast Corridor Infrastructure and Operations Advisory Commission.—The Committee recommends up to \$3,000,000. The Committee directs the Northeast Corridor Infrastructure and Operations Advisory Commission to submit its fiscal year 2017 budget request to the Appropriations Committees in similar format and substance as those submitted by other executive agencies of the federal government.

Capital planning.—Amtrak OIG’s report dated September 27, 2013 found that Amtrak had significant weaknesses in its capital planning process, and did not consistently employ sound business practices. The report stated that Amtrak approved purchases without a needs assessment or without identifying how a project would

relate the financial and non-financial goals of the company. In the summer of 2014, Amtrak issued a corporate-wide policy for developing sound project proposals and improving business practices. The corporation has continued to strengthen that document. To ensure Amtrak continues to focus on sound financial practices, the Committee includes bill language requiring a business case analysis on capital investments that exceed \$10,000,000 in life cycle costs.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

Section 150. The Committee retains a provision which allows FRA to receive and use cash or spare parts to repair and replace damaged automated track inspection cars and equipment in connection with the automated track inspection program.

Section 151. The Committee continues a provision that limits overtime to \$35,000 per employee, allows Amtrak's president to waive this restriction for specific employees for safety or operational efficiency reasons, and requires notification to the House and Senate Committees on Appropriations within 30 days of granting such waivers. It also requires Amtrak to submit an annual report summarizing overtime payments incurred by the Corporation for calendar year 2015 and the prior three years. The summary shall include total number of employees that received waivers, total overtime payments paid to employees receiving waivers for each month for 2015 and the prior three calendar years.

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 Federal Transit Administration 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 the Federal Transit Administration is contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141) and extensions. Annual Appropriations Acts included annual limitations on obligations for the transit formula grants programs, and direct appropriations of budget authority from the General Fund of the Treasury for the FTA's administrative expenses, research programs, and capital investment grants. The transit programs authorized under MAP-21 expire on May 31, 2015.

ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2015	\$105,933,000
Budget request, fiscal year 2016	114,400,000
Recommended in the bill	102,933,000
Bill compared with:	
Appropriation, fiscal year 2015	– 3,000,000
Budget request, fiscal year 2016	– 11,467,000

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$102,933,000 for FTA's administrative expenses, a decrease of \$11,467,000 below the budget request and \$3,000,000 below the 2015 enacted level. Of the funds provided, up to \$4,000,000 is for authorized safety activities and not less than \$750,000 is for asset management activities. The Committee's recommendation provides these funds from the General Fund, as usual, and rejects the proposal to fund basic salaries and expenses from a trust fund.

Operating plans.—The Committee reiterates its direction from previous years which requires the FTA's operating plan to include a specific allocation of administrative expenses resources. 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, the Committee directs the 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 five percent from the initial operating plan submitted to the Committees for fiscal year 2016.

Budget justifications.—If the quality of the congressional budget justification documents was directly related to the funding recommendation of the Committee, FTA would be looking an administrative expenses level of \$100. However, that wouldn't allow for the timely release of formula funds and transit agencies across the country would suffer as a consequence, so the Committee is holding administrative expenses to near last year's funding level.

The Committee is open to considering increases, where appropriate, with careful and thoughtful justification provided by the agency. Asking for a 50 FTE increase with only one half-page chart comparing the number of staff against mythical program levels proposed in the budget is absurd. If FTA continues to seek additional staffing resources in fiscal year 2017, the budget justifications must improve.

The Committee continues the direction to FTA to submit future budget justifications in a format consistent with the instruction provided in House Report 109–153. FTA is free to submit a budget in alternate formats, but must also include the information required by the Committee. Further, consistent with the direction provided in Office of the Secretary—Transportation, FTA is di-

rected to justify each general provision proposed. If the budget proposes to drop or delete a general provision, the Department is directed to explain the change as well. FTA failed to comply fully with this very simple and basic requirement in the fiscal year 2016 budget documents. The Committee reminds FTA to provide this information.

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, 2016.

Transit security.—The Committee continues bill language prohibiting FTA from creating a permanent office of transit security.

Full funding grant agreements (FFGAs).—TEA-21 required that the 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 sixty days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the Committee directs the FTA to include the following: (1) a copy of the proposed full funding grant agreement; (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 2020; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; (5) an evaluation of whether the alternatives analysis made by the applicant fully assessed all viable alternatives; (6) a financial analysis of the project's cost and 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; (7) the source and security of all public- and private-sector financial instruments; (8) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (9) a listing of all planned contingencies and possible risks associated with the project.

The Committee continues the direction to FTA to inform the House and Senate Committees on Appropriations in writing thirty days before approving schedule, scope, or budget changes to any full funding grant agreement. Correspondence relating to changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the full funding grant agreement, 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 full funding grant agreement or that is within two years of a full funding grant agreement. Considering the scale of the proposed projects, the changes to the program in MAP-21 and any future authorization acts, and the massive growth in this account, the Committee finds monthly oversight reports particularly useful.

Core capacity.—FTA's Rail Modernization Study in 2009 highlighted the state-of-good repair needs of our nation's oldest transit systems and the challenges of increasing capacity on established legacy fixed-guideway systems to meet ridership demand. This

study provided the framework for the eventual authorization of the core capacity program, and the Committee is interested in FTA's implementation of this new, MAP-21 program. The Committee directs FTA to report within 180 days of enactment of this Act on how the new core capacity program could address both increased ridership and constrained infrastructure expansion challenges, particularly in legacy heavy rail systems.

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2015	\$9,500,000,000	\$8,595,000,000
Budget request, fiscal year 2016	13,800,000,000	13,800,000,000
Recommended in the bill	9,500,000,000	8,595,000,000
Bill compared with:		
Appropriation, fiscal year 2015	— — —	— — —
Budget request, fiscal year 2016	— 4,300,000,000	— 5,205,000,000

MAP-21 provided contract authority for the transit formula grant programs from the mass transit account of the highway trust fund. These programs include: urbanized area formula, state safety oversight program, state of good repair grants, formula grants for rural areas, growing states and high density states, mobility for seniors and persons with disabilities, bus and bus facility formula grants, the bus testing facility, planning programs, transit oriented development, National Transit Institute, and the National Transit Database. The Appropriations Act sets an annual obligation limitation for such authority. This account is the only FTA account funded from the Highway Trust Fund.

COMMITTEE RECOMMENDATION

The Committee recommends an obligation limitation of \$8,595,000,000 for the formula programs and activities, which is the same as the fiscal year 2015 enacted level. The Committee's recommendation also includes \$9,500,000,000 in liquidating funds. Funds are consistent with the final year of MAP-21 and contingent on authorization.

Transit formula allocations.—The Committee stands by the principle that small and mid-sized cities should have equal opportunity to access Federal transit dollars as larger cities do, and supports efforts to recalculate funding formulas in order to ensure parity for these systems. The Committee is still awaiting the report due October 1, 2015 as requested in H. Report 113-136 regarding the transit formula allocation to medium and small cities.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	\$25,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 25,000,000

MAP-21 authorized a new program to provide funds to transit agencies after disaster events to restore service. Both capital and operating costs are eligible.

COMMITTEE RECOMMENDATION

The Committee recommendation does not include funds for emergency relief program. The Committee will make funding determinations for emergency funds on a case-by-case basis.

TRANSIT RESEARCH

Appropriation, fiscal year 2015	\$33,000,000
Budget request, fiscal year 2016	33,000,000
Recommended in the bill	26,000,000
Bill compared with:	
Appropriation, fiscal year 2015	- 7,000,000
Budget request, fiscal year 2016	- 7,000,000

MAP-21 authorizes FTA to provide funds under § 5312 of title 49 to invest in the development, testing, and deployment of innovative technologies, materials and processes; and under § 5313 of title 49 to fund the National Academy of Sciences to conduct investigative research on subjects related to public transportation.

COMMITTEE RECOMMENDATION

The Committee recommends \$26,000,000 for transit research authorized, \$7,000,000 below last year and the budget request. Funds are available for activities under § 5312 of title 49. The 2016 budget proposed \$60,000,000 in one research account instead of the two account structure provided last year and in this bill. Of the total request, \$33,000,000 was identified for innovative technologies and research.

The Committee requires FTA to report by May 15, 2016, on all FTA-sponsored research projects from fiscal year 2015 and 2016 at the National Academy of Sciences.

TECHNICAL ASSISTANCE AND TRAINING

Appropriation, fiscal year 2015	\$4,500,000
Budget request, fiscal year 2016	27,000,000
Recommended in the bill	3,000,000
Bill compared with:	
Appropriation, fiscal year 2015	- 1,500,000
Budget request, fiscal year 2016	- 24,000,000

MAP-21 authorizes FTA to provide technical assistance under § 5314 of title 49 to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity; and under § 5222 of title 49 for human resource and training activities, and workforce development programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$3,000,000 for technical assistance and training, \$1,500,000 below the 2015 level, and \$24,000,000 below the request. Funds are available for activities under §5312 of title 49. The 2016 budget proposed \$60,000,000 in one research account instead of the two account structure provided last year and in this year's bill. Of the total request, \$27,000,000 was identified for innovative technologies and research.

Public transportation options for seniors.—The Committee encourages FTA to continue exploring improvements for the transportation options for seniors, including public transportation options where available, but also including software programs that leverage unused private transportation capacity to promote transportation for seniors in small and rural communities.

CAPITAL INVESTMENT GRANTS

Appropriation, fiscal year 2015	\$2,120,000,000
Budget request, fiscal year 2016	3,250,000,000
Recommended in the bill	1,921,395,000
Bill compared with:	
Appropriation, fiscal year 2015	– 198,605,000
Budget request, fiscal year 2016	– 1,328,605,000

Grants for capital investment to rail or other fixed guideway transit systems are awarded to public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) 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 \$1,921,395,000 for capital investment grants which is \$198,605,000 below the fiscal year 2015 enacted level and \$1,328,605,000 below the budget request.

The fiscal year 2016 recommendation provides \$1,250,000,000 for all current and on-going full funding grant agreements (FFGA) consistent with the agreed-upon payout schedules for each project.

Signed FFGAs	Fiscal Year 2016 Funds
CA—Regional Connector Transit Corridor	\$100,000,000
CA—Third Street Light Rail Phase 2—Central	150,000,000
CA—Silicon Valley Berryessa Extension	150,000,000
CO—RTD Eagle Denver	150,000,000
MA—Cambridge to Medford, Green Line	150,000,000
HI—Honolulu	250,000,000
NC—Blue Line Extension, NE Corridor	100,000,000
OR—Portland Milwaukie LRT	100,000,000
CA—Westside Subway Extension	100,000,000
Signed FFGA Total	\$1,250,000,000

The Committee's recommendation provides \$250,000,000 for projects that will be signed under a FFGA by September 30, 2016. In addition, \$353,000,000 is provided for nine new small start projects proposed in the budget.

Small Starts	Fiscal Year 2016 Funds
CA—FAX Blackstone/Kings Canyon Fresno	\$11,000,000
CA—Van Ness Ave San Francisco	30,000,000
CA—San Rafael to Larkspur San Rafael	20,000,000
NC—CityLYNX Gold Line Charlotte	75,000,000
NV—4th St/Prater Way Reno	6,000,000
OH—Cleveland Ave Columbus	38,000,000
TX—Montana Corridor El Paso	27,000,000
UT—Provo Orem Provo	71,000,000
WA—Tacoma Link Tacoma	75,000,000
New Small Starts Total	\$353,000,000

Further, the Committee recommends \$40,000,000 for the core capacity program authorized in MAP-21 and provides a total \$28,395,000 (about 1.5 percent) for oversight activities related to the investments of this account.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriation, fiscal year 2015	\$150,000,000
Budget request, fiscal year 2016	150,000,000
Recommended in the bill	100,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 50,000,000
Budget request, fiscal year 2016	– 50,000,000

Section 601 of Division B of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (Public Law 110–432) authorized \$1,500,000,000 over a ten-year period for preventive maintenance and capital grants for the Washington Metropolitan Area Transportation Authority (WMATA). The law requires that the federal funds be matched dollar-for-dollar by Virginia, Maryland and the District of Columbia in equal proportions. The compact required under the law has been established and Virginia, Maryland and the District of Columbia have all committed to providing \$50,000,000 each in local matching funds. Fiscal year 2016 represents the 7th year of payments under PRIIA.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$100,000,000 for preventive maintenance and capital grants for WMATA, which is \$50,000,000 below both the budget request and last year's enacted level.

The Committee does not make this recommendation lightly, and remains committed to assisting WMATA with its capital and safety needs. However, the Committee is looking to WMATA, FTA, and the governments of Maryland, Virginia and the District of Columbia to demonstrate their commitment to the region's transit system, its financial health and sound planning, and actions to address infrastructure and safety concerns. Recruiting a strong leader to address the concerns raised by the National Transportation Safety Board (NTSB) and FTA would be a step in the right direction.

The Committee directs WMATA to continue addressing the safety issues within the agency, specifically, those identified by the NTSB. WMATA is further directed to implement any and all cor-

rective actions to address financial, contracting, and accounting concerns raised by FTA's financial management oversight audit.

As the fiscal year 2016 process continues, WMATA and FTA are directed to update the Committee monthly about any improvements made to WMATA's financial and contracting systems and addressing material weaknesses. Should FTA indicate substantial improvement at WMATA in addressing these issues, the Committee will reevaluate the funding recommendation as the bill moves to conference.

Finally, should the WMATA board endorse any effort to defer maintenance, or move funds from maintenance and safety to operating in order to address an operating budget shortfall, the Committee will view those budgetary shifts as a lack of commitment to the spirit in which PRIIA funds were provided and the Committee will consider its financial contributions accordingly.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

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

Section 161. The Committee continues the provision that allows funds appropriated for capital investment grants and bus and bus facilities not obligated by September 30, 2020, plus other recoveries to be available for other projects under 49 U.S.C. 5309.

Section 162. The Committee 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. The Committee continues the provision that prohibits a full funding grant agreement for a project with a new starts share greater than 50 percent.

Section 164. The Committee includes a provision regarding a certain fixed guideway project in Houston, Texas.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE (HARBOR MAINTENANCE TRUST FUND)

Appropriation, fiscal year 2015	\$32,042,000
Budget request, fiscal year 2016	36,400,000
Recommended in the bill	32,042,000
Bill compared with:	
Appropriation, fiscal year 2015	- - -
Budget request, fiscal year 2016	- 4,358,000

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 (DOT). 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 a total appropriation of \$32,042,000 to fund the operations, maintenance, and capital asset renewal needs of the SLSDC. This funding level is the same as the fiscal year 2015 appropriation and \$4,358,000 below the budget request. The Committee continues the direction to the SLSDC to provide semiannual reports consistent with the requirements stated in the Explanatory Statement of the Department of Transportation Appropriations Act of 2009.

The Committee's recommendation includes funds as requested for the replacement of the *Robinson Bay* tugboat due to the safety, emergency response, and ice breaking missions of the vessel. While the Committee's recommendation does not include new funds for the hands-free mooring system installation at Snell Lock, the SLSDC is free to utilize prior year unobligated funds for the project.

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs that strengthen 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 an adequate, well-balanced United States merchant marine, sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of serving as a naval and military auxiliary in time of war or national emergency. MARAD, working with the Department of Defense (DoD), helps provide a seamless, time-phased transition from peacetime to wartime 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 2015	\$186,000,000
Budget request, fiscal year 2016	211,000,000
Recommended in the bill	186,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 25,000,000

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 Department of Defense in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommends \$186,000,000 for this account, consistent with the authorized funding level and the amount provided in fiscal year 2015, and \$25,000,000 below the request. Funds are available until expended.

The Committee does not provide \$25,000,000 requested for new payments to shippers as the Congress has not adopted changes to the food aid program.

OPERATIONS AND TRAINING

Appropriation, fiscal year 2015	\$148,050,000
Budget request, fiscal year 2016	184,637,000
Recommended in the bill	164,158,000
Bill compared with:	
Appropriation, fiscal year 2015	+16,108,000
Budget request, fiscal year 2016	–20,479,000

The operations and training account provides funding for headquarters and field offices to administer and direct MARAD operations and programs. The account also provides funding for the operation of the U.S. Merchant Marine Academy and financial assistance to the six state maritime academies.

COMMITTEE RECOMMENDATION

The Committee recommends \$164,158,000 for MARAD operations and training expenses, \$16,108,000 more than the fiscal year 2015 funding level and \$20,479,000 below the fiscal year 2016 budget request.

MARAD operations.—Of the funds provided, a total of \$46,758,000 is for headquarters and regional office operations, of which \$46,758,000 is for maritime environment and compliance program expenses. 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 2016 budget submission.

United States Merchant Marine Academy.—The U.S. Merchant Marine Academy (the Academy or USMMA) provides educational programs for men and women to become shipboard officers and leaders in the maritime industry. The Committee continues to include language requiring all funding for the Academy go directly to the Secretary, and that 50 percent of the funding will not be available until MARAD submits a plan detailing how the funding will be spent. The Committee's funding recommendation includes a total of \$83,800,000 in fiscal year 2016 for the USMMA, of which up to \$64,100,000 is for Academy operations and not less than

\$19,700,000 is for capital improvements. The committee's recommendation includes \$15,000,000 as requested for the renovation of Gibbs Hall, but not the \$5,000,000 requested for architecture and engineering work associated with renovations of Melville and Fulton Halls.

State maritime academies.—The Committee recommends \$33,600,000 for the state maritime academies. Of the funds provided, \$3,000,000 is for direct payments, \$2,400,000 is for student payments, and \$1,200,000 is for fuel assistance. Funds requested for enhanced mariner compliance and training are not included in the funding recommendation.

Schoolships.—Per the direction in last year's report, MARAD has examined the state of repair of all schoolships across the country and reported back to the Committee. The situation is dire. As suspected, the training ships at the various maritime academies are at the end of, if not beyond, their useful life. Extensive and expensive repairs are required to simply keep vessels safe. Schoolships are vital to a quality maritime education. The Committee's recommendation for the state maritime academies includes \$22,000,000 for the repair and maintenance of existing schoolships. Further, another \$5,000,000 is recommended, as requested, for the design of a common schoolship design for all maritime academies under MARAD.

SHIP DISPOSAL

Appropriation, fiscal year 2015	\$4,000,000
Budget request, fiscal year 2016	8,000,000
Recommended in the bill	4,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 4,000,000

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 (NDRF). The Maritime Administration was required by Public Law 106-398 to dispose of its obsolete inventory by the end of 2006. These vessels pose a significant environmental threat due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs).

COMMITTEE RECOMMENDATION

The Committee recommends \$4,000,000 for ship disposal activities, the same as the fiscal year 2015 funding level and \$4,000,000 below budget request. Funds are available until expended. Considering MARAD has routinely exceeded its own performance goals for ship disposal in years past, this funding level should be sufficient to meet the 2017 deadline for ship disposal. The Committee encourages MARAD to continue all efforts to sell ships slated for disposal. Finally, MARAD should explore shifting costs associated with maintenance of the *NS Savannah* to the National Maritime Heritage Grant Program in either this year's budget or the 2017 request.

MARITIME GUARANTEED LOAD (TITLE XI) PROGRAM
(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2015	\$3,100,000
Budget request, fiscal year 2016	3,135,000
Recommended in the bill	3,135,000
Bill compared with:	
Appropriation, fiscal year 2015	35,000
Budget request, fiscal year 2016	— — —

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. Funds for administrative expenses for the Title XI program are appropriated to this account, and then paid to operations and training to be obligated and expended.

COMMITTEE RECOMMENDATION

The Committee recommends the budget request of \$3,135,000 for the Maritime Guaranteed Loan (Title XI) Program, which is \$35,000 more than the amount provided in fiscal year 2015. Funds are transferred to the “Operations and Training” account.

ADMINISTRATIVE PROVISIONS

Section 170. The Committee continues a provision that allows the Maritime Administration to furnish utilities and services and make repairs to any lease, contract, or occupancy involving government property under the control of MARAD and rental payments shall be paid into the Treasury as miscellaneous receipts.

Section 171. The Committee continues a provision regarding MARAD ship disposal.

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. The agency’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 2015	\$22,225,000
Budget request, fiscal year 2016	22,500,000
Recommended in the bill	20,725,000
Bill compared with:	
Appropriation, fiscal year 2015	— 1,500,000
Budget request, fiscal year 2016	— 1,775,000

This appropriation finances the operational support costs for PHMSA, including agency-wide functions of administration, management, policy development, legal counsel, budget, financial man-

agement, civil rights, human resources, acquisition services, information technology, and governmental and public affairs.

COMMITTEE RECOMMENDATION

The Committee recommends \$20,725,000 for PHMSA operational expenses. This is \$1,500,000 below fiscal year 2015 enacted, and \$1,775,000 below the budget request. The recommendation does not include funding for pipeline information grants to communities.

HAZARDOUS MATERIALS SAFETY

Appropriation, fiscal year 2015	\$52,000,000
Budget request, fiscal year 2016	64,254,000
Recommended in the bill	60,500,000
Bill compared with:	
Appropriation, fiscal year 2015	+8,500,000
Budget request, fiscal year 2016	−3,754,000

The hazardous materials safety program advances the safe and secure transport of hazardous materials (hazmat) in commerce by air, truck, railroad 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 recommends \$60,500,000, \$8,500,000 above fiscal year 2015 enacted and \$3,754,000 below the request. This funding level supports the agency's existing hazardous materials safety program as well as increases requested to support the safe transport of energy products initiative. Increases requested for the risk management framework are not provided. The Committee recommends \$7,570,000 of the total to remain available for three years for long-term research and development contracts.

Special permits and approval fee proposal.—The Committee does not include the request for new special permits and approval fees. Additional fees within this account should be considered in the context of authorizing legislation originating in the committees of jurisdiction.

Crude oil stabilization.—In order to better understand the energy product transportation safety problem, the Committee encourages the Federal Railroad Administration and PHMSA to jointly study the issue of vapor pressure, a measure of crude oil volatility during transport. The agencies are encouraged to also study potential options for stabilizing crude prior to transfer and costs associated with each option. The Department shall update the House and Senate Committees on Appropriations on their joint findings within 180 days of enactment of this Act.

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

	(Pipeline safety fund)	(Oil spill liability trust fund)	(Pipeline safety design review fund)	(General fund)	Total
Appropriation, fiscal year 2015	\$124,500,000	\$19,500,000	\$2,000,000	\$0	\$146,000,000
Budget request, fiscal year 2016	152,104,000	19,500,000	2,000,000	1,500,000	175,104,000
Recommended in the bill	124,500,000	19,500,000	0	1,870,000	145,870,000
Bill compared to:					
Appropriation, fiscal year 2015	---	---	-2,000,000	+1,870,000	-130,000
Budget request, fiscal year 2016	-27,604,000	---	-2,000,000	+370,000	-29,234,000

PHMSA oversees the safety, security, and environmental protection of pipelines through analysis of data, damage prevention, education and training, development and enforcement of regulations and policies, research and development, grants for states 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 recommends \$145,870,000 to continue pipeline safety operations, research and development, and state grants-in-aid, which is \$130,000 below fiscal year 2015 enacted and \$29,234,000 below the budget request. Of the total, \$19,500,000 is from the oil spill liability trust fund, \$124,500,000 is from the pipeline safety fund, and \$1,870,000 is from the general fund.

The Committee recommends \$66,309,000 of the funds provided to remain available until September 30, 2018.

The Committee recommendation provides \$12,000,000 for research and development. \$46,000,000 is provided for state pipeline safety grants, \$1,000,000 is provided for state one-call grants, and \$1,500,000 is provided for state damage prevention grants. Funding is provided for full year costs of additional staff hired in 2015, net of attrition. However, no additional program or personnel increases are funded in 2016. Funding requested for a national pipeline safety exchange is not provided. PHMSA shall deliver a report to the House and Senate Committees on Appropriations within 120 days of enactment that details staffing and hiring plans for fiscal year 2016 as well as actual turnover and hiring in fiscal year 2015.

EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)

	(Emergency pre- paredness fund)	(Emergency pre- paredness grant program)
Appropriation, fiscal year 2015	\$188,000	(\$28,318,000)
Budget request, fiscal year 2016	188,000	(28,318,000)
Recommended in the bill	188,000	(28,318,000)
Bill compared to:		
Appropriation, fiscal year 2015	---	(---)
Budget request, fiscal year 2016	---	(---)

The Hazardous Materials Transportation Uniform Safety Act of 1990 (Public Law 101–616) requires PHMSA to: (1) develop and implement a reimbursable emergency preparedness grant 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 update periodically a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommends \$28,318,000 for the emergency preparedness grants program, which is the same as fiscal year 2015 enacted and the budget request.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

The Inspector General's office 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 (IG) is to report dually to the Secretary of Transportation and to the Congress.

Appropriation, fiscal year 2015	\$86,223,000
Budget request, fiscal year 2016	87,472,000
Recommended in the bill	86,223,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 1,249,000

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$86,223,000 for the Office of Inspector General, which is the same as the fiscal year 2015 enacted level and \$1,249,000 below the budget request. The Committee continues to highly value the work of the IG in oversight of departmental programs and activities.

Unfair business practices.—The bill maintains language first enacted in fiscal year 2000 which authorizes the OIG to investigate allegations of fraud and unfair or deceptive practices and unfair methods of competition by air carriers and ticket agents.

Audit Reports.—The Committee requests the IG 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 which was requested by the House or Senate Committees on Appropriations.

Audit of Metropolitan Transit Authority of Harris County, Texas.—The Committee directs the IG to conduct an audit into the financial solvency of the Metropolitan Transit Authority of Harris County, Texas (Houston METRO). As part of this audit, the IG should conduct a stress test to determine if Houston Metro has adequate finances to pay for the construction of new rail lines, as well as the operation and maintenance of existing rail lines and the operation and maintenance of buses.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2015	\$31,375,000
Budget request, fiscal year 2016	32,499,000
Recommended in the bill	31,375,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	– 1,124,000

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. The STB is decisionally independent, although it is administratively affiliated with the Department of Transportation. The Passenger Rail Investment and Improvement Act of 2008, Pub. L. 110–432, (PRIIA), included new responsibilities for the STB.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$31,375,000 for fiscal year 2016, which is equal to the fiscal year 2015 enacted level and 1,124,000 less than the request. The STB is estimated to collect \$1,250,000 in fees which will offset the appropriation for a total program cost of \$30,125,000.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 180. The Committee continues the provision allowing the Department of Transportation (DOT) to use funds for aircraft, motor vehicles, liability insurance, uniforms, or allowances, as authorized by law.

Section 181. The Committee continues the provision limiting appropriations for services authorized by 5 U.S. C. 3109 to the rate for an Executive Level IV.

Section 182. The Committee continues the provision prohibiting funds from being used for salaries and expenses of more than 110 political and Presidential appointees in DOT. The provision also requires that none of the personnel covered by this provision may be assigned on temporary detail outside DOT.

Section 183. The Committee continues the provision prohibiting recipients of funds made available in this Act from releasing certain personal information and photographs from a driver's license or motor vehicle record without express consent of the person to whom such information pertains, and prohibits the withholding of funds provided in this Act for any grantee if a state is in non-compliance with this provision.

Section 184. The Committee continues the provision permitting funds received by specified DOT agencies from states or other private or public sources for expenses incurred for training to be credited to certain specified agency accounts.

Section 185. The Committee continues the provision prohibiting funds for loans, loan guarantees, lines of credit, or grants unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations no less than three days in advance, and directs the Secretary to give concurrent notification for any "quick release" of funds from the Federal Highway Administration's emergency release program.

Section 186. The Committee continues the provision allowing funds received from rebates, refunds, and similar sources to be credited to appropriations of the DOT.

Section 187. The Committee continues the provision allowing amounts from improper payments to a third party contractor that are lawfully recovered by the DOT to be available to cover expenses incurred in the recovery of such payments, and allows the Secretary to credit an account that is associated with such improper payments.

Section 188. The Committee continues the provision mandating that reprogramming action notifications shall be transmitted solely to the House and Senate Committees on Appropriations, and are to be approved or denied solely by the House and Senate Committees on Appropriations.

Section 189. The Committee continues the provision capping the amount of fees the Surface Transportation Board can charge and collect for rate or practice complaints filed at the amount authorized for court civil suit filing fees.

Section 190. The Committee continues the provision allowing 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 191. The Committee continues the provision authorizing DOT to set uniform standards for transit benefits for agency transit passes and transit benefits.

Section 192. The Committee includes a provision prohibiting the Surface Transportation Board to take any actions with respect to the construction of the high speed rail in California unless the Board has jurisdiction over the entire project.

Section 193. The Committee includes a provision prohibiting funds to be used to facilitate scheduled air transportation to, or pass through, property confiscated by the Cuban Government.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION

Management and Administration accounts provide operating support to the Department of Housing and Urban Development. Funding supports the salaries and expenses of nearly all HUD employees as well as certain non-personnel expenses critical to carrying out HUD's mission including funding for shared service agreements. The Committee supports the Department's efforts to transform the way it does business and encourages the Department to continue efforts to streamline operations while making targeted technology and human capital investments.

Shared service agreements.—The Committee supports the Department's efforts to improve its financial management and human capital operations by establishing shared service arrangements with the Department of Treasury. Dedicated funding is specifically provided to fully fund the request for these agreements. Because costs are based on transaction volumes that are uncertain, recommended funding for shared service agreements is available until expended and can be used to support payments in future fiscal years should transaction volumes in 2016 fall short of projections. Similarly, should shared service agreement costs exceed projections, funding provided to the Office of the Chief Financial Officer and the Office of the Chief Human Capital Officer is also available for this same purpose. The Committee expects the Department to offset the cost of outsourcing this transaction work with significant reductions or reallocations of HUD staff previously dedicated to delivering these services. The Department shall deliver a report to the House and Senate Committees on Appropriations within 60 days of enactment that includes current and projected shared service agreement transaction volume and cost data for the fiscal year, as well as a staff reorganization plan that demonstrates cost reductions and staff reorganizations planned in conjunction with this new operating model.

Budget presentation.—The Committee commends HUD for improvements made to the structure and clarity of its budget request. However, inconsistencies in the classification of resources by function continue to make it difficult to distinguish baseline activities from new activities or to draw comparisons across fiscal years. The Committee directs HUD to clearly identify and explain within its budget request the movement, reclassification, or transfer of budgetary resources from one account, program, project, or activity to another account, program, project, or activity so that year-over-year comparisons are possible. Any programs, projects, or activities that are newly requested or transferred from accounts outside Manage-

ment and Administration shall also be clearly identified and clearly distinguished from adjustments to baseline spending.

Budgetary resource planning and oversight.—The Committee remains concerned with HUD’s ability to consistently establish and execute budgetary resource plans across its various offices and across fiscal years. HUD consistently requests to reprogram funds late in the fiscal year to resolve deficiencies and other financial management problems. The Department continues to over-rely on transfer authorities that undermine internal fiscal discipline and the resource allocation process. Further, actual budget execution often differs dramatically from what is projected in the budget request and inconsistencies across budget years call into question whether HUD offices consistently track resources. It is critical that HUD senior management hold offices accountable to resource demands made both during formulation of the budget and throughout the fiscal year. While HUD should be commended for progress made to reduce amounts left unobligated, management of resources at fiscal yearend remains a challenge. To improve budgetary resource planning and execution, transfer and reprogramming authorities provided in previous fiscal years are eliminated. Instead, a portion of funding provided under this heading is eligible for transfer across all HUD offices and is available through September 30, 2017. HUD is directed to include in its annual operating plan a transfer plan for these funds that delineates the purpose and timing of transfers by office. The operating plan shall also include a review of how management will track budget execution and what conditions or milestones will be used to determine when the transfer plan requires amendment. In addition, HUD shall report to the House and Senate Committees on Appropriations quarterly on any amendments made to the transfer plan and include an explanation for each change.

New initiatives.—The Committee reiterates that the Department must limit the reprogramming of funds between the programs, projects, and activities within each account and that no changes may be made to any program, project, or activity without prior approval of the House and Senate Committees on Appropriations. Unless otherwise identified in the bill or report, the most detailed allocation of budgetary resources presented in the budget justifications is approved with any deviation from such approved allocation subject to reprogramming requirements. All carryover funds, including recaptures and deobligations, are also subject to reprogramming requirements.

EXECUTIVE OFFICES

Appropriation, fiscal year 2015	\$14,500,000
Budget request, fiscal year 2016	14,646,000
Recommended in the bill	14,500,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 146,000

The Executive Offices account funds the salaries and expenses of the Immediate Office of the Secretary, the Immediate Office of the Deputy Secretary, the Office of Adjudicatory Services, the Office of Congressional and Intergovernmental Relations, the Office of Pub-

lic Affairs, the Office of Small and Disadvantaged Business Utilization, and the Center for Faith-Based and Neighborhood Partnerships.

The Immediate Office of the Secretary provides program and policy guidance, and operations management and oversight in administering all programs, functions and authorities of the Department.

The Immediate Office of the Deputy Secretary provides operations management and helps the Department achieve its strategic goals by providing management support to program offices under the direction of the Office of the Secretary.

The Office of Adjudicatory Services, formerly known as the Office of Hearings and Appeals, conducts hearings and makes determinations regarding formal complaints or adverse actions initiated by HUD based upon alleged violations of federal statutes and implementing regulations.

The Office of the Assistant Secretary for Congressional and Intergovernmental Relations is responsible for coordinating Congressional and intergovernmental relations activities involving program offices to ensure the effective and accurate presentation of the Department's views.

The Office of Public Affairs educates the American people about the Department's mission through media outreach and other communication tools such as press releases, press conferences, the Internet, media interviews, new media and community outreach.

The Office of Small and Disadvantaged Business Utilization provides small business program design and outreach to the business community and serves as the central referral point for small business regulatory compliance information.

The Center for Faith-based and Neighborhood Partnerships conducts outreach, recommends changes to HUD policies and programs that present barriers to grassroots organizations, and initiates special projects, such as grant writing training.

COMMITTEE RECOMMENDATION

The committee recommends \$14,500,000, which is the same as fiscal year 2015 enacted and \$146,000 below the budget request.

The bill also provides that no more than \$25,000 provided under the immediate Office of the Secretary shall be available for official reception and representation expenses as the Secretary may determine.

ADMINISTRATIVE SUPPORT OFFICES

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2015	\$518,100,000
Budget request, fiscal year 2016	577,861,000
Recommended in the bill	547,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+28,900,000
Budget request, fiscal year 2016	-30,861,000

The Administrative Support Offices account funds the salaries and expenses of the Office of Administration, the Office of the Chief Human Capital Officer, the Office of General Counsel, the Office of the Chief Financial Officer, the Office of the Chief Procurement Officer, the Office of Departmental Equal Employment Opportunity,

the Office of Field Policy and Management, the Office of Strategic Planning and Management, and the Office of the Chief Information Officer.

The Office of Administration provides general operational support services to all offices and divisions throughout HUD. These services include HUD's non-information technology infrastructure in the following areas: nationwide management and operation of buildings, Freedom of Information Act (FOIA) processing, records management, Privacy Act administration, protective and physical security for HUD's Secretary and Deputy Secretary, and disaster and emergency response coordination.

The Office of the Chief Human Capital Officer provides human resource services to all offices and divisions throughout HUD. These services include HUD's non-information technology infrastructure in the following areas: 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 Field Policy and Management (FPM) serves as the principal advisor providing oversight and communicating Secretarial priorities and policies to field office staff and HUD clients. The Regional and Field Office Directors act as the operational managers in each of the field offices and manage and coordinate cross-program delivery in the field.

The Office of the Chief Procurement Officer's (OCPO) mission is to provide high-quality acquisition support services to all HUD program offices by purchasing necessary operational and mission-related goods and services; provide 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 the Chief Financial Officer (OCFO) provides leadership in instituting financial integrity, fiscal responsibility and accountability. The CFO is responsible for all aspects of financial management, accounting and budgetary matters; ensuring the Department establishes and meets financial management goals and objectives; ensuring the Department is in compliance with financial management legislation and directives; analyzing budgetary implications of policy and legislative proposals; and providing technical oversight with respect to all budget activities throughout the Department.

The Office of the Chief Information Officer (OCIO) is led by the Chief Information Officer (CIO) who reports to the Office of the Secretary/Deputy Secretary. HUD's CIO advises senior managers on the strategic use of information technology to support core business processes and to achieve mission critical goals. OCIO is responsible for providing modern information technology that is secure, accessible and cost effective while ensuring compliance with applicable regulatory requirements.

The General Counsel, as the chief legal officer and legal voice of the Department, is the legal adviser to the Secretary and other principal staff of the Department. It is the responsibility of the Of-

Office of the General Counsel (OGC) to provide legal opinions, advice and services with respect to all programs and activities, and to provide counsel and assistance in the development of the Department's programs and policies.

The mission of the Office of Departmental Equal Employment Opportunity (ODEEO) is to ensure the enforcement of Federal laws relating to the elimination of all forms of discrimination in the Department's employment practices. The mission is carried out through the functions of three divisions: the Affirmative Employment division, the Alternative Dispute Resolution division, and the Equal Employment Opportunity division.

The Office of Strategic Planning and Management drives organizational, programmatic, and operational change across the Department to maximize efficiency and performance. The office will facilitate HUD's strategic planning process by identifying the Department's strategic priorities and transformational change initiatives, create and manage work plans for targeted transformation projects, and develop key program performance measures and targets for monitoring.

COMMITTEE RECOMMENDATION

The Committee recommends \$547,000,000 for this account, which is \$28,900,000 above fiscal year 2015 enacted and \$30,861,000 below the budget request.

The Committee recommendation reflects full funding for the Department's promise zone initiative. Additional funding requested to support administration of the housing trust fund program, expansion of the rental assistance demonstration, and establishment of a digital services team are not provided.

Funding specified for each office is as follows:

Office	Amount
Office of Administration	\$199,000,000
Office of the Chief Financial Officer	39,000,000
Office of the General Counsel	93,000,000
Office of the Chief Human Capital Officer	40,000,000
Office of Field Policy and Management	49,000,000
Office of the Chief Procurement Officer	16,000,000
Office of the Departmental Equal Employment Opportunity	3,000,000
Office of Strategic Planning and Management	4,000,000
Office of the Chief Information Officer	44,000,000

PROGRAM OFFICE SALARIES AND EXPENSES

PUBLIC AND INDIAN HOUSING

Appropriation, fiscal year 2015	\$203,000,000
Budget request, fiscal year 2016	210,002,000
Recommended in the bill	203,000,000
Bill compared with:	
Appropriation, fiscal year 2015	--
Budget request, fiscal year 2016	-7,002,000

The Office of Public and Indian Housing (PIH) oversees the administration of HUD's public housing, housing choice voucher, and native american programs. PIH is responsible for administering and managing programs authorized and funded by Congress under the basic provisions of the U.S. Housing Act of 1937.

COMMITTEE RECOMMENDATION

The Committee recommends \$203,000,000 for this account, which is the same as the level enacted in fiscal year 2015, and \$7,002,000 below the fiscal year 2016 budget request.

COMMUNITY PLANNING AND DEVELOPMENT

Appropriation, fiscal year 2015	\$102,000,000
Budget request, fiscal year 2016	112,115,000
Recommended in the bill	102,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 10,115,000

The Office of Community Planning and Development (CPD) assists communities in their efforts to provide affordable housing and expanded economic opportunities for low- and moderate-income persons. The primary means toward this end is the development of partnerships among all levels of government and the private sector. This office is responsible for the effective administration of Community Development Block Grants (CDBG), the Home Investment Partnerships (HOME), Homeless Assistance Grants and other HUD community development programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$102,000,000 for this account, which is the same as the level enacted in fiscal year 2015, and \$10,115,000 below the budget request. The Committee recommendation reflects full funding for the Department's promise zone initiative.

Office of economic resilience.—No funding is provided for activities requested under the office of economic resilience and the Department is directed to eliminate this office. No funding is provided for any activities previously conducted under the office of sustainable communities.

HOUSING

Appropriation, fiscal year 2015	\$379,000,000
Budget request, fiscal year 2016	397,174,000
Recommended in the bill	372,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— 7,000,000
Budget request, fiscal year 2016	— 25,174,000

The Office of Housing implements programmatic, regulatory, financial, and operational responsibilities under the leadership of six deputy assistant secretaries and the field staff for activities related to Federal Housing Administration (FHA) multifamily and single family homeownership programs, and assisted rental housing programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$372,000,000 for this account, which is \$7,000,000 below the level enacted in fiscal year 2015, and \$25,174,000 below the budget request. The Committee expects the Department to leverage the reorganization of the office of multi-

family to realize budgetary savings and to reallocate resources to other baseline functions.

POLICY DEVELOPMENT AND RESEARCH

Appropriation, fiscal year 2015	\$22,700,000
Budget request, fiscal year 2016	23,907,000
Recommended in the bill	22,700,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 1,207,000

The Office of Policy Development and Research (PDR) 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. Research proposals are determined through consultation with senior staff from each HUD program office, the Office of Management and Budget, and Congress.

COMMITTEE RECOMMENDATION

The Committee recommends \$22,700,000 for this account, which is the same as the level enacted in fiscal year 2015 and \$1,207,000 below the budget request.

FAIR HOUSING AND EQUAL OPPORTUNITY

Appropriation, fiscal year 2015	\$68,000,000
Budget request, fiscal year 2016	81,132,000
Recommended in the bill	73,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+5,000,000
Budget request, fiscal year 2016	- 8,132,000

The Office of Fair Housing and Equal Opportunity (FHEO) is responsible for developing policies and guidance, and for providing technical support for enforcement of the Fair Housing Act and the civil rights statutes. FHEO serves as the central point for the formulation, clearance and dissemination of policies, intra-departmental clearances, and public information related to fair housing issues. FHEO 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. Additionally, FHEO conducts civil rights compliance reviews and compliance reviews under Section 3.

COMMITTEE RECOMMENDATION

The Committee recommends \$73,000,000 for this account, which is \$5,000,000 above the level enacted in fiscal year 2015 and \$8,132,000 below the budget request. The Committee recommendation provides additional resources to support implementation of the affirmatively furthering fair housing rule.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

Appropriation, fiscal year 2015	\$6,700,000
Budget request, fiscal year 2016	7,812,000
Recommended in the bill	6,700,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	-1,112,000

The Office of Healthy Homes and Lead Hazard Control (OHHLHC) is directly 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. The office also addresses multiple housing-related hazards affecting the health of residents, particularly children. The office develops lead-based paint regulations, guidelines, and policies applicable to HUD programs, and enforces the Lead Disclosure Rule issued under Title X.

COMMITTEE RECOMMENDATION

The Committee recommends \$6,700,000 for this account, which is the same as fiscal year 2015 enacted and \$1,112,000 below the budget request.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2015	\$19,304,160,000
Budget request, fiscal year 2016	21,123,496,000
Recommended in the bill	19,918,643,000
Bill compared with:	
Appropriation, fiscal year 2015	+614,483,000
Budget request, fiscal year 2016	-1,204,853,000

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 \$19,918,643,000 for tenant-based rental assistance, which is \$614,483,000 above the fiscal year 2015 enacted level and \$1,204,853,000 below the budget request. Consistent with the budget request, the Committee continues the advance of \$4,000,000,000 of the funds appropriated under this heading for Section 8 programs to October 1, 2016.

Voucher Renewals.—The Committee provides \$18,151,000,000 for the renewal of tenant-based vouchers. This level is \$665,000,000 above the fiscal year 2015 enacted level and \$182,816,000 below the budget request. 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 recommendation does not include bill language proposed in the budget request for new special purpose vouchers,

including targeted vouchers for the Family Unification Program, homeless veterans, and vouchers authorized by the Violence Against Women Act (VAWA). However, the Committee encourages HUD to facilitate the issuance of vouchers for these and other vulnerable populations as vouchers become available to PHAs upon turnover.

Tenant protection.—The Committee provides \$130,000,000 for tenant protection vouchers, which is the same as the fiscal year 2014 enacted level and \$20,000,000 below the budget request.

Administrative fees.—The Committee provides \$1,530,000,000 for allocations to Public Housing Authorities (PHAs) to conduct activities associated with placing and maintaining individuals under Section 8 assistance. This amount is equal to the fiscal year 2015 enacted level and \$490,037,000 below the budget request.

Mainstream voucher renewals.—The Committee provides \$107,643,000 to renew expiring Section 811 tenant-based subsidies. This level is \$24,483,000 above the fiscal year 2015 enacted level and equal to the budget request. The Committee directs HUD to issue guidance to the housing agencies administering these vouchers to continue to serve people with disabilities upon turnover.

The Committee continues in bill language the direction to the Department to communicate to each PHA, within 60 days of enactment, the fixed amount that will be made available to each PHA for fiscal year 2016. The amount provided in this account is the only source of federal funds that may be used to renew tenant-based vouchers. The amounts appropriated here may not be augmented from any other source.

Section 8 reforms.—The budget request includes a number of authorizing provisions to reform the Housing Choice Voucher (HCV) program, including provisions that result in cost-saving measures that provide administrative relief to PHAs. Any reforms that make significant changes to the Housing Act of 1937 and its amendments are more properly addressed by the authorizing committee. The Committee is fully supportive of reforms that relieve administrative burdens, enable housing authorities to serve more families, and promote work opportunities and self-sufficiency. The Authorizing Committee is urged to consider reforms that address both the growing liability of housing programs and the administrative burdens imposed on local housing authorities.

Housing quality standards.—The Committee is concerned that HUD's housing quality standards do not effectively protect the health and safety of Housing Choice Voucher residents. They have not been updated in two decades to reflect the latest science on health and safety threats in the home. The Committee encourages the Secretary to update the standards.

Public housing assessment system.—The Committee directs HUD to study and report back to the Committee on potential changes to the Public Housing Assessment System for PHAs that operate 550 or fewer public housing units and Housing Choice Vouchers combined by taking into consideration physical inspections and an annual financial assessment based on current assets and liabilities.

Physical needs assessment prohibition.—The Committee has included bill language prohibiting funds for HUD's Physical Needs Assessment (PNA) requirement for PHAs. Implementation of PNA

requirements on PHAs unnecessarily increase administrative burdens on PHAs and appear to have no operational benefit for local housing programs.

Veterans affairs supportive housing (VASH) on tribal lands.—The Committee directs the Department to submit a report to the Committee on the progress that it has made in implementing the HUD-VASH pilot program for homeless Native American veterans on tribal lands. The report should include an update on the status of the pilot and compare regional variation in implementing the program on different reservations.

Equal access rule guidance.—The Committee encourages the Department to continue its work to support the lesbian, gay, bisexual, transgender (LGBT) community by further clarifying the Equal Access Rule published in 2012. This guidance will ensure HUD programs are open to all eligible individuals regardless of actual or perceived sexual orientation, gender identity, or marital status. The Committee requests the Secretary to submit a report within 90 days of enactment of this Act detailing: (1) the Department's strategy for continuing to ensure that LGBT individuals have access to HUD programs for which they are eligible; and (2) the plan for disseminating this information to PHAs.

RENTAL ASSISTANCE DEMONSTRATION

Appropriation, fiscal year 2015	\$0
Budget request, fiscal year 2016	50,000,000
Recommended in the bill	— —
Bill compared with:	
Appropriation, fiscal year 2015	— —
Budget request, fiscal year 2016	—50,000,000

The Rental Assistance Demonstration (RAD) was authorized in fiscal year 2012 to preserve public housing by enabling Public Housing Authorities to use a portion of their operating and capital funds to leverage private sector funding to recapitalize their housing stock and maintain their units of affordable housing primarily through the conversion to long-term Section 8 rental assistance contracts. The budget request includes a request of \$50,000,000 for an expansion of the program to public housing properties that cannot convert their housing under this program at their existing funding levels.

COMMITTEE RECOMMENDATION

The Committee does not provide a separate line of funding for this program. The Committee notes that the fiscal year 2015 enacted bill extended the Rental Assistance Demonstration (RAD) program to 2018 and raised the cap on units eligible for conversion from 60,000 units to 185,000 units. This expansion of the program in fiscal year 2015, along with the availability of operating and capital funds in fiscal year 2016, will allow a significant number of PHAs to undertake RAD conversions. The Committee will continue to monitor RAD conversions and expects HUD to provide regular updates on the number of units converted, as well as the impact to the operating, capital and project-based rental assistance accounts.

HOUSING CERTIFICATE FUND

(RESCISSION)

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 may be used to renew or amend Project-Based Rental Assistance contracts.

PUBLIC HOUSING CAPITAL FUND

Appropriation, fiscal year 2015	\$1,875,000,000
Budget request, fiscal year 2016	1,970,000,000
Recommended in the bill	1,681,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 194,000,000
Budget request, fiscal year 2016	– 289,000,000

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 \$1,681,000,000 for the public housing capital fund, which is \$194,000,000 below the fiscal year 2015 enacted level and \$289,000,000 below the budget request.

Within the amounts provided the Committee directs that:

—No more than \$3,000,000 is directed to support the ongoing public housing financial and physical assessment activities of the Real Estate Assessment Center;

—Up to \$20,000,000 is made available for emergency capital needs, excluding Presidentially-declared disasters. The Committee continues to include 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 2016;

—\$30,000,000 is for the Resident Opportunity and Self-Sufficiency (ROSS) program; and

—\$15,000,000 is provided for the Jobs Plus program to improve employment opportunities and earnings of public housing residents.

PUBLIC HOUSING OPERATING FUND

Appropriation, fiscal year 2015	\$4,440,000,000
Budget request, fiscal year 2016	4,600,000,000
Recommended in the bill	4,440,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	– 160,000,000

The public housing operating fund subsidizes the costs associated with operating and maintaining public housing. This subsidy supplements funding received by public housing authorities (PHA) 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 cost; administrative costs; and general operating expenses.

COMMITTEE RECOMMENDATION

The Committee recommends \$4,440,000,000 for the Federal share of PHA operating expenses. This amount is the same as the fiscal year 2015 enacted level and \$160,000,000 below the budget request. The Committee does not include language in the budget request that would allow PHAs to entirely merge their Capital and Operating Funds and use those funds for either purpose. While the Committee supports the idea of giving high performing PHAs regulatory relief so they can operate more efficiently, HUD has provided limited information on how it would identify and budget for capital and operating needs in the future if this authority to merge funds were approved.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriation, fiscal year 2015	\$80,000,000
Budget request, fiscal year 2016	250,000,000
Recommended in the bill	20,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— 60,000,000
Budget request, fiscal year 2016	— 230,000,000

COMMITTEE RECOMMENDATION

The Committee recommends \$20,000,000 for the Choice Neighborhoods Initiative Program, which is \$60,000,000 below the 2015 enacted level and \$230,000,000 below the budget request.

FAMILY SELF SUFFICIENCY

Appropriation, fiscal year 2015	\$75,000,000
Budget request, fiscal year 2016	85,000,000
Recommended in the bill	75,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— —
Budget request, fiscal year 2016	— 10,000,000

The Family Self-Sufficiency program funds coordinators to help HUD-assisted residents achieve economic independence.

COMMITTEE RECOMMENDATION

The Committee provides \$75,000,000 to support the Family Self-Sufficiency program. This is the same as the fiscal year 2015 enacted level and \$10,000,000 below the budget request. The Committee expects the Department to prioritize assistance to individuals and families that results in job stability, increased tenant incomes, and greater rent contributions. The Committee also expects the Department to report to the House and Senate Committees on

Appropriations the best practices of the program that result in increased rent contributions of program participants, and practices that result in residence achieving full self-sufficiency in meeting their housing needs, no later than March 31, 2016.

NATIVE AMERICAN HOUSING BLOCK GRANTS

Appropriation, fiscal year 2015	\$650,000,000
Budget request, fiscal year 2016	660,000,000
Recommended in the bill	650,000,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 10,000,000

The Native American Housing Block Grants program, authorized by the Native American Housing Assistance and Self-Determination Act of 1996 (25 U.S. C. 4111 et se.), provides funds to American Indian tribes and their Tribally Designated Housing Entities (TDHEs) to address affordable housing needs within their communities.

COMMITTEE RECOMMENDATION

The Committee recommends \$650,000,000 for Native American Housing Block Grants, which is the same as the fiscal year 2015 enacted level and \$10,000,000 below the budget request.

—\$3,500,000 is for organizations representing Native American housing interests to provide training and technical assistance to Indian housing authorities and Tribal Designated Housing Entities (TDHEs). Of this amount, no less than \$2,000,000 is for a national organization as authorized under NAHASDA.

—\$2,000,000 is for Title VI loan guarantees up to \$17,452,000.

Timely expenditure of funds.—The Committee continues language requiring fiscal year 2016 funds to be spent within 10 years.

Bill language is included to withhold reduce formula allocation funding from any grantee that has an unexpended balance greater than three times its formula allocation, unless that grantee's formula allocation is less than \$5,000,000.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

Credit subsidy:	
Appropriation, fiscal year 2015	\$7,000,000
Budget request, fiscal year 2016	8,000,000
Recommended in the bill	8,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+1,000,000
Budget request, fiscal year 2016	---
Limitation on guaranteed loans:	
Appropriation, fiscal year 2015	744,047,000
Budget request, fiscal year 2016	1,269,841,000
Recommended in the bill	1,269,841,000
Bill compared with:	
Appropriation, fiscal year 2015	+525,794,000
Budget request, fiscal year 2016	---

Section 184 of the Housing and Community Development Act of 1992 establishes a loan guarantee program for Native American individuals and housing authorities to build new housing or purchase existing housing on trust land. This program provides access to pri-

vate financing that otherwise might be unavailable because of the unique legal status of Indian trust land.

COMMITTEE RECOMMENDATION

The Committee recommends \$8,000,000 in new credit subsidy for the Section 184 loan guarantee program, which is \$1,000,000 above the fiscal year 2015 enacted level and the same as the budget request. This will guarantee a loan volume of \$1,269,841,000, which is \$525,794,000 above the fiscal year 2015 enacted level and the same as the budget request.

COMMUNITY PLANNING AND DEVELOPMENT

Appropriation, fiscal year 2015	\$6,477,627,000
Budget request, fiscal year 2016	6,752,000,000
Recommended in the bill	6,392,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 85,627,000
Budget request, fiscal year 2016	– 360,000,000

The Office of Community Planning and Development (CPD) is responsible for administering the Community Development Block Grants (CDBG), the Home Investment Partnerships program (HOME), Housing Opportunities for Persons with AIDS (HOPWA) program, Homeless Assistance Grants (HAG), and other HUD community development programs. Most of these programs pass Federal funds through to state and local governments and other entities to address housing and development needs.

COMMITTEE RECOMMENDATION

The Committee recommends \$6,392,000,000 for community planning and development programs, which is \$85,627,000 below fiscal year 2015 enacted and \$360,000,000 below the budget request.

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriation, fiscal year 2015	\$330,000,000
Budget request, fiscal year 2016	332,000,000
Recommended in the bill	332,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+2,000,000
Budget request, fiscal year 2016	— — —

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. Funding is distributed by formula to qualifying states and metropolitan areas based on the cumulative incidences of AIDS reported to the Centers for Disease Control. Government recipients are required to have a HUD-approved comprehensive plan or comprehensive housing affordability strategy.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$332,000,000 for the HOPWA program, which is \$2,000,000 above fiscal year 2015 enacted and the same as the budget request.

The Committee recommendation includes formula grants and funding for the renewal of certain expiring contracts that were pre-

viously funded under HOPWA competitive grants. The Committee encourages ongoing efforts at the Department for stronger coordination between HOPWA and the Department's other homeless prevention and support programs. However, the Committee directs the Department to review the level of technical assistance that has been provided to HOPWA grantees in prior years and to make certain that it is maintaining the same level of service in fiscal year 2016.

Formula modernization.—The current HOPWA formula, which is based on cumulative AIDS cases and area incidence, no longer reflects the nature of an epidemic that has been transformed by both advances in HIV health care and surveillance, and by the increasingly disproportionate impact of the virus on communities of poverty and color. The Committee encourages the Department to work with the authorizing committees on any additional statutory authority needed to modernize the HOPWA formula.

COMMUNITY DEVELOPMENT FUND

Appropriation, fiscal year 2015	\$3,066,000,000
Budget request, fiscal year 2016	2,880,000,000
Recommended in the bill	3,060,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 6,000,000
Budget request, fiscal year 2016	+180,000,000

The Community Development Fund, authorized by the Housing and Community Development Act of 1974 (42 U.S. C. 5301 et se.), provides funding, primarily through community development block grants, 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 \$3,060,000,000 for the Community Development Fund account, which is the \$6,000,000 below fiscal year 2015 enacted and \$180,000,000 above the budget request.

Of the amounts made available:

—\$3,000,000,000 is for the community development block grants (CDBG) formula program for entitlement communities and states. This is the same as fiscal year 2015 enacted and \$200,000,000 above the budget request; and

—\$60,000,000 is for the Native American housing and economic development block grant (also known as “Indian CDBG”), which is \$6,000,000 below fiscal year 2015 enacted and \$20,000,000 below the budget request. No funding is provided for the teacher housing set-aside requested in the budget.

\$7,000,000 of the amount provided for the CDBG formula program is for insular areas, per 42 U.S. C. 5306(a)(2), which is the same as fiscal year 2015 enacted and the budget request. The recommendation continues language requiring the Department to notify grantees of their formula allocation within 60 days of enactment of this Act.

Entitlement community eligibility.—The Committee does not support the changes to entitlement community eligibility referenced in the budget as such changes may have adverse effects on smaller

communities. Communities that would otherwise have received direct funding would only be eligible for funding allocated to their state. Assuming allocations remain unchanged, states would be forced to support a greater number of communities without additional funds. The Committee further notes that communities that have voluntarily joined an urban county for purposes of CDBG allocations have already achieved efficiencies similar to those referenced in the budget as benefits of reform.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT
(INCLUDING RESCISSIONS)

	Budget Authority	Limitation on guaranteed loans
Appropriation, fiscal year 2015	---	(\$500,000,000)
Budget request, fiscal year 2016	---	(300,000,000)
Recommended in the bill	---	(300,000,000)
Bill compared with:		
Appropriation, fiscal year 2015	---	(200,000,000)
Budget request, fiscal year 2016	---	---

The section 108 loan guarantee program is a source of variable and fixed-rate financing for communities undertaking projects eligible under the community development block grant (CDBG) program. Such activities may include economic development, housing rehabilitation, public facilities, and large-scale physical development projects. By pledging their current and future CDBG allocations to cover the loan amount as security, communities are able to finance large-scale projects with a federally guaranteed loan. HUD may require additional security for a loan, as determined on a case-by-case basis.

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, which is the same as fiscal year 2015 enacted and the budget request. The Committee also accepts the request to lower the limit on guaranteed loan volume from \$500,000,000 to \$300,000,000 which is \$200,000,000 below fiscal year 2015. With the conversion to a borrower-paid subsidy program structure complete, the Committee recommends the rescission of all unobligated balances of subsidy budget authority.

HOME INVESTMENT PARTNERSHIPS PROGRAM
(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2015	\$900,000,000
Budget request, fiscal year 2016	1,060,000,000
Recommended in the bill	900,000,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 160,000,000

The HOME investment partnerships program provides block grants to participating jurisdictions (states, units of local government, Indian tribes, and insular areas) to undertake activities that expand the supply of affordable housing in the jurisdiction. 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 \$900,000,000 for activities funded under this account, which is the same as fiscal year 2015 enacted and \$160,000,000 below the budget request. Of the total amounts provided, \$767,000,000 is directly appropriated and the remainder is derived from a transfer of budgetary resources from the housing trust fund.

Statutory reforms.—The Committee does not include the statutory reforms to HOME requested in the budget that would eliminate communities from the program that receive less than \$500,000. HOME funding is a vital resource for communities working to meet the needs of low-income families and individuals in need of supportive housing, including veterans, persons with disabilities, seniors and persons experiencing homelessness. The program allows states and localities to respond to individuals' most pressing housing needs. HOME provides gap financing that is critical to the creation and provision of affordable housing for the families who need it the most.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriation, fiscal year 2015	\$50,000,000
Budget request, fiscal year 2016	— — —
Recommended in the bill	50,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	+50,000,000

Self-Help Homeownership Opportunity Program (SHOP) funds are distributed through grants to nonprofit organizations and consortia that have experience in providing or facilitating self-help homeownership opportunities. Grant funds are used for land acquisition and improvements associated with developing new, decent 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 for activities described under section 4(a) of the HUD Demonstration Act of 1993 (42 U.S. C. 9816 note). Section 4 funds are awarded to a limited number of non-profits, which use the funds to develop the capacity of community development corporations (CDCs) and community housing development organizations (CHDOs). The CDCs and CHDOs then undertake 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 \$50,000,000 for this account which includes \$10,000,000 for SHOP, \$35,000,000 for Section 4 capacity building, and \$5,000,000 for capacity building grants to national

rural housing organizations that operate capacity building activities in at least seven HUD regions. The recommended funding level for each of these activities is the same as fiscal year 2015 enacted. The Committee rejects the request to support these activities through other programs.

Energy star.—The Committee is concerned that energy efficiency requirements imposed on SHOP grantees is undermining the affordability of the units supported by the program. Therefore, the recommendation includes a general provision that prohibits HUD from requiring any grantee, including SHOP grantees, to meet energy star building standards or any other energy efficiency standard that is beyond what is required under applicable state and local building codes.

HOMELESS ASSISTANCE GRANTS

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2015	\$2,135,000,000
Budget request, fiscal year 2016	2,480,000,000
Recommended in the bill	2,185,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+50,000,000
Budget request, fiscal year 2016	–295,000,000

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 funding the homeless assistance grant programs at \$2,185,000,000, which is \$50,000,000 above fiscal year 2015 enacted and \$295,000,000 below the budget request. The recommendation includes funding to support continuum of care project renewals of no less than \$1,905,000,000 as well as at least \$250,000,000 in emergency solutions grants. Up to \$5,000,000 is available for the national homeless data analysis project.

Minimum project performance standards.—HUD cannot afford to blindly renew all projects based solely on the fact that they were once funded in the past. Holding projects accountable to their ability to demonstrate effectiveness is essential to getting the most out of limited federal resources. The recommendation includes language which directs the Secretary to establish minimum project performance thresholds based on program performance data. These thresholds should reflect what is required to improve system-wide performance for each continuum of care and should also take into consideration what subpopulations are served. The Committee also includes language that prohibits funding for projects that fail to meet minimum performance standards.

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.

Training, education, and other services.—The Committee has heard concerns from community housing providers that the ‘Housing First’ approach to homelessness under the continuum of care program is compromising training, education, and continuity of integration efforts. HUD should consider the value of housing providers that deliver a full spectrum of resources under this program.

Highly vulnerable populations study.—Certain groups of Americans are particularly vulnerable to homelessness. As the federal government works toward ending homelessness, it is important to identify particular populations that should receive extra attention. Further, the Committee is concerned about the ability of HUD’s outreach and prevention programs to target subpopulations most vulnerable to homelessness beyond those who are chronically homeless. Therefore, the Committee directs HUD, in coordination with the Interagency Council on Homelessness, to report to the House and Senate Committees on Appropriations within 180 days of enactment on what populations beyond the chronically homeless are highly vulnerable to homelessness. This report shall identify highly vulnerable subpopulations, identify for each subpopulation barriers to access across all federal outreach and prevention programs, and recommend policies to address these barriers. This report shall be completed within six months of enactment.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2015	\$9,730,000,000
Budget request, fiscal year 2016	10,760,000,000
Recommended in the bill	10,654,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+924,000,000
Budget request, fiscal year 2016	– 106,000,000

The Project-Based Rental Assistance account provides a rental subsidy to a private landlord tied to a specific housing unit so that the properties themselves, rather than the individual living in the unit, remain subsidized. Amounts provided in this account include 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 \$10,654,000,000, including \$400,000,000 provided as advance appropriations, for the annual renewal of project-based contracts. This funding level is \$924,000,000 above the enacted level for fiscal year 2015 and \$106,000,000 below the budget request. Up to \$150,000,000 is available for performance-based contract administrators (PBCA). The Committee once again rejects the budget proposal to administer PBCA funds as grants or cooperative agreements, and assumes that HUD will realize cost savings in fiscal year 2015 and

fiscal year 2016 by procuring contracts for PBCA services as required by law.

HOUSING FOR THE ELDERLY

Appropriation, fiscal year 2015	\$420,000,000
Budget request, fiscal year 2016	455,000,000
Recommended in the bill	414,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 6,000,000
Budget request, fiscal year 2016	– 41,000,000

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 recommends \$414,000,000, which is \$6,000,000 below the fiscal year 2015 enacted level and \$41,000,000 below the budget request. In addition, to these funds, HUD shall use a total of \$47,000,000 in uncommitted funds from prior year appropriations for the program. This includes \$20,000,000 available from an elderly demonstration program, \$20,000,000 available from supportive housing capital advance program funds, and \$7,000,000 of the \$16,000,000 available in fiscal year 2015 residual receipt recaptures.

The total appropriation plus uncommitted balances provide a total program level of \$461,000,000, which will fully fund contract renewals and amendments in fiscal year 2016 for the elderly program. The Committee rejects the budget proposal to fund \$16,000,000 of the section 202 program under the project-based rental assistance account and instead funds them under this heading.

The recommendation allocates available funding as follows:

- \$381,000,000 for the renewal and amendment of project rental assistance contracts (PRAC);
- Up to \$77,000,000 for service coordinators and the continuation of congregate services grants; and
- \$3,000,000 is for property inspections and related costs.

The Committee continues to include bill language relating to the initial contract and renewal terms for assistance provided under this heading and language allowing these funds to be used for inspections and analysis of data by HUD's REAC program office.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriation, fiscal year 2015	\$135,000,000
Budget request, fiscal year 2016	177,000,000
Recommended in the bill	152,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+17,000,000
Budget request, fiscal year 2016	– 25,000,000

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 recommends \$152,000,000 for Section 811 activities, \$17,000,000 above the fiscal year 2015 enacted level and \$25,000,000 below the budget request. This level will fully fund the project rental assistance and project assistant contract renewals and amendments in fiscal year 2016. The Committee continues to include bill language allowing these funds to be used for inspections and analysis of data by HUD's REAC program office, and provides \$2,000,000 for this purpose.

HOUSING COUNSELING ASSISTANCE

Appropriation, fiscal year 2015	\$47,000,000
Budget request, fiscal year 2016	60,000,000
Recommended in the bill	47,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 13,000,000

Section 106 of the Housing and Urban Development Act of 1968 authorized HUD to provide housing counseling services to homebuyers, homeowners, low and moderate income renters, and the homeless.

COMMITTEE RECOMMENDATION

The Committee recommends \$47,000,000 for housing counseling, equal to the fiscal year 2015 enacted level and \$13,000,000 below the budget request.

The Committee retains bill language that provides two year funding availability to allow HUD flexibility to reprogram unobligated balances and re-obligate any recaptures to support counseling activity rather than expire. The bill retains language that requires HUD to make grants within 180 days of enactment, and allows multi-year agreements, subject to the availability of annual appropriations.

The Committee encourages HUD to coordinate with FEMA's Flood Insurance Advocate to ensure HUD counselors located in flood-prone states receive adequate training and information to educate future homeowners on their potential flood risks, associated flood insurance premiums, home mitigation measures available proven to reduce flood risk, and any federal assistance available for mitigation projects and activities.

RENTAL HOUSING ASSISTANCE

Appropriation, fiscal year 2015	\$18,000,000
Budget request, fiscal year 2016	30,000,000
Recommended in the bill	30,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+12,000,000
Budget request, fiscal year 2016	— — —

The Rental Housing Assistance account includes existing long-term project-based rental assistance contracts covering approximately 18,000 affordable housing units under the Rent Supplement

and Section 236 Rental Assistance Payment (RAP) programs. Enacted in 1965 and 1974 respectively, these programs created affordable units for low-income families. Monthly payments are made to project owners from existing contract balances, and new budget authority provided is required for short-term extensions of expiring contracts and annual contract amendments. Contract amendments provide additional subsidy to below-market contracts where rents have been constrained and owners are unable to adequately service properties and perform ongoing maintenance.

COMMITTEE RECOMMENDATION

The Committee recommends \$30,000,000 in funding for the Rental Housing Assistance program, which is \$12,000,000 above the level enacted in fiscal year 2015 and the same as the budget request. This appropriation plus projected carryover will fully fund contract amendment and extension needs in fiscal year 2016. The increase reflects a greater number of expirations scheduled to occur in fiscal year 2016 (7,000) relative to fiscal year 2015 (3,500). The Committee continues bill language that allows HUD to use unobligated balances and recaptured funds for extensions and amendments.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriation, fiscal year 2015	\$10,000,000
Budget request, fiscal year 2016	11,000,000
Recommended in the bill	11,000,000
Bill compared with:	
Appropriation, fiscal year 2015	+1,000,000
Budget request, fiscal year 2016	---

The National Manufactured Housing Construction and Safety Standards Act of 1974, as amended by the Manufactured Housing Improvement Act of 2000, authorized the Secretary to establish Federal manufactured home construction and safety standards for the construction, design, and performance of manufactured homes. All manufactured homes are required to meet the Federal standards, and fees are charged to producers to cover the costs of administering the Act. HUD estimates that there are 8 million manufactured homes built since 1976 that are currently in use.

COMMITTEE RECOMMENDATION

The Committee recommends up to \$11,000,000 for the manufactured housing standards programs to be derived from certification label fees collected and deposited in the Manufactured Housing Fees Trust Fund established pursuant to the Manufactured Housing Improvement Act of 2000. The Committee does not provide a direct appropriation for this account. The recommendation is \$1,000,000 above the fiscal year 2015 enacted level, and equal to the budget request.

The Committee includes language allowing the Department to collect fees from program participants for the dispute resolution and installation programs. These fees are to be deposited into the trust fund and may be used by the Department subject to the overall cap placed on the account.

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

	Limitation of direct loans	Limitation of guaranteed loans	Administrative contract expenses
Appropriation, fiscal year 2015	\$20,000,000	\$400,000,000,000	\$130,000,000
Budget request, fiscal year 2016	5,000,000	400,000,000,000	174,000,000
Recommended in the bill	5,000,000	400,000,000,000	130,000,000
Bill compared to:			
Appropriation, fiscal year 2015	– 15,000,000	– – –	– – –
Budget request, fiscal year 2016	– – –	– – –	– 44,000,000

The Federal Housing Administration's (FHA) mutual mortgage insurance program account includes the mutual mortgage insurance (MMI) and cooperative management housing insurance funds. This program account covers unsubsidized programs, primarily the single-family home mortgage program, which is the largest of all the FHA programs. These include the Condominium, Section 203(k) rehabilitation, and Home Equity Conversion Mortgage programs (HECM) and the multifamily Cooperative Management Housing Insurance Funds (CMHI). The cooperative housing insurance program provides mortgages for cooperative housing projects of more than five units that are occupied by members of a cooperative housing corporation.

COMMITTEE RECOMMENDATION

The Committee recommends the following limitations on loan commitments in the MMI program account: \$400,000,000,000 for loan guarantees and \$5,000,000 for direct loans. The recommendation also includes \$130,000,000 for administrative contract expenses.

The Committee's recommendation for administrative contract expenses is \$44,000,000 below the budget request and equal to the level enacted in fiscal year 2015. The Committee denies a transfer of administrative contract expense funding to the Management and Administration account.

The Committee includes bill language that lifts the statutory aggregate cap of 275,000 HECM loan guarantees in fiscal year 2016. The Committee has carried similar language in prior years.

The Committee continues to be concerned about proposals for local governments to seize underwater performing mortgages and then refinance them into an FHA product. The Committee required HUD to submit a report on April 1, 2014 detailing the effects using eminent domain for these purposes will have on the housing market, including FHA primary and refinance market as well as the broader mortgage market, interest rates, homeownership, and affordability. The Committee continues to await the delivery of this report, and continues to prohibit HUD from financing mortgages for properties that have been subject to eminent domain.

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation of direct loans	Limitation of guaranteed loans
Appropriation, fiscal year 2015	\$20,000,000	\$30,000,000,000
Budget request, fiscal year 2016	5,000,000	30,000,000,000
Recommended in the bill	5,000,000	30,000,000,000
Bill compared to:		
Appropriation, fiscal year 2015	- 15,000,000	- - -
Budget request, fiscal year 2016	- - -	- - -

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

The Committee recommends a limitation on loan guarantees of \$30,000,000,000, the same as the fiscal year 2015 level and equal to the budget request. It includes a limitation of \$5,000,000 for direct loans, which is \$15,000,000 below the fiscal year 2015 level and equal to the budget request. This program provides short-term purchase money mortgages to allow non-profit and governmental agencies to acquire single family properties and resell to low income purchasers. However, use has declined recently due to the shortage of state/local government subsidies needed to offset participants' development costs associated with administering the program.

The Committee encourages HUD to coordinate with FEMA's Flood Insurance Advocate and identify rehabilitation activities eligible under section 203(k) that also fulfill FEMA's hazard mitigation standards and to identify qualifying disaster mitigation rehabilitation options on its website and other promotional materials.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE

PROGRAM ACCOUNT

	Limitation of guaranteed loans	Administrative contract expenses
Appropriation, fiscal year 2015	\$500,000,000,000	\$23,000,000
Budget request, fiscal year 2016	500,000,000,000	28,320,000
Recommended in the bill	500,000,000,000	23,000,000
Bill compared to:		
Appropriation, fiscal year 2015	- - -	- - -
Budget request, fiscal year 2016	- - -	- 5,320,000

The Guarantees of Mortgage-Backed Securities Program facilitates the financing of residential mortgage loans insured or guaranteed by the Federal Housing Administration, the Department of Veterans Affairs, and the Rural Housing Services program. The Government National Mortgage Association (GNMA) guarantees the timely payment of principal and interest on securities issued by private service institutions such as mortgage companies, commercial banks, savings banks, and savings and loan associations that assemble pools of mortgages and issue securities backed by the pools. In turn, investment proceeds are used to finance additional mortgage loans. Investors include non-traditional sources of credit in the housing market such as pension and retirement funds, life insurance companies, and individuals.

COMMITTEE RECOMMENDATION

The recommendation includes a \$500,000,000,000 limitation on loan commitments for mortgage-backed securities, as requested, and \$23,000,000 for the personnel costs of GNMA, to be funded by Commitment and Multiclass fees. The recommendation for personnel costs is equal to the fiscal year 2015 enacted level and \$5,320,000 below the budget request.

POLICY DEVELOPMENT AND RESEARCH

Appropriation, fiscal year 2015	\$72,000,000
Budget request, fiscal year 2016	50,000,000
Recommended in the bill	52,500,000
Bill compared with:	
Appropriation, fiscal year 2015	- 19,500,000
Budget request, fiscal year 2016	+2,500,000

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. Additionally, this appropriation is used to support HUD evaluation and monitoring activities and to conduct housing surveys.

COMMITTEE RECOMMENDATION

The Committee recommends \$52,500,000 for this account, which is \$2,500,000 more than the budget request and \$19,500,000 below last year's level.

Of the activities proposed in the budget, the Committee recommends \$41,500,000 for market surveys, \$5,700,000 for research support and dissemination, \$600,000 for data acquisition, \$1,000,000 for housing finance studies, \$1,000,000 for research partnerships, \$200,000 for housing technology, and \$2,500,000 for an evaluation of programs serving homeless youth, which is to be conducted in partnership with the Department of Health and Human Resources.

As in prior years, the bill includes a general provision in Title II that prohibits funds from being used for a doctoral dissertation research grant program.

The bill includes a new general provision in Title II 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.

Unlike the prior year, funds are not provided under this heading for the purposes of technical assistance.

FAIR HOUSING AND EQUAL OPPORTUNITY

Appropriation, fiscal year 2015	\$65,300,000
Budget request, fiscal year 2016	71,000,000
Recommended in the bill	65,300,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	-5,700,000

The Office of Fair Housing and Equal Opportunity (OFHEO) is responsible for developing policies and guidance, and for providing technical support for enforcement of the Fair Housing Act and the civil rights statutes. OFHEO serves as the central point for the formulation, clearance and dissemination of policies, intra-departmental clearances, and public information related to fair housing issues. OFHEO 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. Additionally, OFHEO conducts civil rights compliance reviews and compliance reviews under Section 3.

COMMITTEE RECOMMENDATION

The Committee recommends \$65,300,000 for this account, which is the same as fiscal year 2015 and \$5,700,000 below the request. Of the funds provided, \$24,300,000 is for the fair housing assistance programs, \$300,000 is for the limited english proficiency initiative and \$1,500,000 is for the National Fair Housing Training Academy. Of the \$39,200,000 for the fair housing initiative programs, not less than \$7,450,000 is education and outreach programs. The Committee directs the Department to focus resources on education, outreach, and training initiatives, and supporting local and state organizations that conduct investigations and adjudicate claims.

The Committee directs the Department to provide a spend plan for all funds and activities in this account concurrent with the fiscal year 2016 operating plan and provide 3 days' notice prior to the announcement of any grant.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

Appropriation, fiscal year 2015	\$110,000,000
Budget request, fiscal year 2016	120,000,000
Recommended in the bill	75,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 35,000,000
Budget request, fiscal year 2016	– 45,000,000

The Office of Lead Hazard Control and Healthy Homes is responsible for administering the lead-based paint hazard reduction program authorized by Title X of the Housing and Community Development Act of 1992. The office also addresses multiple housing-related health hazards through the Healthy Homes Initiative, pursuant to the Secretary's authority in sections 501 and 502 of the Housing and Urban Development Act of 1970 (12 U.S.C. 1701z-1 and 1701z-2).

The office 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, the office designs and administers programs for grants, training, research, demonstration, and education.

COMMITTEE RECOMMENDATION

The Committee recommends \$75,000,000 for the lead programs, which is \$35,000,000 below the level enacted in fiscal year 2015 and \$45,000,000 below the budget request.

The Committee recommends no more than \$15,000,000 for the healthy homes initiative, and directs the Department to fund activities aimed at reducing incidences of asthma, mold, pests and radon.

The Committee directs the Department to provide a spend plan for all funds and activities in this account concurrent with the fiscal year 2016 operating plan and provide 3 days' notice prior to the announcement of any grant.

INFORMATION TECHNOLOGY FUND

Appropriation, fiscal year 2015	\$250,000,000
Budget request, fiscal year 2016	334,000,000
Recommended in the bill	100,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 150,000,000
Budget request, fiscal year 2016	– 234,000,000

While HUD's Working Capital Fund (WCF) was established pursuant to 42 U.S.C. 3535 to provide necessary capital for the development of, modifications to, and infrastructure for Department-wide information technology systems, and for the continuing operation of both Department-wide and program-specific information technology systems, HUD has never created the cost-accounting structure to operate a true WCF, and the Committee changed the name of the account from "Working Capital Fund" to the "Information Technology Fund" in 2015.

COMMITTEE RECOMMENDATION

The Committee recommends \$100,000,000 in direct appropriations for the IT Fund to support Department-wide information technology system activities, \$150,000,000 less than the fiscal year 2015 enacted level and \$234,000,000 below than the budget request. The Department requires approximately \$250,000,000 simply to operate basic telecommunication services and existing information technology contracts, plus another \$40,000,000 to \$60,000,000 to transition over to the new information technology contract in fiscal year 2016—a requirement for the Department. The Committee strongly urges the Department to establish a true Working Capital Fund in 2015 so that in fiscal year 2016 the Department is able to appropriately charge the various offices for the services used to make up the funding difference and keep the systems running.

The Department's leadership has made great strides in focusing the scarce information technology resources available to achieve the highest priorities in terms of systems development and investment. The Committee sees a surprising and encouraging emphasis on oversight, management, planning, and accountability; and should additional resources become available, the Committee would recommend further investment in this area.

The Committee directs HUD to continue with efforts to retire obsolete, unproductive, and expensive information technology systems in an effort to direct resources for higher priority and more effective systems.

OFFICE OF INSPECTOR GENERAL

Appropriation, fiscal year 2015	\$126,000,000
Budget request, fiscal year 2016	129,000,000
Recommended in the bill	126,000,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	— 3,000,000

The Office of Inspector General (IG) provides agency-wide audit and investigative functions to identify and correct management and administrative deficiencies that create conditions for existing or potential instances of 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, re-pricing, 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 \$126,000,000 for the Office of Inspector General, which is the same as the fiscal year 2015 enacted level and \$3,000,000 below the budget request.

The Committee has found the reports and investigations undertaken by the IG over the past couple of years to be interesting and pertinent to the work of the Committee. The reduction from the budget request is taken without prejudice.

TRANSFORMATION INITIATIVE

Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	¹ 120,000,000
Recommended in the bill	---
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	- 120,000,000

¹The budget proposes to transfer up to \$120,000,000 from other accounts into the Transformation Initiative.

The Transformation Initiative is the Department's attempt to improve and streamline the systems and operations at HUD. Managed by the Office of Strategic Planning and Management, this initiative proposes three elements: (1) research, evaluation, and program metrics; (2) program demonstrations; and (3) technical assistance and capacity building.

COMMITTEE RECOMMENDATION

The Committee continues to withhold funds for the Transformation Initiative.

First, the tired and many times over rejected mass take down and transfer of funds is an awkward method of funding the activities proposed under this account, and distorts the resources required and available under the various donor program accounts.

Second, the Department has failed year after year to articulate effectively the need for a transfer funded "transformation." Research projects and demonstrations should be planned, requested, and accounted for under the Policy, Demonstration, and Research (PDR) account, and the Committee has made its funding recommendation and direction under the header "Policy, Demonstration, and Research."

Finally, the Department has demonstrated that even with direction and directly appropriated dollars, their interpretation of what is technical assistance, and what activities should be funded by contract or a notice of funding available (NOFA) is suspect. Technical assistance funds and authorities are available under many existing HUD accounts and the Committee directs HUD to limit technical assistance to those accounts.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

(INCLUDES RESCISSION OF FUNDS)

Section 201. The Committee continues with modification a provision regarding certain overpayments to be returned to Treasury.

Section 202. The Committee continues the provision prohibiting the use of funds to investigate or prosecute legal activities under the Fair Housing Act.

Section 203. The Committee continues the provision extending HOPWA formula modifications affecting certain jurisdictions in New York, New Jersey, and North Carolina.

Section 204. The Committee continues the provision requiring that funds be distributed on a competitive basis unless specified otherwise in statute.

Section 205. The Committee continues the provision allowing HUD to use funds to reimburse the Government National Mortgage Association (GNMA), Fannie Mae and other Federal entities for services and facilities.

Section 206. The Committee continues the provision requiring HUD to comport with the budget estimates except as otherwise provided in this Act or through an approved reprogramming.

Section 207. The Committee continues the provision providing authorization for HUD corporations to utilize funds under certain conditions and restrictions.

Section 208. The Committee continues the provision requiring a report on available balances each quarter.

Section 209. The Committee continues the provision requiring that the Administration's budget and the Department's budget justifications for fiscal year 2017 be submitted in the identical account and sub-account structure provided in this Act.

Section 210. The Committee continues the provision exempting PHA Boards in Alaska, Iowa, and Mississippi and the County of Los Angeles from the public housing resident representation requirement, and provides alternative requirements.

Section 211. The Committee continues the provision exempting GNMA from certain requirements of the Federal Credit Reform Act of 1990.

Section 212. The Committee continues the provision authorizing HUD to transfer debt and use agreements from an obsolete project to a viable project, provided certain conditions are met.

Section 213. The Committee continues the provision setting forth the requirements for eligibility for section 8 voucher assistance.

Section 214. The Committee continues the provision distributing Native American Housing Block Grant funds to the same Native Alaskan recipients as in Fiscal Year 2005.

Section 215. The Committee continues the provision authorizing the Secretary to insure mortgages under section 255 of the National Housing Act.

Section 216. The Committee continues the provision instructing HUD on managing and disposing of any multifamily property that is owned or held by HUD.

Section 217. The Committee continues the provision allowing amounts provided under the Section 108 loan guarantee program to be used to guarantee notes or other obligations issued by any State on behalf of non-entitlement communities in the State.

Section 218. The Committee continues the provision allowing PHAs that own and operate 400 or fewer units of public housing to be exempt from asset management requirements.

Section 219. The Committee continues the provision restricting the Secretary from imposing any requirement or guideline relating to asset management that restricts or limits the use of capital funds for central office costs, up to the limits established in the Quality Housing and Work Responsibility Act of 1998.

Section 220. The Committee continues the provision directing that no HUD employee, including those working in the offices of

the IG and GNMA, shall be designated as an allotment holder unless the Chief Financial Officer determines that they have received training.

Section 221. The Committee continues the provision requiring that the Secretary publish all notice of funding availability on the internet for fiscal year 2016.

Section 222. The Committee continues the provision requiring that attorney fees for programmatic litigation must be paid from the personnel and benefits accounts of affected offices and the Office of General Counsel, and be restricted to payment of attorney fees only.

Section 223. The Committee continues the provision allowing the Disaster Housing Assistance Programs to be considered a program of HUD for the purpose of income verifications and matching.

Section 224. The Committee continues the provision requiring HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 225. The Committee continues the provision placing a salary and bonus limit on public housing agency officials and employees.

Section 226. The Committee continues the provision prohibiting funds from being used for the doctoral dissertation research grant program at HUD.

Section 227. The Committee continues the provision requiring the Secretary to provide the Committees on Appropriations advance notice of discretionary awards.

Section 228. The Committee continues the provision prohibiting funds from being used to require or enforce the physical needs assessment (PNA).

Section 229. The Committee continues the provision prohibiting funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 230. The Committee continues the provision prohibiting funds from being used to terminate the status of a unit of local government as a metropolitan city, as defined under section 102 of the Housing and Community Development Act of 1974, with respect to grants under section 106 of such Act.

Section 231. The Committee includes a provision requiring unexpended funding for research, evaluation and statistical purposes at the completion of a contract, grant or cooperative agreement to be deobligated and reobligated for additional research, subject to reprogramming requirements in this Act.

Section 232. The Committee includes a provision prohibiting the Secretary from requiring Energy Star standards or any other energy efficiency standards that exceed the requirements of applicable State and local building codes.

Section 233. The Committee includes a provision rescinding unobligated balances appropriated in section 1497(a) of the Dodd-Frank Wall Street Reform and Consumer Protection Act and section 2301(a) of title III of division B of the Housing and Economic Recovery Act of 2008.

Section 234. The Committee includes a provision rescinding unobligated balances remaining from funds appropriated under the headings "Rural Housing and Economic Development", "Manage-

ment and Administration”, and “Program Office Salaries and Expenses”.

TITLE III—RELATED AGENCIES

UNITED STATES ACCESS BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2015	\$7,548,000
Budget request, fiscal year 2016	8,023,000
Recommended in the bill	7,548,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	– 475,000

The United States Access Board (Access Board) was established by section 502 of the Rehabilitation Act of 1973 with the primary mission of ensuring accessibility for people with disabilities. The Access Board is responsible for developing guidelines under the Americans with Disabilities Act, the Architectural Barriers Act, and the Telecommunications Act. The Access Board is responsible for developing standards under section 508 of the Rehabilitation Act for accessible electronic and information technology used by Federal agencies. The Access Board also enforces the Architectural Barriers Act and provides training and technical assistance on the guidelines and standards it develops.

The Access Board has been given responsibilities under the Help America Vote Act to serve on the Election Assistance Commission's Board of Advisors and Technical Guidelines Development Committee. Additionally, the Board maintains a small research program that develops technical assistance materials and provides information needed for rulemaking.

COMMITTEE RECOMMENDATION

The Committee recommends \$7,548,000 for the operations of the Access Board, which is equal to the fiscal year 2015 level and \$475,000 below the request.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriation, fiscal year 2015	\$25,660,000
Budget request, fiscal year 2016	27,387,000
Recommended in the bill	25,660,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	– 1,727,000

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 policy focuses on (1) maintaining an efficient and competitive international ocean transportation system; and (2) protecting the public from unlawful, unfair, and deceptive ocean trans-

portation practices. The Federal Maritime Commission 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 governments 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 \$25,660,000 for the Federal Maritime Commission, which is equal to the fiscal year 2015 appropriation and \$1,727,000 less than the budget request. Of the funds provided, not less than \$527,637 is available for the Office of Inspector General.

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriation, fiscal year 2015	\$23,999,000
Budget request, fiscal year 2016	24,499,000
Recommended in the bill	23,999,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	– 500,000

The Amtrak Inspector General 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 recommends \$23,999,000 for Amtrak’s Office of Inspector General (Amtrak OIG), which is equal to the fiscal year 2015 enacted level and \$500,000 below the amount proposed in the fiscal year 2016 budget. The recommended level will allow Amtrak OIG to undertake audits, evaluations, and investigations and will ensure the OIG’s effective oversight of Amtrak’s programs and operations. The OIG’s efforts have resulted in valuable studies and recommendations for this Committee and for the Corporation that have yielded cost savings and management improvements. These studies have been in a number of areas, including food and beverage service, capital planning, overtime, and fraud. In addition, Amtrak OIG has been instrumental in developing an audit process to review invoices and identifying overpayments.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2015	\$103,981,000
Budget request, fiscal year 2016	105,170,000
Recommended in the bill	103,981,000
Bill compared with:	
Appropriation, fiscal year 2015	— — —
Budget request, fiscal year 2016	– 1,189,000

Initially established along with the Department of Transportation (DOT), the National Transportation Safety Board (NTSB) commenced operations on April 1, 1967, as an independent federal agency charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in other modes of transportation—railroad, highway, marine and pipeline—and issuing safety recommendations aimed at preventing future accidents. Although it has always operated independently, the NTSB relied on the DOT for funding and administrative support until the Independent Safety Board Act of 1974 (Public Law 93–633) severed all ties between the two organizations effective April of 1975.

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 U.S. manufacture. 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) or 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 \$103,981,000 for the salaries and expenses of the NTSB, which is the same as the fiscal year 2015 enacted level and \$1,189,000 below the budget request.

NTSB Academy.—The agency is encouraged to continue to seek additional opportunities to lease out, or otherwise generate revenue from the NTSB Academy, so that the agency can appropriately focus its resources on the important investigative work that is central to the agency's mission. In addition, the agency is again directed to submit detailed information on the costs associated with the NTSB Academy, as well as the revenue the facility is expected to generate, as part of the fiscal year 2017 budget request.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriation, fiscal year 2015	\$185,000,000
Budget request, fiscal year 2016	182,300,000
Recommended in the bill	177,000,000
Bill compared with:	
Appropriation, fiscal year 2015	– 8,000,000
Budget request, fiscal year 2016	– 5,300,000

The Neighborhood Reinvestment Corporation 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.

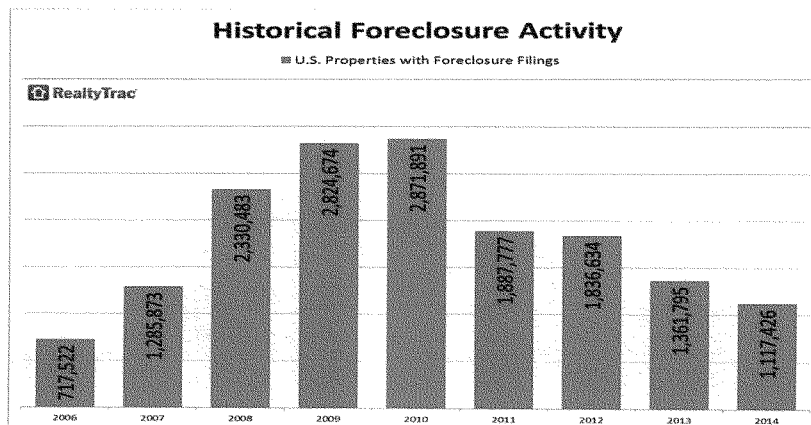
COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$177,000,000 for fiscal year 2016, which is \$5,300,000 below the request and \$8,000,000 below the fiscal year 2015 enacted level.

Of the funds provided, \$135,000,000 is for the core program, which is equal to the fiscal year 2015 enacted level, and \$1,000,000 below the request. In addition, there is a total of \$42,000,000 for the National Foreclosure Mitigation Counseling (NFMC) Program, which is \$3,700,000 below the budget request and \$8,000,000 below the fiscal year 2015 enacted level.

Program	Fiscal Year 2015 Enacted	Fiscal Year 2016 Budget Request	Fiscal Year 2016 Committee Recommendation
Core	\$135,000,000	\$136,600,000	\$135,000,000
NFMC	50,000,000	45,700,000	42,000,000
Total	185,000,000	182,300,000	177,000,000

The Committee notes that in fiscal year 2007, Congress provided “one-time funding” for NFMC in response the housing foreclosure crisis. According to RealtyTrac’s Year-End Year-End 2014 U.S. Foreclosure Market Report, which shows foreclosure filings—default notices, scheduled auctions and bank repossessions—were reported on 1.1 million properties in 2014, down 18 percent from 2013 and down 61 percent from the peak of 2.9 properties with foreclosure filings in 2010. The foreclosure filings in 2014 were at the lowest annual total since 2006, when there were 717,522 properties with foreclosure filings nationwide.



Recognizing the continuing improvement in the housing market and the reduction in foreclosures, the Committee reduces funding for NFMF.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriation, fiscal year 2015	\$3,530,000
Budget request, fiscal year 2016	3,530,000
Recommended in the bill	3,530,000
Bill compared with:	
Appropriation, fiscal year 2015	---
Budget request, fiscal year 2016	---

The mission of the United States Interagency Council on Homelessness (USICH) is to coordinate the Federal response to homelessness and to create a national partnership at every level of government and with the private sector to reduce and end homelessness in the nation while maximizing the effectiveness of the Federal government in contributing to the end of homelessness.

COMMITTEE RECOMMENDATION

The Committee recommends \$3,530,000 for the USICH, which is the same as fiscal year 2015 enacted and the budget request. The Committee does not include requests to make this program permanent or to increase the salary for the executive director.

The Committee encourages the nineteen USICH member agencies to use the next year to establish permanent working relationships and interagency efficiencies that will endure USICH's sunset date in 2017. The Committee directs USICH to facilitate this work and to establish a plan for transition of its coordination function to permanently authorized agencies. USICH is directed to assist those agencies in conducting reorganization activities necessary to carry out interagency coordination beyond 2017 on Opening Doors: the Federal Strategic Plan to Prevent and End Homelessness. The Committee directs USICH to provide a report within 90 days of enactment of this Act on how it plans to transition its functions in anticipation of the sunset date.

GENERAL PROVISION—THIS ACT

Section 401. The Committee continues the provision prohibiting pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act.

Section 402. The Committee continues the provision prohibiting obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 403. The Committee continues the provision limiting consulting service expenditures through a procurement contract to contracts where such expenditures are a matter of public record, with exceptions.

Section 404. The Committee continues the provision prohibiting employee training not specifically related to the performance of official duties.

Section 405. The Committee continues the provision specifying reprogramming procedures and requires tables to include prior year enacted levels.

Section 406. The Committee continues the provision allowing up to fifty percent of unobligated balances appropriated for salaries and expenses to remain available for certain purposes, contingent upon approval by the House and Senate Committees on Appropriations.

Section 407. The Committee continues the provision prohibiting funds from being used for any project that seeks to use the power of eminent domain unless eminent domain is employed only for a public use.

Section 408. The Committee continues the provision denying the transfer of funds made available in this Act, except pursuant to a transfer made by this Act or by authority granted in this Act.

Section 409. The Committee continues the provision prohibiting funds in this Act from being used to permanently replace an employee intent on returning to his or her past occupation after completion of military service.

Section 410. The Committee continues the provision prohibiting funds in this Act from being used unless the expenditure is in compliance with the Buy American Act.

Section 411. The Committee continues the provision prohibiting funds from being made available to any person or entity that has been found to have violated the Buy American Act.

Section 412. The Committee continues the provision prohibiting funds for first-class airline accommodations in contravention of section 301–10.122 and 301–10.123 of title 41, C.F.R.

Section 413. The Committee continues the provision prohibiting 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 of Article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement and specifies that nothing in this section shall prohibit, restrict, or preclude the Secretary of DOT from granting a permit or exemption where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Treaty and U.S. law.

Section 414. The Committee includes a provision prohibiting funds to be used by the Federal Maritime Commission or the Ad-

ministrator of the Maritime Administration to issue a license or certificate for a commercial vessel that was docked or anchored within 7 miles of a port on property confiscated by the Cuban Government.

Section 415. The Committee includes a provision that establishes a spending reduction account.

HOUSE OF REPRESENTATIVES REPORTING REQUIREMENTS

The following materials are submitted in accordance with various requirements of the Rules of the House of Representatives:

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 lists the rescissions of unexpended balances included in the accompanying bill:

- Such sums that are available from "Housing Certificate Fund";
- \$7,000,000 of budget authority from the Neighborhood Stabilization Program;
- Such sums that are available from "Rural Housing and Economic Development";
- Such sums that are available from "Management and Administration";
- Such sums that are available from "Program Office Salaries and Expenses"; and
- Such sums that are available from "Community Development Loan Guarantees Program Account".

TRANSFER OF FUNDS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following lists the transfers of unexpended balances included 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	≤5% of certain funds subject to conditions
Office of the Secretary, National Infrastructure Investments.	Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Maritime Administration.	Up to \$5,000,000
Federal Aviation Administration, Operations.	Federal Aviation Administration, Operations.	≤2% of certain funds subject to conditions
FHWA: Limitation on administrative expenses.	Appalachian Regional Commission	\$3,248,000

Account from which the transfer is made	Account to which the transfer is made	Amount
Maritime Administration, Maritime Guaranteed Loan (Title XI) Program Account.	Maritime Administration, Operations and Training.	\$3,135,000

UNDER TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Account from which the transfer is made	Account to which the transfer is made	Amount
Administrative Support Offices	Program Office Salaries and Expenses	≈\$14,400,000 subject to conditions
Housing Trust Fund	Home Investment Partnerships Program	Such sums as available
Shelter Plus Care Renewal	Homeless Assistance Grants	Such sums as available

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)

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italics, existing law in which no change is proposed is shown in roman):

TITLE 23, UNITED STATES CODE

* * * * *

CHAPTER 1—FEDERAL-AID HIGHWAYS

* * * * *

§ 127. Vehicle weight limitations - Interstate System

(a) IN GENERAL.—

(1) The Secretary shall withhold 50 percent of the apportionment of a State under section 104(b)(1) in any fiscal year in which the State does not permit the use of The Dwight D. Eisenhower System of Interstate and Defense Highways within its boundaries by vehicles with a weight of twenty thousand pounds carried on any one axle, including enforcement tolerances, or with a tandem axle weight of thirty-four thousand pounds, including enforcement tolerances, or a gross weight of at least eighty thousand pounds for vehicle combinations of five axles or more.

(2) However, the maximum gross weight to be allowed by any State for vehicles using The Dwight D. Eisenhower System of Interstate and Defense Highways shall be twenty thousand pounds carried on one axle, including enforcement tolerances, and a tandem axle weight of thirty-four thousand pounds, including enforcement tolerances and with an overall maximum gross weight, including enforcement tolerances, on a group of two or more consecutive axles produced by application of the following formula: $W=500(LN/(N-1))+12N+36$

where W equals overall gross weight on any group of two or more consecutive axles to the nearest five hundred pounds, L equals distance in feet between the extreme of any group of two or more consecutive axles, and N equals number of axles in group under consideration, except that two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles (1) is thirty-six feet or more, or (2) in the case of a motor vehicle hauling any tank trailer, dump trailer, or ocean transport container before September 1, 1989, is 30 feet or more: Provided, That such overall gross weight may not exceed eighty thousand pounds, including all enforcement tolerances, except for vehicles using Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota or vehicles using Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska, and except for those vehicles and loads which cannot be easily dismantled or divided and which have been issued special permits in accordance with applicable State laws, or the corresponding maximum weights permitted for vehicles using the public highways of such State under laws or regulations established by appropriate State authority in effect on July 1, 1956, except in the case of the overall gross weight of any group of two or more consecutive axles on any vehicle (other than a vehicle comprised of a motor vehicle hauling any tank trailer, dump trailer, or ocean transport container on or after September 1, 1989), on the date of enactment of the Federal-Aid Highway Amendments of 1974, whichever is the greater.

(3) Any amount which is withheld from apportionment to any State pursuant to the foregoing provisions shall lapse if not released and obligated within the availability period specified in section 118(b)(2) of this title.

(4) This section shall not be construed to deny apportionment to any State allowing the operation within such State of any vehicles or combinations thereof, other than vehicles or combinations subject to subsection (d) of this section, which the State determines could be lawfully operated within such State on July 1, 1956, except in the case of the overall gross weight of any group of two or more consecutive axles, on the date of enactment of the Federal-Aid Highway Amendments of 1974.

(5) With respect to the State of Hawaii, laws or regulations in effect on February 1, 1960, shall be applicable for the purposes of this section in lieu of those in effect on July 1, 1956.

(6) With respect to the State of Colorado, vehicles designed to carry 2 or more precast concrete panels shall be considered a nondivisible load.

(7) With respect to the State of Michigan, laws or regulations in effect on May 1, 1982, shall be applicable for the purposes of this subsection.

(8) With respect to the State of Maryland, laws and regulations in effect on June 1, 1993, shall be applicable for the purposes of this subsection.

(9) he State of Louisiana may allow, by special permit, the operation of vehicles with a gross vehicle weight of up to 100,000 pounds for the hauling of sugarcane during the harvest season, not to exceed 100 days annually.

(10) With respect to Interstate Routes 89, 93, and 95 in the State of New Hampshire, State laws (including regulations) concerning vehicle weight limitations that were in effect on January 1, 1987, and are applicable to State highways other than the Interstate System, shall be applicable in lieu of the requirements of this subsection.

(11)(A) With respect to all portions of the Interstate Highway System in the State of Maine, laws (including regulations) of that State concerning vehicle weight limitations applicable to other State highways shall be applicable in lieu of the requirements under this subsection through December 31, 2031.

(B) With respect to all portions of the Interstate Highway System in the State of Vermont, laws (including regulations) of that State concerning vehicle weight limitations applicable to other State highways shall be applicable in lieu of the requirements under this subsection through December 31, 2031.

(12) HEAVY DUTY VEHICLES.—

(A) IN GENERAL.—Subject to subparagraphs (B) and (C), in order to promote reduction of fuel use and emissions because of engine idling, the maximum gross vehicle weight limit and the axle weight limit for any heavy-duty vehicle equipped with an idle reduction technology shall be increased by a quantity necessary to compensate for the additional weight of the idle reduction system.

(B) MAXIMUM WEIGHT INCREASE.—The weight increase under subparagraph (A) shall be not greater than 550 pounds.

(C) PROOF.—On request by a regulatory agency or law enforcement agency, the vehicle operator shall provide proof (through demonstration or certification) that—

(i) the idle reduction technology is fully functional at all times; and

(ii) the 550-pound gross weight increase is not used for any purpose other than the use of idle reduction technology described in subparagraph (A).

(b) REASONABLE ACCESS.—No State may enact or enforce any law denying reasonable access to motor vehicles subject to this title to and from the Interstate Highway System to terminals and facilities for food, fuel, repairs, and rest.

(c) OCEAN TRANSPORT CONTAINER DEFINED.—For purposes of this section, the term “ocean transport container” has the meaning given the term “freight container” by the International Standards Organization in Series 1, Freight Containers, 3rd Edition (reference number IS0668-1979(E)) as in effect on the date of the enactment of this subsection.

(d) LONGER COMBINATION VEHICLES.—

(1) PROHIBITION.—

(A) GENERAL CONTINUATION RULE.—A longer combination vehicle may continue to operate only if the longer combination vehicle configuration type was authorized by

State officials pursuant to State statute or regulation conforming to this section and in actual lawful operation on a regular or periodic basis (including seasonal operations) on or before June 1, 1991, or pursuant to section 335 of the Department of Transportation and Related Agencies Appropriations Act, 1991 (104 Stat. 2186).

(B) APPLICABILITY OF STATE LAWS AND REGULATIONS.—All such operations shall continue to be subject to, at the minimum, all State statutes, regulations, limitations and conditions, including, but not limited to, routing-specific and configuration-specific designations and all other restrictions, in force on June 1, 1991; except that subject to such regulations as may be issued by the Secretary pursuant to paragraph (5) of this subsection, the State may make minor adjustments of a temporary and emergency nature to route designations and vehicle operating restrictions in effect on June 1, 1991, for specific safety purposes and road construction.

(C) WYOMING.—In addition to those vehicles allowed under subparagraph (A), the State of Wyoming may allow the operation of additional vehicle configurations not in actual operation on June 1, 1991, but authorized by State law not later than November 3, 1992, if such vehicle configurations comply with the single axle, tandem axle, and bridge formula limits set forth in subsection (a) and do not exceed 117,000 pounds gross vehicle weight.

(D) OHIO.—In addition to vehicles which the State of Ohio may continue to allow to be operated under subparagraph (A), such State may allow longer combination vehicles with 3 cargo carrying units of 28 1/2 feet each (not including the truck tractor) not in actual operation on June 1, 1991, to be operated within its boundaries on the 1-mile segment of Ohio State Route 7 which begins at and is south of exit 16 of the Ohio Turnpike.

(E) ALASKA.—In addition to vehicles which the State of Alaska may continue to allow to be operated under subparagraph (A), such State may allow the operation of longer combination vehicles which were not in actual operation on June 1, 1991, but which were in actual operation prior to July 5, 1991.

(F) IOWA.—In addition to vehicles that the State of Iowa may continue to allow to be operated under subparagraph (A), the State may allow longer combination vehicles that were not in actual operation on June 1, 1991, to be operated on Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota or Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska.

(2) ADDITIONAL STATE RESTRICTIONS.—

(A) IN GENERAL.—Nothing in this subsection shall prevent any State from further restricting in any manner or prohibiting the operation of longer combination vehicles otherwise authorized under this subsection; except that

such restrictions or prohibitions shall be consistent with the requirements of sections 31111-31114 of title 49.

(B) MINOR ADJUSTMENTS.—Any State further restricting or prohibiting the operations of longer combination vehicles or making minor adjustments of a temporary and emergency nature as may be allowed pursuant to regulations issued by the Secretary pursuant to paragraph (5) of this subsection, shall, within 30 days, advise the Secretary of such action, and the Secretary shall publish a notice of such action in the Federal Register.

(3) PUBLICATION OF LIST.—

(A) SUBMISSION TO SECRETARY.—Within 60 days of the date of the enactment of this subsection, each State (i) shall submit to the Secretary for publication in the Federal Register a complete list of (I) all operations of longer combination vehicles being conducted as of June 1, 1991, pursuant to State statutes and regulations; (II) all limitations and conditions, including, but not limited to, routing-specific and configuration-specific designations and all other restrictions, governing the operation of longer combination vehicles otherwise prohibited under this subsection; and (III) such statutes, regulations, limitations, and conditions; and (ii) shall submit to the Secretary copies of such statutes, regulations, limitations, and conditions.

(B) INTERIM LIST.—Not later than 90 days after the date of the enactment of this subsection, the Secretary shall publish an interim list in the Federal Register, consisting of all information submitted pursuant to subparagraph (A). The Secretary shall review for accuracy all information submitted by the States pursuant to subparagraph (A) and shall solicit and consider public comment on the accuracy of all such information.

(C) LIMITATION.—No statute or regulation shall be included on the list submitted by a State or published by the Secretary merely on the grounds that it authorized, or could have authorized, by permit or otherwise, the operation of longer combination vehicles, not in actual operation on a regular or periodic basis on or before June 1, 1991.

(D) FINAL LIST.—Except as modified pursuant to paragraph (1)(C) of this subsection, the list shall be published as final in the Federal Register not later than 180 days after the date of the enactment of this subsection. In publishing the final list, the Secretary shall make any revisions necessary to correct inaccuracies identified under subparagraph (B). After publication of the final list, longer combination vehicles may not operate on the Interstate System except as provided in the list.

(E) REVIEW AND CORRECTION PROCEDURE.—The Secretary, on his or her own motion or upon a request by any person (including a State), shall review the list issued by the Secretary pursuant to subparagraph (D). If the Secretary determines there is cause to believe that a mistake was made in the accuracy of the final list, the Secretary

shall commence a proceeding to determine whether the list published pursuant to subparagraph (D) should be corrected. If the Secretary determines that there is a mistake in the accuracy of the list the Secretary shall correct the publication under subparagraph (D) to reflect the determination of the Secretary.

(4) LONGER COMBINATION VEHICLE DEFINED.—For purposes of this section, the term “longer combination vehicle” means any combination of a truck tractor and 2 or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds.

(5) REGULATIONS REGARDING MINOR ADJUSTMENTS.—Not later than 180 days after the date of the enactment of this subsection, the Secretary shall issue regulations establishing criteria for the States to follow in making minor adjustments under paragraph (1)(B).

(e) OPERATION OF CERTAIN SPECIALIZED HAULING VEHICLES ON INTERSTATE ROUTE 68.—The single axle, tandem axle, and bridge formula limits set forth in subsection (a) shall not apply to the operation on Interstate Route 68 in Garrett and Allegany Counties, Maryland, of any specialized vehicle equipped with a steering axle and a tridem axle and used for hauling coal, logs, and pulpwood if such vehicle is of a type of vehicle as was operating in such counties on United States Route 40 or 48 for such purpose on August 1, 1991.

(f) OPERATION OF CERTAIN SPECIALIZED HAULING VEHICLES ON CERTAIN WISCONSIN HIGHWAYS.—If the 104-mile portion of Wisconsin State Route 78 and United States Route 51 between Interstate Route 94 near Portage, Wisconsin, and Wisconsin State Route 29 south of Wausau, Wisconsin, is designated as part of the Interstate System under section 103(c)(4)(A), the single axle weight, tandem axle weight, gross vehicle weight, and bridge formula limits set forth in subsection (a) shall not apply to the 104-mile portion with respect to the operation of any vehicle that could legally operate on the 104-mile portion before the date of the enactment of this subsection.

(g) OPERATION OF CERTAIN SPECIALIZED HAULING VEHICLES ON CERTAIN PENNSYLVANIA HIGHWAYS.—If the segment of United States Route 220 between Bedford and Bald Eagle, Pennsylvania, is designated as part of the Interstate System, the single axle weight, tandem axle weight, gross vehicle weight, and bridge formula limits set forth in subsection (a) shall not apply to that segment with respect to the operation of any vehicle which could have legally operated on that segment before the date of the enactment of this subsection.

(h) WAIVER FOR A ROUTE IN STATE OF MAINE DURING PERIODS OF NATIONAL EMERGENCY.—

(1) IN GENERAL.—Notwithstanding any other provision of this section, the Secretary, in consultation with the Secretary of Defense, may waive or limit the application of any vehicle weight limit established under this section with respect to the portion of Interstate Route 95 in the State of Maine between Augusta and Bangor for the purpose of making bulk shipments of jet fuel to the Air National Guard Base at Bangor Inter-

national Airport during a period of national emergency in order to respond to the effects of the national emergency.

(2) APPLICABILITY.—Emergency limits established under paragraph (1) shall preempt any inconsistent State vehicle weight limits.

(i) SPECIAL PERMITS DURING PERIODS OF NATIONAL EMERGENCY.—

(1) IN GENERAL.—Notwithstanding any other provision of this section, a State may issue special permits during an emergency to overweight vehicles and loads that can easily be dismantled or divided if—

(A) the President has declared the emergency to be a major disaster under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.);

(B) the permits are issued in accordance with State law; and

(C) the permits are issued exclusively to vehicles and loads that are delivering relief supplies.

(2) EXPIRATION.—A permit issued under paragraph (1) shall expire not later than 120 days after the date of the declaration of emergency under subparagraph (A) of that paragraph.

(j) OPERATION OF VEHICLES ON CERTAIN OTHER WISCONSIN HIGHWAYS.—If any segment of the United States Route 41 corridor, as described in section 1105(c)(57) of the Intermodal Surface Transportation Efficiency Act of 1991, is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

(k) OPERATION OF VEHICLES ON CERTAIN MISSISSIPPI HIGHWAYS.—If any segment of United States Route 78 in Mississippi from mile marker 0 to mile marker 113 is designated as part of the Interstate System, no limit established under this section may apply to that segment with respect to the operation of any vehicle that could have legally operated on that segment before such designation.

(l) OPERATION OF VEHICLES ON CERTAIN KENTUCKY HIGHWAYS.—

(1) IN GENERAL.—If any segment of highway described in paragraph (2) is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

(2) DESCRIPTION OF HIGHWAY SEGMENTS.—The highway segments referred to in paragraph (1) are as follows:

(A) Interstate Route 69 in Kentucky (formerly the Wendell H. Ford (Western Kentucky) Parkway) from the Interstate Route 24 Interchange, near Eddyville, to the Edward T. Breathitt (Pennyrile) Parkway Interchange.

(B) The Edward T. Breathitt (Pennyrile) Parkway (to be designated as Interstate Route 69) in Kentucky from the Wendell H. Ford (Western Kentucky) Parkway Interchange to near milepost 77, and on new alignment to an

interchange on the Audubon Parkway, if the segment is designated as part of the Interstate System.

(m) *LONGER COMBINATION VEHICLES IN IDAHO.*—No limit or other prohibition under this section, except as provided in this subsection, applies to a longer combination vehicle operating on a segment of the Interstate System in the State of Idaho if such vehicle—

- (1) has a gross vehicle weight of 129,000 pounds or less;
- (2) complies with the single axle, tandem axle, and bridge formula limits set forth in subsection (a); and
- (3) is authorized to operate on such segment under Idaho State Law.

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§ 130. Railway-highway crossings

(a) Subject to section 120 and subsection (b) of this section, the entire cost of construction of projects for the elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, and the relocation of highways to eliminate grade crossings, may be paid from sums apportioned in accordance with section 104 of this title. In any case when the elimination of the hazards of a railway-highway crossing can be effected by the relocation of a portion of a railway at a cost estimated by the Secretary to be less than the cost of such elimination by one of the methods mentioned in the first sentence of this section, then the entire cost of such relocation project, subject to section 120 and subsection (b) of this section, may be paid from sums apportioned in accordance with section 104 of this title.

(b) The Secretary may classify the various types of projects involved in the elimination of hazards of railway-highway crossings, and may set for each such classification a percentage of the costs of construction which shall be deemed to represent the net benefit to the railroad or railroads for the purpose of determining the railroad's share of the cost of construction. The percentage so determined shall in no case exceed 10 per centum. The Secretary shall determine the appropriate classification of each project.

(c) Any railroad involved in a project for the elimination of hazards of railway-highway crossings paid for in whole or in part from sums made available for expenditure under this title, or prior Acts, shall be liable to the United States for the net benefit to the railroad determined under the classification of such project made pursuant to subsection (b) of this section. Such liability to the United States may be discharged by direct payment to the State transportation department of the State in which the project is located, in which case such payment shall be credited to the cost of the project. Such payment may consist in whole or in part of materials and labor furnished by the railroad in connection with the construction of such project. If any such railroad fails to discharge such liability within a six-month period after completion of the project, it shall be liable to the United States for its share of the cost, and the Secretary shall request the Attorney General to institute proceedings against such railroad for the recovery of the amount for which it is liable under this subsection. The Attorney

General is authorized to bring such proceedings on behalf of the United States, in the appropriate district court of the United States, and the United States shall be entitled in such proceedings to recover such sums as it is considered and adjudged by the court that such railroad is liable for in the premises. Any amounts recovered by the United States under this subsection shall be credited to miscellaneous receipts.

(d) SURVEY AND SCHEDULE OF PROJECTS.—Each State shall conduct and systematically maintain a survey of all highways to identify those railroad crossings which may require separation, relocation, or protective devices, and establish and implement a schedule of projects for this purpose. At a minimum, such a schedule shall provide signs for all railway-highway crossings.

(e) FUNDS FOR PROTECTIVE DEVICES.—

(1) IN GENERAL.—Before making an apportionment under section 104(b)(3) for a fiscal year, the Secretary shall set aside, from amounts made available to carry out the highway safety improvement program under section 148 for such fiscal year, at least ~~[\$220,000,000]~~ \$350,000,000 for the elimination of hazards and the installation of protective devices at railway-highway crossings. At least 1/2 of the funds authorized for and expended under this section shall be available for the installation of protective devices at railway-highway crossings. Sums authorized to be appropriated to carry out this section shall be available for obligation in the same manner as funds apportioned under section 104(b)(1) of this title.

(2) SPECIAL RULE.—If a State demonstrates to the satisfaction of the Secretary that the State has met all its needs for installation of protective devices at railway-highway crossings, the State may use funds made available by this section for other highway safety improvement program purposes.

(f) APPORTIONMENT.—

(1) FORMULA.—Fifty percent of the funds set aside to carry out this section pursuant to subsection (e)(1) shall be apportioned to the States in accordance with the formula set forth in section 104(b)(3)(A) as in effect on the day before the date of enactment of the MAP-21, and 50 percent of such funds shall be apportioned to the States in the ratio that total public railway-highway crossings in each State bears to the total of such crossings in all States.

(2) MINIMUM APPORTIONMENT.—Notwithstanding paragraph (1), each State shall receive a minimum of one-half of 1 percent of the funds apportioned under paragraph (1).

(3) FEDERAL SHARE.—The Federal share payable on account of any project financed with funds set aside to carry out this section shall be 90 percent of the cost thereof.

(g) ANNUAL REPORT.—Each State shall report to the Secretary not later than December 30 of each year on the progress being made to implement the railway-highway crossings program authorized by this section and the effectiveness of such improvements. Each State report shall contain an assessment of the costs of the various treatments employed and subsequent accident experience at improved locations. The Secretary shall submit a report to the Committee on Environment and Public Works and the Committee

on Commerce, Science, and Transportation, of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives, not later than April 1, 2006, and every 2 years thereafter,, on the progress being made by the State in implementing projects to improve railway-highway crossings. The report shall include, but not be limited to, the number of projects undertaken, their distribution by cost range, road system, nature of treatment, and subsequent accident experience at improved locations. In addition, the Secretary's report shall analyze and evaluate each State program, identify any State found not to be in compliance with the schedule of improvements required by subsection (d) and include recommendations for future implementation of the railroad highway crossings program.

(h) **USE OF FUNDS FOR MATCHING.**—Funds authorized to be appropriated to carry out this section may be used to provide a local government with funds to be used on a matching basis when State funds are available which may only be spent when the local government produces matching funds for the improvement of railway-highway crossings.

(i) **INCENTIVE PAYMENTS FOR AT-GRADE CROSSING CLOSURES.**—

(1) **IN GENERAL.**—Notwithstanding any other provision of this section and subject to paragraphs (2) and (3), a State may, from sums available to the State under this section, make incentive payments to local governments in the State upon the permanent closure by such governments of public at-grade railway-highway crossings under the jurisdiction of such governments.

(2) **INCENTIVE PAYMENTS BY RAILROADS.**—A State may not make an incentive payment under paragraph (1) to a local government with respect to the closure of a crossing unless the railroad owning the tracks on which the crossing is located makes an incentive payment to the government with respect to the closure.

(3) **AMOUNT OF STATE PAYMENT.**—The amount of the incentive payment payable to a local government by a State under paragraph (1) with respect to a crossing may not exceed the lesser of—

(A) the amount of the incentive payment paid to the government with respect to the crossing by the railroad concerned under paragraph (2); or

(B) \$7,500.

(4) **USE OF STATE PAYMENTS.**—A local government receiving an incentive payment from a State under paragraph (1) shall use the amount of the incentive payment for transportation safety improvements.

(j) **BICYCLE SAFETY.**—In carrying out projects under this section, a State shall take into account bicycle safety.

(k) **EXPENDITURE OF FUNDS.**—Not more than 2 percent of funds apportioned to a State to carry out this section may be used by the State for compilation and analysis of data in support of activities carried out under subsection (g).

(l) **NATIONAL CROSSING INVENTORY.**—

(1) **INITIAL REPORTING OF CROSSING INFORMATION.**—Not later than 1 year after the date of enactment of the Rail Safety Im-

provement Act of 2008 or within 6 months of a new crossing becoming operational, whichever occurs later, each State shall report to the Secretary of Transportation current information, including information about warning devices and signage, as specified by the Secretary, concerning each previously unreported public crossing located within its borders.

(2) PERIODIC UPDATING OF CROSSING INFORMATION.—On a periodic basis beginning not later than 2 years after the date of enactment of the Rail Safety Improvement Act of 2008 and on or before September 30 of every year thereafter, or as otherwise specified by the Secretary, each State shall report to the Secretary current information, including information about warning devices and signage, as specified by the Secretary, concerning each public crossing located within its borders.

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TITLE 49, UNITED STATES CODE

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Subtitle VI—MOTOR VEHICLE AND DRIVER PROGRAMS

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PART B—COMMERCIAL

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CHAPTER 311—COMMERCIAL MOTOR VEHICLE SAFETY

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Subchapter II—LENGTH AND WIDTH LIMITATIONS

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§ 31111. Length limitations

(a) DEFINITIONS.—In this section, the following definitions apply:

(1) AUTOMOBILE TRANSPORTER.—The term “automobile transporter” means any vehicle combination designed and used specifically for the transport of assembled highway vehicles, including truck camper units.

(2) MAXI-CUBE VEHICLE.—The term “maxi-cube vehicle” means a truck tractor combined with a semitrailer and a separable property-carrying unit designed to be loaded and unloaded through the semitrailer, with the length of the separable property-carrying unit being not more than 34 feet and the length of the vehicle combination being not more than 65 feet.

(3) TRUCK TRACTOR.—The term “truck tractor” means—

(A) a non-property-carrying power unit that operates in combination with a semitrailer or trailer; or

(B) a power unit that carries as property only motor vehicles when operating in combination with a semitrailer in transporting motor vehicles.

(4) DRIVEAWAY SADDLEMOUNT VEHICLE TRANSPORTER COMBINATION.—The term “driveaway saddlemount vehicle transporter combination” means a vehicle combination designed and specifically used to tow up to 3 trucks or truck tractors, each connected by a saddle to the frame or fifth-wheel of the forward vehicle of the truck or truck tractor in front of it. Such combination may include one fullmount.

(b) GENERAL LIMITATIONS.—(1) Except as provided in this section, a State may not prescribe or enforce a regulation of commerce that—

(A) imposes a vehicle length limitation of less than 45 feet on a bus, of less than 48 feet on a semitrailer operating in a truck tractor-semitrailer combination, ~~or of less than 28 feet on a semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination,~~ *or, notwithstanding section 31112, of less than 33 feet on a semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination*, on any segment of the Dwight D. Eisenhower System of Interstate and Defense Highways (except a segment exempted under subsection (f) of this section) and those classes of qualifying Federal-aid Primary System highways designated by the Secretary of Transportation under subsection (e) of this section;

(B) imposes an overall length limitation on a commercial motor vehicle operating in a truck tractor-semitrailer or truck tractor-semitrailer-trailer combination;

(C) has the effect of prohibiting the use of a semitrailer or trailer of the same dimensions as those that were in actual and lawful use in that State on December 1, 1982;

(D) imposes a vehicle length limitation of not less than or more than 97 feet on all driveaway saddlemount vehicle transporter combinations;

(E) has the effect of prohibiting the use of an existing semitrailer or trailer, of not more than 28.5 feet in length, in a truck tractor-semitrailer-trailer combination if the semitrailer or trailer was operating lawfully on December 1, 1982, within a 65-foot overall length limit in any State; or

(F) imposes a limitation of less than 46 feet on the distance from the kingpin to the center of the rear axle on trailers used exclusively or primarily in connection with motorsports competition events.

(2) A length limitation prescribed or enforced by a State under paragraph (1)(A) of this subsection applies only to a semitrailer or trailer and not to a truck tractor.

(c) MAXI-CUBE AND VEHICLE COMBINATION LIMITATIONS.—A State may not prohibit a maxi-cube vehicle or a commercial motor vehicle combination consisting of a truck tractor and 2 trailing units on any segment of the Dwight D. Eisenhower System of Interstate and Defense Highways (except a segment exempted under subsection (f) of this section) and those classes of qualifying

Federal-aid Primary System highways designated by the Secretary under subsection (e) of this section.

(d) EXCLUSION OF SAFETY AND ENERGY CONSERVATION DEVICES.—Length calculated under this section does not include a safety or energy conservation device the Secretary decides is necessary for safe and efficient operation of a commercial motor vehicle. However, such a device may not have by its design or use the ability to carry cargo.

(e) QUALIFYING HIGHWAYS.—The Secretary by regulation shall designate as qualifying Federal-aid Primary System highways those highways of the Federal-aid Primary System in existence on June 1, 1991, that can accommodate safely the applicable vehicle lengths provided in this section.

(f) EXEMPTIONS.—(1) If the chief executive officer of a State, after consulting under paragraph (2) of this subsection, decides a segment of the Dwight D. Eisenhower System of Interstate and Defense Highways is not capable of safely accommodating a commercial motor vehicle having a length described in subsection (b)(1)(A) of this section or the motor vehicle combination described in subsection (c) of this section, the chief executive officer may notify the Secretary of that decision and request the Secretary to exempt that segment from either or both provisions.

(2) Before making a decision under paragraph (1) of this subsection, the chief executive officer shall consult with units of local government in the State in which the segment of the Dwight D. Eisenhower System of Interstate and Defense Highways is located and with the chief executive officer of any adjacent State that may be directly affected by the exemption. As part of the consultations, consideration shall be given to any potential alternative route that serves the area in which the segment is located and can safely accommodate a commercial motor vehicle having a length described in subsection (b)(1)(A) of this section or the motor vehicle combination described in subsection (c) of this section.

(3) A chief executive officer's notification under this subsection must include specific evidence of safety problems supporting the officer's decision and the results of consultations about alternative routes.

(4)(A) If the Secretary decides, on request of a chief executive officer or on the Secretary's own initiative, a segment of the Dwight D. Eisenhower System of Interstate and Defense Highways is not capable of safely accommodating a commercial motor vehicle having a length described in subsection (b)(1)(A) of this section or the motor vehicle combination described in subsection (c) of this section, the Secretary shall exempt the segment from either or both of those provisions. Before making a decision under this paragraph, the Secretary shall consider any possible alternative route that serves the area in which the segment is located.

(B) The Secretary shall make a decision about a specific segment not later than 120 days after the date of receipt of notification from a chief executive officer under paragraph (1) of this subsection or the date on which the Secretary initiates action under subparagraph (A) of this paragraph, whichever is applicable. If the Secretary finds the decision will not be made in time, the Secretary immediately shall notify Congress, giving the reasons for the delay,

information about the resources assigned, and the projected date for the decision.

(C) Before making a decision, the Secretary shall give an interested person notice and an opportunity for comment. If the Secretary exempts a segment under this subsection before the final regulations under subsection (e) of this section are prescribed, the Secretary shall include the exemption as part of the final regulations. If the Secretary exempts the segment after the final regulations are prescribed, the Secretary shall publish the exemption as an amendment to the final regulations.

(g) ACCOMMODATING SPECIALIZED EQUIPMENT.—In prescribing regulations to carry out this section, the Secretary may make decisions necessary to accommodate specialized equipment, including automobile and vessel transporters and maxi-cube vehicles.

§ 31112. Property-carrying unit limitation

(a) DEFINITIONS.—In this section—

(1) “property-carrying unit” means any part of a commercial motor vehicle combination (except the truck tractor) used to carry property, including a trailer, a semitrailer, or the property-carrying section of a single unit truck.

(2) the length of the property-carrying units of a commercial motor vehicle combination is the length measured from the front of the first property-carrying unit to the rear of the last property-carrying unit.

(b) GENERAL LIMITATIONS.—A State may not allow by any means the operation, on any segment of the Dwight D. Eisenhower System of Interstate and Defense Highways and those classes of qualifying Federal-aid Primary System highways designated by the Secretary of Transportation under section 31111(e) of this title, of any commercial motor vehicle combination (except a vehicle or load that cannot be dismantled easily or divided easily and that has been issued a special permit under applicable State law) with more than one property-carrying unit (not including the truck tractor) whose property-carrying units are more than—

(1) the maximum combination trailer, semitrailer, or other type of length limitation allowed by law or regulation of that State before June 2, 1991; or

(2) the length of the property-carrying units of those commercial motor vehicle combinations, by specific configuration, in actual, lawful operation on a regular or periodic basis (including continuing seasonal operation) in that State before June 2, 1991.

(c) **[SPECIAL RULES FOR WYOMING, OHIO, ALASKA, IOWA, AND NEBRASKA]** *SPECIAL RULES FOR WYOMING, OHIO, ALASKA, IOWA, NEBRASKA, AND KANSAS.*—In addition to the vehicles allowed under subsection (b) of this section—

(1) Wyoming may allow the operation of additional vehicle configurations not in actual operation on June 1, 1991, but authorized by State law not later than November 3, 1992, if the vehicle configurations comply with the single axle, tandem axle, and bridge formula limits in section 127(a) of title 23 and are not more than 117,000 pounds gross vehicle weight;

(2) Ohio may allow the operation of commercial motor vehicle combinations with 3 property-carrying units of 28.5 feet each (not including the truck tractor) not in actual operation on June 1, 1991, to be operated in Ohio on the 1-mile segment of Ohio State Route 7 that begins at and is south of exit 16 of the Ohio Turnpike;

(3) Alaska may allow the operation of commercial motor vehicle combinations that were not in actual operation on June 1, 1991, but were in actual operation before July 6, 1991[; and];

(4) Iowa may allow the operation on Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota or on Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska of commercial motor vehicle combinations with trailer length, semitrailer length, and property-carrying unit length allowed by law or regulation and in actual lawful operation on a regular or periodic basis (including continued seasonal operation) in South Dakota or Nebraska, respectively, before June 2, 1991[.]; and

(5) [Nebraska may] *Nebraska and Kansas may* allow the operation of a truck tractor and 2 trailers or semitrailers not in actual lawful operation on a regular or periodic basis on June 1, 1991, if the length of the property-carrying units does not exceed 81 feet 6 inches and such combination is used only to transport equipment utilized by custom harvesters under contract to agricultural producers to harvest one or more of wheat, soybeans, and milo during the harvest months for such crops, as defined by [the State of Nebraska] *the relevant state*.

(d) ADDITIONAL LIMITATIONS.—(1) A commercial motor vehicle combination whose operation in a State is not prohibited under subsections (b) and (c) of this section may continue to operate in the State on highways described in subsection (b) only if at least in compliance with all State laws, regulations, limitations, and conditions, including routing-specific and configuration-specific designations and all other restrictions in force in the State on June 1, 1991. However, subject to regulations prescribed by the Secretary under subsection (g)(2) of this section, the State may make minor adjustments of a temporary and emergency nature to route designations and vehicle operating restrictions in effect on June 1, 1991, for specific safety purposes and road construction.

(2) This section does not prevent a State from further restricting in any way or prohibiting the operation of any commercial motor vehicle combination subject to this section, except that a restriction or prohibition shall be consistent with this section and sections 31113(a) and (b) and 31114 of this title.

(3) A State making a minor adjustment of a temporary and emergency nature as authorized by paragraph (1) of this subsection or further restricting or prohibiting the operation of a commercial motor vehicle combination as authorized by paragraph (2) of this subsection shall advise the Secretary not later than 30 days after the action. The Secretary shall publish a notice of the action in the Federal Register.

(4) Nebraska may continue to allow to be operated under paragraphs (b)(1) and (b)(2) of this section, the State of Nebraska may

allow longer combination vehicles that were not in actual operation on June 1, 1991 to be operated within its boundaries to transport sugar beets from the field where such sugar beets are harvested to storage, market, factory or stockpile or from stockpile to storage, market or factory. This provision shall expire on February 28, 1998.

(e) LIST OF STATE LENGTH LIMITATIONS.—(1) Not later than February 16, 1992, each State shall submit to the Secretary for publication a complete list of State length limitations applicable to commercial motor vehicle combinations operating in the State on the highways described in subsection (b) of this section. The list shall indicate the applicable State laws and regulations associated with the length limitations. If a State does not submit the information as required, the Secretary shall complete and file the information for the State.

(2) Not later than March 17, 1992, the Secretary shall publish an interim list in the Federal Register consisting of all information submitted under paragraph (1) of this subsection. The Secretary shall review for accuracy all information submitted by a State under paragraph (1) and shall solicit and consider public comment on the accuracy of the information.

(3) A law or regulation may not be included on the list submitted by a State or published by the Secretary merely because it authorized, or could have authorized, by permit or otherwise, the operation of commercial motor vehicle combinations not in actual operation on a regular or periodic basis before June 2, 1991.

(4) Except as revised under this paragraph or paragraph (5) of this subsection, the list shall be published as final in the Federal Register not later than June 15, 1992. In publishing the final list, the Secretary shall make any revisions necessary to correct inaccuracies identified under paragraph (2) of this subsection. After publication of the final list, commercial motor vehicle combinations prohibited under subsection (b) of this section may not operate on the Dwight D. Eisenhower System of Interstate and Defense Highways and other Federal-aid Primary System highways designated by the Secretary except as published on the list. The list may be combined by the Secretary with the list required under section 127(d) of title 23.

(5) On the Secretary's own motion or on request by any person (including a State), the Secretary shall review the list published under paragraph (4) of this subsection. If the Secretary decides there is reason to believe a mistake was made in the accuracy of the list, the Secretary shall begin a proceeding to decide whether a mistake was made. If the Secretary decides there was a mistake, the Secretary shall publish the correction.

(f) LIMITATIONS ON STATUTORY CONSTRUCTION.—This section may not be construed—

(1) to allow the operation on any segment of the Dwight D. Eisenhower System of Interstate and Defense Highways of a longer combination vehicle prohibited under section 127(d) of title 23;

(2) to affect in any way the operation of a commercial motor vehicle having only one property-carrying unit; or

(3) to affect in any way the operation in a State of a commercial motor vehicle with more than one property-carrying unit if the vehicle was in actual operation on a regular or periodic basis (including seasonal operation) in that State before June 2, 1991, that was authorized under State law or regulation or lawful State permit.

(g) REGULATIONS.—(1) In carrying out this section only, the Secretary shall define by regulation loads that cannot be dismantled easily or divided easily.

(2) Not later than June 15, 1992, the Secretary shall prescribe regulations establishing criteria for a State to follow in making minor adjustments under subsection (d) of this section.

* * * * *

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 which directly or indirectly change the application of existing law.

TITLE I—DEPARTMENT OF TRANSPORTATION

Language is included under Office of the Secretary, ‘Salaries and expenses’ specifying certain amounts for individual offices of the Office of the Secretary and official reception and representation expenses; specifying transfer authority among offices; allowing up to \$2,500,000 in user fees to be credited to the account; and prohibiting the establishment of Assistant Secretary of Public Affairs.

Language is included under the Office of the Secretary, ‘Research and technology’ which limits the availability of funds, changes the availability of funds, allows funds received from other entities to be credited to the account, and deems the title of the office.

Language is included under the Office of the Secretary, ‘National Infrastructure Investments’ which limits the availability of funds, provides for the distribution of funds, specifies that funds are available only for certain activities, allows the use of funds for administrative costs, ensures equitable geographic distribution of funds, specifies amounts for grants, limits that amount that may be awarded to a single state, specifies an amount for the federal cost share, provides priority to projects that require a contribution of Federal funds, specifies a percentage for administration and oversight, minimum grants size and Federal cost share for rural projects, and specifies that projects must comply with certain requirements in the United States Code.

Language is included under the Office of the Secretary, ‘Financial management capital’ which provides funds to upgrade DOT’s financial systems and processes, and changes the availability of funds.

Language is included under the Office of the Secretary, ‘Cyber security initiatives’ which provides funds for information technology security upgrades, and changes the availability of funds.

Language is included under the Office of the Secretary, ‘Transportation planning, research, and development’ which provides funds for conducting transportation planning, research, systems de-

velopment, development activities and making grants, and changes the availability of funds.

Language is included that limits operating costs and capital outlays of the Working Capital Fund for the Department of Transportation; provides that services shall be provided on a competitive basis, except for non-DOT entities; restricts the transfer for any funds to the Working Capital Fund with approval; and limits special assessments or reimbursable agreements levied against any program, project or activity funded in this Act to only those assessments or reimbursable agreements that are presented to and approved by the House and Senate Committees on Appropriations.

Language is included under the Office of the Secretary, 'Minority business resource center' which limits the amount of loans that can be subsidized, and provides funds for administrative expenses.

Language is included under Office of the Secretary, 'Small and disadvantaged business utilization and outreach' specifying that funds may be used for business opportunities related to any mode of transportation, and limits the availability of funds.

Language is included under the Office of the Secretary, 'Payments to air carriers' that allows the Secretary of Transportation to consider subsidy requirements when determining service to a community, eliminates the requirement that carriers use at least 15-passenger aircraft, prohibits funds for communities within a certain distance of a small hub airport without a cost-share, allows amounts to be made available from the Federal Aviation Administration, and allows the reimbursement of such amounts from overflight fees.

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

Section 102 allows the Secretary or his designee to work with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

Section 103 allows the Department to use the Working Capital Fund to provide transit benefits to Federal employees.

Section 104 sets administrative requirements of the Department's Credit Council.

Section 105 authorizes the Working Capital Fund to provide partial or full payments in advance and accept reimbursement from all Federal agencies for transit benefits; directs a reasonable operating reserve; and limits the uses of the reserve.

Language is included under the Federal Aviation Administration, 'Operations' that specifies funds for certain activities; derives funds from the Airport and Airway Trust Fund; specifies amounts for certain activities; specifies transfer authorities among activities; requires various staffing plans by a certain date with financial penalties for late submissions; permits the use of funds to enter into a grant agreement with a nonprofit standard setting organization to develop aviation safety standards; prohibits the use of funds for new applicants of the second career training program; prohibits funds to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law;

credits funds received from other entities for expenses incurred in the provision of agency services; specifies funds for the contract tower programs; and prohibits funds from certain activities coordinated through the Working Capital Fund.

Language is included under Federal Aviation Administration, 'Facilities and equipment' that funds various activities from the Airport and Airway Trust Fund, limits the availability of funds, allows certain funds received for expenses incurred in the establishment and modernization of air navigation facilities to be credited to the account, and that requires the Secretary of Transportation to transmit a comprehensive capital investment plan for the Federal Aviation Administration, with financial penalties for a late submission.

Language is included under Federal Aviation Administration, 'Research, engineering, and development' that provides funds from the Airport and Airway Trust Fund; that limits the availability of funds; and that allows certain funds received for expenses incurred in research, engineering and development to be credited to the account.

Language is included under Federal Aviation Administration, 'Grants-in-aid for airports' that provides funds from the Airport and Airway Trust Fund, changes the availability of funds, prohibits the availability of funds for certain activities, and limits the availability of funds for certain activities.

Section 110 limits the number of technical workyears at the Center for Advanced Aviation Systems Development to 600 in fiscal year 2014.

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 the 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 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 prohibits funds for more than 9 political appointees at the Federal Aviation Administration.

Section 119 prohibits funds to increase fees pursuant to Section 44721 of title 49, U.S.C. until the FAA submits a report to the House and Senate Committees on Appropriations.

Section 119A prohibits funds to close a regional operations center or reduce services unless the Administrator notifies the House and Senate Committees on Appropriations.

Language is included under the Federal Highway Administration, 'Limitation on administrative expenses' that, contingent on enactment of authorization legislation, limits the amount to be paid, together with advances and reimbursements received, for the administrative expenses of the agency. In addition to this limitation, an amount is specified that is to be made available to the Appalachian Regional Commission for administrative expenses.

Language is included under the Federal Highway Administration, 'Federal-aid highways' that, contingent on enactment of authorization legislation, limits the obligations for Federal-aid highways and highway safety construction programs; allows the Secretary to charge, collect and spend fees for the costs of underwriting and servicing Federal credit instruments; and provides that such amounts are in addition to administrative expenses, and not subject to any obligation limitation or limitation on administrative expenses under section 608 of title 23, U.S.C., and available until expended.

Language is included under the Federal Highway Administration, 'Federal-aid highways' that, contingent on enactment of authorization legislation, liquidates contract authority from the Highway Trust Fund.

Section 120 distributes obligation authority among Federal-aid highways programs, contingent on enactment of authorization legislation.

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 section 603 and 604 of title 23, U.S.C.

Language is included under the Federal Motor Carrier Safety Administration, 'Motor carrier safety operations and programs' that, contingent on enactment of authorization legislation, provides a limitation on obligations and liquidation of contract authorization; changes the availability of funds; and specifies amounts available for specific activities.

Language is included under the Federal Motor Carrier Safety Administration, 'Motor carrier safety grants' that, contingent on enactment of authorization legislation, provides a limitation on obligations and liquidation of contract authorization and specifies amounts available for various programs.

Section 130 provides that funds appropriated are subject to terms and conditions included in prior appropriations Acts regarding Mexico-domiciled motor carriers.

Section 131 requires the Federal Motor Carrier Safety Administration to send notices of certain violations such that the receipt of such notice is confirmed.

Section 132 suspends enforcement of recent changes to the restart provisions of the hours of service regulation unless certain conditions are met.

Section 133 prohibits funds from being used to deny renewal of a hazardous materials safety permit unless certain conditions are met.

Section 134 prohibits funds from being used to increase levels of minimum financial responsibility for motor carriers.

Section 135 prohibits funds from being used for a wireless roadside inspection program unless certain conditions are met.

Language is included under National Highway Traffic Safety Administration, 'Operations and research' that provides funds for vehicle safety activities.

Language is included under National Highway Traffic Safety Administration, 'Operations and research' that, contingent on enactment of authorization legislation, provides a limitation on obligations and a liquidation of contract authorization from the Highway Trust Fund; specifies amounts for various programs; and makes available unobligated balances of prior year contract authority.

Language is included under the National Highway Traffic Safety Administration 'Highway traffic safety grants' that, contingent on enactment of authorization legislation, provides a limitation on obligations; changes the availability of funds; provides a liquidation of contract authorization from the Highway Trust Fund; specifies the amounts for various programs; prohibits and limits funds for specific purposes; and requires certain Congressional notifications.

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

Section 141 exempts obligation authority that was made available in previous public laws from limitations on obligations set in this Act.

Section 142 prohibits funding for the National Highway Safety Advisory Committee.

Section 143 prohibits funding for the national roadside survey.

Section 144 prohibits funding for mandated global positioning system tracking.

Language is included under Federal Railroad Administration, 'Safety and operations' that changes the availability of funds.

Language is included under Federal Railroad Administration, 'Railroad research and development' that changes the availability of funds.

Language is included under Federal Railroad Administration, 'Railroad rehabilitation and improvement financing program' authorizing the Secretary to issue direct loans and loan guarantees under sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act and prohibits new direct loans or loan guarantee commitments in 2016 that use Federal funds for the credit risk premium.

Language is included under the Federal Railroad Administration, 'Operating subsidy grants to the National Railroad Passenger Corporation' that provides funds to the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation and changes the availability of funds; allows the Secretary to approve funding only after receiving and reviewing a grant request for each train route; ensures that each grant request is accompanied by a detailed financial analysis, revenue projection, and

capital expenditure projection; requires the Corporation to submit a number of reports electronically within 60 days of enactment, including a business plan, a five year financial plan, an annual budget; requires that the budget, business plan, and the 5-Year Financial Plan include annual information on maintenance, refurbishment, replacement, and expansion for Amtrak rolling stock consistent with the comprehensive fleet plan; requires monthly performance reports in electronic format, and that it describe work completed, changes to the business plan and progress against the 2012 performance improvement plan milestones; requires that reports comply with requirements in Public Law 112-55; prohibits funds to support any route with a discounted fare of more than 50 percent off the normal peak fare, unless the operating loss is the result of a discount covered by a State.

Language is included under the Federal Railroad Administration, 'Capital and debt service grants to the national railroad passenger corporation' that allows the Secretary of Transportation to make grants on a reimbursable basis to the National Railroad Passenger Corporation for the maintenance and repair of capital infrastructure and debt service and to meet the Americans with Disability Act; designates fund up to a certain amount as a working capital fund account; specifies a ceiling for funds to be used for operational costs subject to conditions; allows the Secretary to retain funds to be used for oversight; requires approval of funds only after receipt of a request justifying Federal support; limits the use of funds to subsidize operating losses; restricts the use of funds unless they have been approved by the Secretary or are contained in the Corporation's business plan; allows the Secretary to retain an amount to be used by the Northeast Corridor Commission; and requires Amtrak to conduct business case analysis on certain capital investments, and specify that capital acquisitions are subject to the availability of appropriated funds.

Section 150 allows FRA to receive and use cash or spare parts to repair and replace damaged automated track inspection cars and equipment in connection with the automated track inspection program.

Section 151 limits overtime to \$35,000 per employee; allows Amtrak's president to waive this restriction for specific employees for safety or operational efficiency reasons; requires quarterly notification to the House and Senate Committees on Appropriations on waivers granted for overtime and specified information related to overtime; requires the president of Amtrak provide a report that includes specified information on overtime payments incurred for 2015 and two prior years.

Language is included under Federal Transit Administration, 'Administrative expenses' specifying amounts for certain activities, prohibiting a permanent office of transit security, and directing the submission of the annual report on new starts.

Language is included under Federal Transit Administration, 'Transit formula grants' that provides a limitation on obligations from the Highway Trust Fund, provides for the liquidation of contract authority, and changes the availability of funds.

Language is included under Federal Transit Administration, ‘Transit Research’ that specifies amounts made available for certain activities.

Language is included under Federal Transit Administration ‘Technical assistance and training’ that specifies amounts for certain activities.

Language is included under Federal Transit Administration, ‘Capital investment grants’ that changes the availability of funds.

Language is included under Federal Transit Administration, ‘Washington metropolitan area transit authority’ that changes the availability of funds, requires the Secretary to review projects before a grant is made, requires the Secretary to determine that WMATA has placed the highest priority on safety investments and has eliminated financial management issues, and allows the Secretary to waive the requirement for cellular phone service.

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

Section 161 allows funds appropriated for capital investment grants and bus and bus facilities not obligated by a certain date, plus other recoveries to be available for other projects under 49 U.S.C. 5309.

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

Section 163 prohibits a full funding grant agreement for a project with a new starts share greater than 50 percent.

Section 164 prohibits funds for a certain fixed guideway project in Houston, Texas.

Language is included under the Saint Lawrence Seaway Development Corporation that authorizes expenditures, contracts, and commitments as may be necessary.

Language is included under the Saint Lawrence Seaway Development Corporation ‘Operations and maintenance’ that provides funds derived from the Harbor Maintenance Trust Fund.

Language is included under Maritime Administration, ‘Maritime security program’ that provides funds to preserve a U.S. flag merchant fleet.

Language is included under Maritime Administration, ‘Operations and training’ that provides specific funds for a national security multi-mission vessel design, training ship fuel assistance payments, maritime environment and technology assistance, Student Incentive Program payments, capital improvements at the United States Merchant Marine Academy, and the State Maritime Schools Schoolship Maintenance and Repair; directs allotment holders; and limits funds until the Secretary completes a plan detailing how funding will be expended at the Academy.

Language is included under Maritime Administration, ‘Maritime guaranteed loan (title XI) program account’ that provides for the transfer to “Operations and training.”

Section 170 allows the Maritime Administration to furnish utilities and services and make repairs to any lease, contract, or occupancy involving government property under the control of MARAD.

Section 171 continues a provision regarding MARAD ship disposal.

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Operational expenses' which provides funding for operations.

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Hazardous materials safety' which funds hazardous and materials safety functions, limits the period of availability, allows up to \$800,000 in fees collected under 49 U.S.C. 5108(g) to be deposited in the general fund of the Treasury as offsetting receipts, and credits to the appropriation for the account funds received from states, counties, other public authorities, and private sources for certain expenses.

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Pipeline safety' which specifies the amounts derived from the pipeline safety fund and the oil spill liability trust fund, limits the period of availability, and specifies a minimum funding level for the one-call state grant program.

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Emergency preparedness grants' which specifies the amount derived from the Emergency Preparedness Fund, limits the availability of some funds, allows up to four percent of funds made available for administrative costs, and prohibits funds from being obligated by anyone other than the Secretary or a designee of the Secretary.

Language is included under Office of Inspector General, 'Salaries and expenses' that provides the Inspector General with all necessary authority to investigate allegations of fraud by any person or entity that is subject to regulation by the Department of Transportation, the authority to investigate unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents, and allows funds to be available from forfeiture proceedings.

Language is included under Surface Transportation Board, 'Salaries and expenses' allowing the collection of \$1,250,000 in fees established by the Chairman of the Surface Transportation Board, and providing that the sum appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such fees are received.

Section 180 allows the Department of Transportation to use funds for aircraft, motor vehicles, liability insurance, uniforms, or allowances as authorized by law.

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

Section 182 prohibits funds in this Act for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation, and prohibits political and Presidential personnel assigned on temporary detail outside the Department of Transportation.

Section 183 prohibits recipients of funds made available in this Act from releasing personal information, including social security number, medical or disability information, and photographs from a driver's license or motor vehicle record, without express consent of the person to whom such information pertains; and prohibits the withholding of funds provided in this Act for any grantee if a state is in noncompliance with this provision.

Section 184 allows funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from states, counties, municipalities, other public authorities, and private sources to be used for expenses incurred for training may be credited to each agency's respective accounts.

Section 185 prohibits funds in Title I of this Act from being issued for any loan, loan guarantee, line of credit or grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant is announced by the department or its modal administrations.

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

Section 187 allows amounts from improper payments to a third party contractor that are lawfully recovered by the Department of Transportation to be available to cover expenses incurred in recovery of such payments.

Section 188 stipulates that the Committees on Appropriations solely approve or deny any funds provided or limited in this Act that are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations.

Section 189 prohibits the Surface Transportation Board from charging or collecting filing fees for late complaints in an amount in excess of the authorized amount under section 1914 of title 28, United States Code.

Section 190 allows funds to modal administrations to be obligated to the Office of the Secretary for the costs related to assessments or reimbursable agreements only when the services provide a direct benefit to the applicable modal administration.

Section 191 allows the use of the Working Capital Fund to carry out the Federal Transit Pass program.

Section 192 prohibits funds for the Surface Transportation Board (STB) to take action on a high-speed rail project in California unless the STB considers the project as a whole.

Section 193 prohibits funds to facilitate scheduled air transportation to, or pass through, property confiscated by the Cuban Government.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Language is included under Department of Housing and Urban Development, 'Management and administration' which designates funds for 'Executive offices'; designates funds for 'Administrative support offices'; specifies funding for shared service agreements, the office of the chief financial officer, the office of the general counsel, the office of administration, the office of the chief human capital office, the office of field policy and management, the office of the chief procurement officer, the office of the departmental equal employment opportunity, the office of strategic planning and management, and the office of the chief information officer; provides flexibility to transfer any remaining funds to any office under

the same heading or under the heading ‘Program office salaries and expenses’; limits official reception and representation expenses to \$25,000; allows funds to be used for certain administrative and non-administrative expenses; and allows funds to be used for advertising and promotional activities that directly support program activities funded in this title.

Language is included under Department of Housing and Urban Development, ‘Program office salaries and expenses’ which specifies funds for the office of public and indian housing, the office of community planning and development, the office of housing, the office of risk and regulatory affairs, the office of policy development and research, the office of fair housing and equal opportunity, and the office of lead hazard control and health homes.

Language is included under Department of Housing and Urban Development, ‘Tenant-based rental assistance’ which specifies funds for certain programs, activities and purposes and limits the use and availability of certain funds; specifies the methodology for allocation of renewal funding; directs the Secretary to provide renewal funding based on validated voucher system leasing and cost data for the prior year; prohibits funds to exceed a public housing agency’s authorized level of units under contract, except for those participating in the Moving to Work demonstration; directs the Secretary, to the extent necessary, to prorate each public housing agency’s (PHA) allocation; directs the Secretary to notify PHAs of their annual budget the later of 60 days after enactment of the Act or March 1, 2016; allows the Secretary to extend the notification period with the prior approval of the House and Senate appropriations committees; specifies the amounts available to the Secretary to allocate to PHAs that need additional funds and for fees; specifies the amount for additional rental subsidy due to unforeseen emergencies and portability; provides funding for public housing agencies with vouchers that were not in use during the previous 12 month period in order to be available to meet a commitment pursuant to section 8(o)(13); provides funding for incremental vouchers for homeless veterans; provides funding for public housing agencies that despite taking reasonable measures, would otherwise be required to terminate assistance for families as a result of insufficient funding; and provides for adjustments in allocations for PHAs that participate in the Small Area Fair Market Rent demonstration.

Language is included under Department of Housing and Urban Development, ‘Tenant-based rental assistance’ which provides funds for tenant protection vouchers; sets certain conditions for the Secretary to provide such vouchers; provides funds for residents of multi-family properties that would not otherwise have been eligible for tenant-protection vouchers; sets eligibility requirements for multi-family properties to participate in the program; sets conditions for the reissuance of vouchers, and allows the Secretary to use unobligated and recaptured funds from prior years.

Language is included under Department of Housing and Urban Development, ‘Tenant-based rental assistance’ which provides funds for administrative and other expenses of public housing agencies to administer the section 8 tenant-based rental assistance program; sets an amount to be available to PHAs that need addi-

tional funds to administer their section 8 programs, including fees to administer tenant protection assistance, disaster related vouchers, Veterans Affairs Supportive Housing vouchers and other special purpose vouchers; provides for the distribution of funds; provides for a uniform percentage decrease of amounts to be allocated if funds are not sufficient; establishes that 'Moving to Work' (MTW) agencies be funded pursuant to their MTW agreements; provides funds for section 811 mainstream vouchers; and specifies that the Secretary shall track special purpose vouchers.

Language is included under Department of Housing and Urban Development, 'Housing certificate fund' which rescinds prior year funds and allows the Secretary to use recaptures to fund project-based contracts and contract administrators.

Language is included under Department of Housing and Urban Development, 'Public housing capital fund' which specifies the total amount available for certain activities; limits the availability of funds; limits the delegation of certain waiver authorities; specifies an amount for ongoing Public Housing Financial and Physical Assessment activities of the Real Estate Assessment Center; specifies an amount for emergency capital needs; specifies an amount for supportive services; specifies the amount for a Jobs-plus Pilot initiative and specifies that the initiative shall provide competitive grants; specifies that the Secretary may waive or specify alternative requirements; and specifies that the Secretary shall public notice of any waiver or alternative requirement; establishes a limitation on amounts that can be transferred; makes funds available for bonuses for high performing PHAs; and establishes requirements for notification of public housing agencies' formula allocations.

Language is included under Department of Housing and Urban Development, 'Choice Neighborhoods Initiative' which allows the Secretary to make competitive grants for neighborhood rehabilitation; changes the availability of funds; allows funds to be used for services, development, and housing; declares funds not for "public housing"; requires a period of affordability; requires local planning and cost share; allows local governments, tribal entities, public housing authorities and non-profits to be grantees; allows for-profits to partner and apply with a public entity; requires grantees to partner with local organizations; establishes conditions for environmental review; requires grantees to create partnerships with other local organizations; requires the Secretary to consult with other federal agencies; and allows prior year program funds and HOPE VI funds to be used for this program.

Language is included under Department of Housing and Urban Development, 'Family self-sufficiency' which allows the Secretary to waive or specify certain requirements, establishes entities eligible to compete for funding, allows the establishment of escrow funds, and allows the use of residual receipt accounts to hire coordinators.

Language is included under Department of Housing and Urban Development, 'Native American housing block grants' which limits the availability of funds; specifies the formula for allocation; specifies amounts for training and technical assistance; specifies an amount to support the inspection of Indian housing units; specifies an amount to guarantee notes and obligations as defined in section

502 of the Congressional Budget Act of 1974; specifies that grantees are to be notified of their allocation within 60 days of enactment; and makes adjustments to certain recipient allocations under certain conditions without a regulation.

Language is included under Department of Housing and Urban Development, 'Indian housing loan guarantee fund program account' which specifies the amount and availability of funds to subsidize total loan principal, specifies how to define the costs of modifying loans, and provides a dedicated amount for administrative expenses.

Language is included under Department of Housing and Urban Development, 'Housing opportunities for persons with AIDS' which limits availability of funds and sets forth certain requirements for the allocation of funds, renewal of contracts, and grantee notification.

Language is included under Department of Housing and Urban Development, 'Community development fund' which limits the use and availability of certain funds; specifies the allocation of certain funds; prohibits grant recipients from selling, trading or transfer funds; prohibits the provision of funds to for-profit entities unless certain conditions are met; specifies the amount made available for grants to federally-recognized Indian tribes; prohibits funding for grants under the Economic Development Initiative, Neighborhood Initiatives, Rural Innovation Fund, and Section 107 of the Housing and Community Development Act of 1974; and requires grantee notification of formula allocations within 60 days of enactment.

Language is included under Department of Housing and Urban Development, 'Community development loan guarantees program account' which limits the principal amount of loan guarantees, directs the Secretary to collect fees from borrowers adequate to result in credit subsidy cost of zero, and rescinds all unobligated balances of budget authority previously appropriated or recaptured under the account.

Language is included under Department of Housing and Urban Development, 'Home investment partnerships program' which limits the availability of funds; specifies the allocation of certain funds for certain purposes; specifies multiple oversight requirements from prior acts that are not effective for projects committed on or after August 23, 2013 and shall instead be governed by the Final Rule entitled 'Home Investment Partnerships Program; Improving Performance and Accountability; Updating Property Standards'; transfers amounts allocated to the housing trust fund program to the home investment partnership program; and prohibits funds from being credited to the housing trust fund.

Language is included under Department of Housing and Urban Development, 'Self-help and assisted homeownership opportunity program' which specified funding amounts for certain programs, limits the period of availability, and specifies certain amounts for rural activities and organizations.

Language is included under Department of Housing and Urban Development, 'Homeless assistance grants' which limits the availability of funds; specifies the allocation of certain funds for certain purposes; specifies matching requirements; requires the Secretary to establish minimum performance thresholds for projects, pro-

hibits the Secretary from funding continuum of care contract renewals unless certain requirements are met; requires the Secretary to prioritize funding to grant applicants that demonstrate a capacity to reallocate funding to higher performing projects; requires grantees to integrate homeless programs with other social service providers; allows certain funds to be administered by private non-profit organizations; allows unobligated balances and recaptures from certain project-based rental assistance grants and shelter plus care renewals to be used; and requires notification of formula allocations within 60 days of enactment.

Language is included under Department of Housing and Urban Development, 'Project-based rental assistance' which limits the availability of funds and specifies the allocation of certain funds for certain purposes; specifies a certain amount for contract administrators to administer certain programs; allows certain recaptured funds to be used for contracts or contract administrators; and allows the Secretary to recapture residual receipts from certain properties.

Language is included under Department of Housing and Urban Development, 'Housing for the elderly' which limits the availability of funds; specifies the allocation of certain funds; designates certain funds to be used only for certain grants; allows funds to be used for specified inspections or inspection-related activities; allows funds to be used to renew certain contracts; allows the Secretary to waive certain provisions governing contract terms; allows excess funds held in residual receipts accounts, after contract termination, to be deposited in this account, and limits the availability of these funds.

Language is included under Department of Housing and Urban Development, 'Housing for persons with disabilities' which limits the availability of funds; specifies the allocation of certain funds; allows funds to be used for inspections or inspection-related activities; allows funds to be used to renew certain contracts; allows funds held in residual account, after contract termination, to be deposited in this account, and limits the availability of these funds; and allows these funds to be used for purposes under this heading in addition to those appropriated.

Language is included under Department of Housing and Urban Development, 'Housing counseling assistance' that provides funds for described purposes, limits the availability of funds, specifies amounts to be used for specified purposes, requires the Secretary to make grants within a specified time frame, and allows multiyear agreements subject to the availability of annual appropriations.

Language is included under Department of Housing and Urban Development, 'Rental housing assistance' that limits the availability of funds and allows the Secretary to use specified unobligated balances, including recaptures, carryover and other specified remaining funds for specified purposes.

Language is included under Department of Housing and Urban Development, 'Payment to manufactured housing fees trust fund' that limits the availability of funds from specified sources; permits fees to be assessed, modified, and collected; permits temporary borrowing authority from the general fund of the Treasury; provides that general fund amounts from collections offset the appropriation

so that the resulting appropriation is a specified amount; requires fees collected to be deposited into the Manufactured Housing Fees Trust Fund; allows fees to be used for necessary expenses; and allows the Secretary to use approved service providers.

Language is included under the Department of Housing and Urban Development, 'Mutual mortgage insurance program account' which limits new commitments to issue guarantees, limits the obligations to make direct loans, specifies funds for specific purposes, allows for additional contract expenses as guaranteed loan commitments exceed certain levels, and limits the availability of funds.

Language is included under Department of Housing and Urban Development, 'General and special risk program account' which sets a loan principal limitation on new commitments to guarantee loans, limits the obligations to make direct loans, specifies funds for specific purposes, and limits the availability of funds.

Language is included under Department of Housing and Urban Development, 'Government national mortgage association' which limits new commitments to issue guarantees, provides funds for salaries and expenses, allows specified receipts to be credited as offsetting collections, and limits the availability of funds.

Language is included under Department of Housing and Urban Development, 'Policy development and research' which limits the availability of funds, specifies authorized uses, and directs the submission of a spend plan.

Language is included under Department of Housing and Urban Development, 'Fair housing and equal opportunity' which limits the availability of funds, authorizes the Secretary to assess and collect fees, places restrictions on the use of funds for lobbying activities, and provides funds for programs that support the assistance of persons with limited English proficiency.

Language is included under Department of Housing and Urban Development, 'Office of lead hazard control and healthy homes' which limits the availability of funds, specifies the amount of funds for specific purposes, specifies the treatment of certain grants, and specifies a matching requirement for grants.

Language is included under Department of Housing and Urban Development, 'Information technology fund' which limits the availability and purpose of funds, including funds transferred.

Language is included under Department of Housing and Urban Development, 'Office of Inspector General' which specifies the use of funds and directs that the IG shall have independent authority over all personnel issues within the office.

Section 201 relates to the division of financing adjustment factors.

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

Section 203 corrects an anomaly in the HOPWA formula that results in the loss of funds for certain states.

Section 204 requires funds appropriated to be distributed on a competitive basis in accordance with the Department of Housing and Urban Development Reform Act of 1989.

Section 205 establishes the availability of funds subject to the Government Corporation Control Act and the Housing Act of 1950.

Section 206 set requirements on the allocation of funds in excess of the budget estimates.

Section 207 sets requirements regarding the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 208 requires the Secretary to provide quarterly reports on uncommitted, unobligated and excess funds in each departmental program and activity.

Section 209 requires that the Administration's budget and the Department's budget justifications for fiscal year 2016 shall be submitted in the identical account and sub-account structure provided in this Act.

Section 210 exempts PHA Boards in Alaska, Iowa, and Mississippi and the County of Los Angeles from public housing resident representation requirement.

Section 211 prohibits the IG from changing the basis on which the audit of GNMA is conducted.

Section 212 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 213 sets requirements for eligibility for Section 8 voucher assistance, and includes consideration for persons with disabilities.

Section 214 requires the distribution of Native American housing block grant funds to the same Native Alaskan recipients as 2005.

Section 215 authorizes the Secretary to insure mortgages under Section 255 of the National Housing Act.

Section 216 instructs HUD on managing and disposing of any multifamily property that is owned by HUD.

Section 217 allows commitment authority under the Section 108 loan guarantee program to be used to guarantee notes or other obligations issued by any State on behalf of non-entitlement communities in the State.

Section 218 instructs HUD that PHAs that own and operate 400 units or fewer of public housing are exempt from asset management requirements.

Section 219 restricts the Secretary from imposing any requirement or guideline relating to asset management that restricts or limits the use of capital funds for central office costs, up to the limit established in QHWRA.

Section 220 requires that no employee of the Department shall be designated as an allotment holder unless the CFO determines that such allotment holder has received training.

Section 221 sets requirements regarding Notice of Funding Availability (NOFA) announcements and publication.

Section 222 provides that funding for indemnities is limited to non-programmatic litigation and is restricted to the payment of attorney fees only.

Section 223 allows the Disaster Housing Assistance Programs to be considered a program of the Department of Housing and Urban Development for the purpose of income verifications and matching.

Section 224 requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 225 sets limitations on funds used for PHA salary and bonus levels.

Section 226 prohibits funds for a doctoral dissertation research program at HUD.

Section 227 requires notification to the Committee on grant awards.

Section 228 prohibits funds to require public housing agencies to conduct a Physical Needs Assessment.

Section 229 prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 230 prohibits funds from being used to terminate the status of a unit of general local government as a metropolitan city with respect to grants.

Section 231 allows funding for research, evaluation and statistical purposes that is unexpended to be reobligated for additional research.

Section 232 prohibits the Secretary from requiring Energy Star standards or any other energy efficiency standards that exceed the requirements of applicable State and local building codes.

Section 233 rescinds \$7,000,000 in unobligated balances remaining from section 1497 of the Dodd-Frank Wall Street Reform and Protection act and section 2301 of the Housing and Economic Recovery Act of 2008.

Section 234 rescinds unobligated balances remaining from funds appropriated under the headings "Rural Housing and Economic Development", "Management and Administration", and "Program Office Salaries and Expenses".

TITLE III—RELATED AGENCIES

Language is included for the Access Board, 'Salaries and expenses' that limits funds for necessary expenses and allows for the credit to the appropriation of funds received for publications and training expenses.

Language is included for the Federal Maritime Commission, 'Salaries and expenses' that provides funds for services authorized by 5 U.S.C. 3109, the hire of passenger motor vehicles, uniforms and allowances; and limits funds for official reception and representation expenses.

Language is included for the National Railroad Passenger Corporation, Office of Inspector General, 'Salaries and expenses' that provides funds for an independent, objective unit responsible for detecting and preventing fraud, waste, abuse, and violations of law; promotes economy, efficiency and effectiveness at Amtrak; allows the IG to enter into contracts; select, appoint or employ officers and employees to carry out its functions; and requires the IG to submit its budget request concurrently with the President's budget and in a similar format.

Language is included under National Transportation Safety Board, 'Salaries and expenses' that provides funds for hire of passenger motor vehicles and aircraft, services authorized by 5 U.S.C. 3109, uniforms or allowances therefor, limits funds for official reception and representation expenses and allows funds to be used to pay for costs associated with a capital lease.

Language is included in the Neighborhood Reinvestment Corporation (NRC), 'Payment to the neighborhood reinvestment corporation' which limits the availability of funds; specifies the alloca-

tion of funds to certain activities; and specifies the terms and conditions surrounding NRC activities.

Language is included for the United States Interagency Council on Homelessness, 'Operating expenses' that provides funds for salaries, travel, hire of passenger motor vehicles, rental of conference rooms, and the employment of experts and consultants.

TITLE IV—GENERAL PROVISIONS, THIS ACT

Section 401 prohibits pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this Act.

Section 402 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 403 limits consulting service expenditures of public record in procurement contracts.

Section 404 prohibits Federal training not directly related to the performance of official duties.

Section 405 specifies reprogramming procedures by subjecting the establishment of new offices and reorganizations to the reprogramming process.

Section 406 provides that fifty percent of unobligated balances may remain available for certain purposes.

Section 407 prohibits funds from being used 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 the transfer of funds made available in this Act to any instrumentality of the United States Government except as authorized by this Act or any other appropriations Act.

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

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

Section 411 prohibits funds from being appropriated or made available to any person or entity that has been found to violate the Buy American Act.

Section 412 prohibits funds for first-class airline accommodations in contravention of section 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 and specifies that nothing in this section shall prohibit, restrict, or preclude the Secretary of DOT from granting a permit or exemption where such authorization is consistent with the U.S.–E.U.–Iceland–Norway Air Transport Treaty and U.S. law.

Section 414 prohibits funds to issue a license or certificate for a commercial vessel that was docked or anchored within 7 miles of a port on property confiscated by the Cuban Government.

Section 415 establishes a spending reduction account.

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 (dollars in thousands):

APPROPRIATIONS NOT AUTHORIZED BY LAW AND EXPIRING AUTHORIZATIONS

[Dollars in Thousands]

Program	Last year of authorization	Authorization Level	Appropriations in last year of authorization	Appropriations in this bill
Title I—Department of Transportation 1/				
Federal Aviation Administration:				
Operations	2015	\$9,653,000	\$9,740,700	\$9,869,700
Facilities and Equipment	2015	\$2,730,000	\$2,600,000	\$2,500,000
Research, Engineering, and Development	2015	\$168,000	\$156,750	\$156,750
Grant-in-Aid for Airports	2015	\$3,350,000	\$3,350,000	\$3,350,000
Federal Highway Administration:				
Federal-aid Highways 2/	2015	\$40,995,000	\$40,995,000	\$40,995,000
Federal Motor Carrier Safety Administration:				
Motor Carrier Safety Operations & Programs 2/ 3/	2015	\$259,000	\$271,000	\$259,000
Motor Carrier Safety Grants 2/	2015	\$313,000	\$313,000	\$313,000
National Highway Traffic Safety Administration:				
Operations and Research—General Fund	2009	\$157,400	\$130,000	\$150,000
Operations and Research—Highway Trust Fund 2/ 4/	2015	\$118,500	\$138,500	\$125,000
Highway Traffic Safety Grants 2/	2015	\$561,500	\$561,500	\$561,500
Federal Transit Administration:				
Transit Formula Grants 2/	2015	\$8,595,000	\$8,595,000	\$8,595,000
Capital Investment Grants 2/	2015	\$1,907,000	\$2,120,000	\$1,921,395
Transit Research 2/	2015	\$70,000	\$30,000	\$26,000
Transit Cooperative Research 2/	2015	\$7,000	\$3,000	\$0
Technical Assistance and Training 2/	2015	\$7,000	\$4,000	\$3,000
Human Resources and Training 2/	2015	\$5,000	\$500	\$0
Administrative Expenses 2/	2015	\$104,000	\$105,933	\$105,933
Emergency Relief	2015	such sums	\$0	\$0
Federal Railroad Administration:				
Capital and Debt Service Grants to Amtrak	2013	\$1,625,000	\$952,000	\$850,000
Operating Subsidy Grants to Amtrak	2013	\$631,000	\$466,000	\$288,500
Safety and Operations	2013	\$293,000	\$178,596	\$186,870
Maritime Administration:				
Operations and Training 5/	2015	\$148,400	\$148,050	\$167,800
Ship Disposal 5/	2015	\$4,800	\$4,000	\$4,000
Title XI 5/	2015	\$73,100	\$3,100	\$3,135
Pipeline and Hazardous Materials Safety Administration:				
Pipeline Safety	2015	\$109,252	\$146,000	\$145,870
Hazardous Materials Safety 2/	2015	\$43,762	\$52,000	\$60,500
Emergency Preparedness Grants	2015	\$28,318	\$28,318	\$28,318
Surface Transportation Board:				
Surface Transportation Board	1998	\$12,000	\$13,853	\$31,375
Office of the Secretary:				
Small Communities Air Service Development Program	2015	\$5,500	\$5,500	\$0
National Infrastructure Investments	— — —	\$0	\$0	\$100,000
Payments to Air Carriers	2015	\$155,000	\$155,000	\$155,000

1/ Includes accounts that have never had authorized appropriation amounts, such as Transportation Investments Generating Economic Recovery (TIGER) grants.

2/ Authorization levels are annualized. The Highway and Transportation Funding Act of 2014 (P.L. 113-159) extends Highway Trust Fund authorities through 5/31/2015.

3/ The FY 2015 enacted level for FMCSA Motor Carrier Safety Operations & Programs includes \$12 million of prior year unobligated contract authority made available by the FY 2015 Consolidated and Further Continuing Appropriations Act (P.L. 113-235).

4/ The FY 2015 enacted level for NHTSA Operations and Research includes \$20 million of prior year unobligated contract authority made available by the FY 2015 Consolidated and Further Continuing Appropriations Act (P.L. 113-235).

5/ Reflects authorized amounts associated with maintaining national security aspects of the merchant marine per P.L. 113-291.

Title II—Department of Housing and Urban Development

Rental Assistance:				
Section 8 Voucher Renewals and Administrative Expenses	1994	8,446,173	5,458,106	19,681,000
Public Housing Capital Fund	2003	3,000,000	2,712,555	1,681,000
Public Housing Operating Fund	2003	2,900,000	3,576,600	4,440,000
Native American Housing Block Grants	2013	Such sums as necessary	616,001	650,000
Indian Housing Loan Guarantee Fund	2012	Such sums as necessary	6,000	8,000
Housing Opportunity for Persons with Aids	1994	156,300	156,000	332,000
Community Development Fund	1994	4,168,000	4,877,389	3,060,000
Community Development Loan Guarantee 1/	1994	Not Applicable	Not Applicable	0
Home Investment Partnerships Program 2/	1994	2,173,612	1,275,000	900,000
Choice Neighborhoods Initiatives	2012	SSAN	120,000	
Self-Help Homeownership Opportunity Program	2001	Such sums as necessary	48,000	50,000
Homeless Assistance	2011	Such sums as necessary	1,901,190	2,185,000
Housing for the Elderly	2003	Such sums as necessary	783,286	414,000
Housing for Persons with Disabilities	2015	300,000	135,000	152,000
FHA General and Special Risk Program Account:				
Limitations on Guaranteed Loans	1995	— — —	[20,885,072]	[30,000,000]
Limitation on Direct Loans	1995	— — —	[220,000]	[5,000]
Administrative Expenses	1995	— — —	197,470	
GNMA Mortgage Backed Securities Loan Guarantee Program Account:				
Limitations on Guaranteed Loans	1996	[110,000,000]	[110,000,000]	[500,000,000]
Administrative Expenses	1996	— — —	9,101	23,000
Policy Development and Research	1994	36,470	35,000	52,500
Fair Housing Activities, Fair Housing Program	1994	26,000	20,481	65,300
Lead Hazard Reduction Program	1994	250,000	150,000	75,000
Salaries and Expenses	1994	1,029,496	916,963	1,340,900

1/ The Community Development Loan Guarantee program authorization only limits commitment authority.

2/ Appropriations in FY 16 bill includes amounts transferred from the Housing Trust Fund to the Home Investment Partnerships Program account.

Title III—Related Agencies

Access Board	2003	5,401	5,401	7,548
National Transportation Safety Board	2008	96,625	91,000	103,981

PROGRAM DUPLICATION

Pursuant to section 3(j)(2) of H. Res. 5 (113th Congress), 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.

DIRECTED RULE MAKING

The bill does not direct any rule making.

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:

BUDGET IMPACT OF FY 2016 TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93-344, AS AMENDED

[In millions of dollars]

	302(b) Allocation		This Bill	
	Budget Authority	Outlays	Budget Authority	Outlays
Comparison of amounts in the bill with Committee allocations to its subcommittees: Subcommittee on Transportation, Housing and Urban Development, and Related Agencies				
Mandatory	n.a.	n.a.	0	¹ 0
Discretionary	55,270	119,018	55,270	118,802

¹ Includes outlays from prior-year budget authority.

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:

	302(b) Allocation		This Bill	
	Budget Authority	Outlays	Budget Authority	Outlays
Projection of outlays associated with the recommendation:				
2016	n.a.	n.a.	n.a.	² 40,646
2017	n.a.	n.a.	n.a.	34,132
2018	n.a.	n.a.	n.a.	13,625
2019	n.a.	n.a.	n.a.	5,770
2020 and future years	n.a.	n.a.	n.a.	7,096

² Excludes outlays from prior-year budget authority.

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:

	302(b) Allocation		This Bill	
	Budget Authority	Outlays	Budget Authority	Outlays
Financial assistance to State and local governments for 2016	n.a.	n.a.	32,245	² 30,391

² Excludes outlays from prior-year budget authority.

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 1

Date: May 13, 2015

Measure: Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, FY 2016

Motion by: Mr. Price

Description of Motion: Increase various capital accounts under the Department of Transportation and the Department of Housing and Urban Development by a total of \$7,474,105,000 with no offset.

Results: Defeated 21 yeas to 29 nays

Members Voting Yea

Mr. Bishop
Mr. Cuellar
Ms. DeLauro
Mr. Farr
Mr. Fattah
Mr. Honda
Mr. Israel
Ms. Kaptur
Mr. Kilmer
Ms. Lee
Mrs. Lowey
Ms. McCollum
Ms. Pingree
Mr. Price
Mr. Quigley
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

Members Voting Nay

Mr. Aderholt
Mr. Amodei
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mr. Dent
Mr. Diaz-Balart
Mr. Fleischmann
Mr. Fortenberry
Mr. Frelinghuysen
Ms. Granger
Mr. Graves
Dr. Harris
Ms. Herrera Beutler
Mr. Jenkins
Mr. Jolly
Mr. Joyce
Mr. Palazzo
Mr. Rigell
Mrs. Roby
Mr. Rogers
Mr. Rooney
Mr. Simpson
Mr. Stewart
Mr. Valadao
Mr. Womack
Mr. Young

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 2

Date: May 13, 2015

Measure: Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, FY 2016

Motion by: Mr. Price

Description of Motion: Strike five administrative provisions regarding truck weight and size, minimum levels of insurance, and hours of service.

Results: Defeated 20 yeas to 31 nays

Members Voting Yea

Mr. Bishop
Ms. DeLauro
Mr. Farr
Mr. Fattah
Mr. Honda
Mr. Israel
Ms. Kaptur
Mr. Kilmer
Ms. Lee
Mrs. Lowey
Ms. McCollum
Ms. Pingree
Mr. Price
Mr. Quigley
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

Members Voting Nay

Mr. Aderholt
Mr. Amodei
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Cuellar
Mr. Culberson
Mr. Dent
Mr. Diaz-Balart
Mr. Fleischmann
Mr. Fortenberry
Mr. Frelinghuysen
Ms. Granger
Mr. Graves
Dr. Harris
Ms. Herrera Beutler
Mr. Jenkins
Mr. Jolly
Mr. Joyce
Mr. Palazzo
Mr. Rigell
Mrs. Roby
Mr. Rogers
Mr. Rooney
Mr. Simpson
Mr. Stewart
Mr. Valadao
Mr. Womack
Mr. Yoder
Mr. Young

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 3

Date: May 13, 2015

Measure: Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, FY 2016

Motion by: Mr. Fattah

Description of Motion: Increase Amtrak capital and debt service grants by \$1,311,500,000 with no offset.

Results: Defeated 21 yeas to 30 nays

Members Voting Yea

Mr. Bishop
Mr. Cuellar
Ms. DeLauro
Mr. Farr
Mr. Fattah
Mr. Honda
Mr. Israel
Ms. Kaptur
Mr. Kilmer
Ms. Lee
Mrs. Lowey
Ms. McCollum
Ms. Pingree
Mr. Price
Mr. Quigley
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

Members Voting Nay

Mr. Aderholt
Mr. Amodei
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mr. Dent
Mr. Diaz-Balart
Mr. Fleischmann
Mr. Fortenberry
Mr. Frelinghuysen
Ms. Granger
Mr. Graves
Dr. Harris
Ms. Herrera Beutler
Mr. Jenkins
Mr. Jolly
Mr. Joyce
Mr. Palazzo
Mr. Rigell
Mrs. Roby
Mr. Rogers
Mr. Rooney
Mr. Simpson
Mr. Stewart
Mr. Valadao
Mr. Womack
Mr. Yoder
Mr. Young

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 4

Date: May 13, 2015

Measure: Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, FY 2016

Motion by: Ms. Lee

Description of Motion: Increase the Home Investment Partnerships Program by \$293,000,000 with no offset and eliminate the transfer from the Housing Trust Fund.

Results: Defeated 20 yeas to 29 nays

Members Voting Yea

Mr. Bishop
Mr. Cuellar
Ms. DeLauro
Mr. Farr
Mr. Fattah
Mr. Honda
Ms. Kaptur
Mr. Kilmer
Ms. Lee
Mrs. Lowey
Ms. McCollum
Ms. Pingree
Mr. Price
Mr. Quigley
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

Members Voting Nay

Mr. Aderholt
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mr. Dent
Mr. Diaz-Balart
Mr. Fleischmann
Mr. Fortenberry
Mr. Frelinghuysen
Ms. Granger
Mr. Graves
Dr. Harris
Ms. Herrera Beutler
Mr. Jenkins
Mr. Jolly
Mr. Joyce
Mr. Palazzo
Mr. Rigell
Mrs. Roby
Mr. Rogers
Mr. Rooney
Mr. Simpson
Mr. Stewart
Mr. Valadao
Mr. Womack
Mr. Yoder
Mr. Young

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 5

Date: May 13, 2015

Measure: Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, FY 2016

Motion by: Ms. DeLauro

Description of Motion: Insert a new \$825,000,000 railroad safety technology account with no offset.

Results: Defeated 21 yeas to 29 nays

Members Voting Yea

Mr. Bishop
Mr. Cuellar
Ms. DeLauro
Mr. Farr
Mr. Fattah
Mr. Honda
Mr. Israel
Ms. Kaptur
Mr. Kilmer
Ms. Lee
Mrs. Lowey
Ms. McCollum
Ms. Pingree
Mr. Price
Mr. Quigley
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

Members Voting Nay

Mr. Aderholt
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mr. Dent
Mr. Diaz-Balart
Mr. Fleischmann
Mr. Fortenberry
Mr. Frelinghuysen
Ms. Granger
Mr. Graves
Dr. Harris
Ms. Herrera Beutler
Mr. Jenkins
Mr. Jolly
Mr. Joyce
Mr. Palazzo
Mr. Rigell
Mrs. Roby
Mr. Rogers
Mr. Rooney
Mr. Simpson
Mr. Stewart
Mr. Valadao
Mr. Womack
Mr. Yoder
Mr. Young

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 6

Date: May 13, 2015

Measure: Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, FY 2016

Description of Motion: Increase tenant-based rental assistance by \$235,000,000 with no offset.

Motion by: Ms. Kaptur

Results: Defeated 21 yeas to 29 nays

Members Voting Yea

Mr. Bishop
Mr. Cuellar
Ms. DeLauro
Mr. Farr
Mr. Fattah
Mr. Honda
Mr. Israel
Ms. Kaptur
Mr. Kilmer
Ms. Lee
Mrs. Lowey
Ms. McCollum
Ms. Pingree
Mr. Price
Mr. Quigley
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

Members Voting Nay

Mr. Aderholt
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mr. Dent
Mr. Diaz-Balart
Mr. Fleischmann
Mr. Fortenberry
Mr. Frelinghuysen
Ms. Granger
Mr. Graves
Dr. Harris
Ms. Herrera Beutler
Mr. Jenkins
Mr. Jolly
Mr. Joyce
Mr. Palazzo
Mr. Rigell
Mrs. Roby
Mr. Rogers
Mr. Rooney
Mr. Simpson
Mr. Stewart
Mr. Valadao
Mr. Womack
Mr. Yoder
Mr. Young

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

ROLL CALL NO. 7

Date: May 13, 2015

Measure: Department of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill, FY 2016

Motion by: Mr. Frelinghuysen

Description of Motion: Passage of the Department of Transportation, and Housing and Urban Development and Related Agencies Appropriations Bill, FY 2016

Results: Adopted 30 yeas to 21 nays

Members Voting Yea

Mr. Aderholt
Mr. Amodei
Mr. Calvert
Mr. Carter
Mr. Cole
Mr. Crenshaw
Mr. Culberson
Mr. Dent
Mr. Diaz-Balart
Mr. Fleischmann
Mr. Fortenberry
Mr. Frelinghuysen
Ms. Granger
Mr. Graves
Dr. Harris
Ms. Herrera Beutler
Mr. Jenkins
Mr. Jolly
Mr. Joyce
Mr. Palazzo
Mr. Rigell
Mrs. Roby
Mr. Rogers
Mr. Rooney
Mr. Simpson
Mr. Stewart
Mr. Valadao
Mr. Womack
Mr. Yoder
Mr. Young

Members Voting Nay

Mr. Bishop
Mr. Cuellar
Ms. DeLauro
Mr. Farr
Mr. Fattah
Mr. Honda
Mr. Israel
Ms. Kaptur
Mr. Kilmer
Ms. Lee
Mrs. Lowey
Ms. McCollum
Ms. Pingree
Mr. Price
Mr. Quigley
Ms. Roybal-Allard
Mr. Ruppersberger
Mr. Ryan
Mr. Serrano
Mr. Visclosky
Ms. Wasserman Schultz

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses.....	105,000	113,657	105,000	---	-8,657
Immediate Office of the Secretary.....	(2,696)	---	(2,734)	(+38)	(+2,734)
Immediate Office of the Deputy Secretary.....	(1,011)	---	(1,025)	(+14)	(+1,025)
Office of the General Counsel.....	(19,900)	---	(20,066)	(+166)	(+20,066)
Office of the Under Secretary of Transportation for Policy.....	(9,800)	---	(9,310)	(-490)	(+9,310)
Office of the Assistant Secretary for Budget and Programs.....	(12,500)	---	(12,808)	(+308)	(+12,808)
Office of the Assistant Secretary for Governmental Affairs.....	(2,500)	---	(2,500)	---	(+2,500)
Office of the Assistant Secretary for Administration.....	(25,365)	---	(26,029)	(+664)	(+26,029)
Office of Public Affairs.....	(2,000)	---	(2,029)	(+29)	(+2,029)
Office of the Executive Secretariat.....	(1,714)	---	(1,769)	(+55)	(+1,769)
Office of Small and Disadvantaged Business Utilization.....	(1,414)	---	---	(-1,414)	---
Office of Intelligence, Security, and Emergency Response.....	(10,600)	---	(10,793)	(+193)	(+10,793)
Office of the Chief Information Officer.....	(15,500)	---	(15,937)	(+437)	(+15,937)
Office of the Assistant Secretary for Innovative Finance.....	---	---	---	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Research and Technology.....					
National Infrastructure Investments.....	13,000	14,582	11,386	-1,614	-3,196
Infrastructure Permitting Center.....	500,000	1,250,000	100,000	-400,000	-1,150,000
Financial Management Capital.....	---	4,000	---	---	-4,000
Cyber Security Initiatives.....	5,000	5,000	1,000	-4,000	-4,000
DATA Act Compliance.....	5,000	8,000	7,000	+2,000	-1,000
U.S. Digital Services.....	---	3,000	---	---	-3,000
Office of Civil Rights.....	9,600	9,678	9,600	---	-9,000
Transportation Planning, Research, and Development.....	6,000	10,019	5,976	-24	-4,043
Working Capital Fund.....	(181,500)	---	(181,500)	---	(+181,500)
Minority Business Resource Center Program.....	925	933	933	+8	---
(Limitation on guaranteed loans).....	(18,367)	---	(18,367)	---	(+18,367)
Small and Disadvantaged Business Utilization and Outreach (Minority Business Outreach).....	3,099	4,518	4,518	+1,419	---
Safe Transport of Oil.....	---	5,000	---	---	-5,000
Payments to Air Carriers (Airport & Airway Trust Fund)	155,000	175,000	155,000	---	-20,000
Total, Office of the Secretary.....	802,624	1,612,387	400,413	-402,211	-1,211,974

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Aviation Administration					
Operations.....	9,740,700	9,915,000	9,847,700	+107,000	-67,300
Air traffic organization.....	(7,396,654)	(7,505,293)	(7,505,293)	(+108,639)	---
Aviation safety.....	(1,218,458)	(1,258,411)	(1,258,411)	(+39,953)	---
Commercial space transportation.....	(16,605)	(18,114)	(16,605)	---	(-1,509)
Finance and management.....	(756,047)	(764,621)	(725,000)	(-31,047)	(-39,621)
NextGen.....	(60,089)	(60,582)	(60,089)	---	(-493)
Staff offices.....	(292,847)	(207,099)	(282,302)	(-10,545)	(+75,203)
Security and Hazardous Materials Safety.....	---	(100,880)	---	---	(-100,880)
Facilities and Equipment (Airport & Airway Trust Fund)	2,600,000	2,855,000	2,500,000	-100,000	-355,000
Research, Engineering, and Development (Airport & Airway Trust Fund).....	156,750	166,000	156,750	---	-9,250
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization).....	(3,200,000)	(3,500,000)	(3,600,000)	(+400,000)	(+100,000)
(Limitation on obligations).....	(3,350,000)	(2,900,000)	(3,350,000)	---	(+450,000)
Administration.....	(107,100)	(107,100)	(107,100)	---	---
Airport cooperative research program.....	(15,000)	(15,000)	(15,000)	---	---
Airport technology research.....	(29,750)	(31,000)	(31,000)	(+1,250)	---
Small community air service development program.	(5,500)	---	---	(-5,500)	---
Rescission of contract authority.....	-260,000	---	---	+260,000	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pop-up contract authority.....	130,000	---	---	-130,000	---
Total, Federal Aviation Administration.....	12,367,450	12,936,000	12,504,450	+137,000	-431,550
Limitations on obligations.....	(3,350,000)	(2,900,000)	(3,350,000)	---	(+450,000)
Total budgetary resources.....	(15,717,450)	(15,836,000)	(15,854,450)	(+137,000)	(+18,450)
Federal Highway Administration					
Limitation on Administrative Expenses.....	(426,100)	(442,248)	(429,348)	(+3,248)	(-12,900)
Federal-Aid Highways (Highway Trust Fund):					
(Liquidation of contract authorization).....	(40,995,000)	(50,807,248)	(40,995,000)	---	(-9,812,248)
(Limitation on obligations).....	(40,256,000)	(50,068,248)	(40,256,000)	---	(-9,812,248)
Fixing and Accelerating Surface Transportation					
(Liquidation of contract authorization).....	---	(500,000)	---	---	(-500,000)
(Limitation on obligations).....	---	(500,000)	---	---	(-500,000)
(Exempt contract authority).....	(739,000)	(739,000)	(739,000)	---	---
Total, Federal Highway Administration.....	---	---	---	---	---
Limitations on obligations.....	(40,256,000)	(50,568,248)	(40,256,000)	---	(-10,312,248)
Exempt contract authority.....	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources.....	(40,995,000)	(51,307,248)	(40,995,000)	---	(-10,312,248)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund)(Liquidation of contract authorization)...	(271,000)	(329,180)	(259,000)	(-12,000)	(-70,180)
(Limitation on obligations).....	(271,000)	(329,180)	(259,000)	(-12,000)	(-70,180)
Motor Carrier Safety Grants (Highway Trust Fund) (Liquidation of contract authorization).....	(313,000)	(339,343)	(313,000)	---	(-26,343)
(Limitation on obligations).....	(313,000)	(339,343)	(313,000)	---	(-26,343)
Total, Federal Motor Carrier Safety Administration.....	---	---	---	---	---
Limitations on obligations.....	(584,000)	(668,523)	(572,000)	(-12,000)	(-96,523)
Total budgetary resources.....	(584,000)	(668,523)	(572,000)	(-12,000)	(-96,523)
National Highway Traffic Safety Administration Operations and Research (general fund).....	130,000	179,000	150,000	+20,000	-29,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Operations and Research (Highway Trust Fund)					
(Liquidation of contract authorization).....	(138,500)	(152,000)	(125,000)	(-13,500)	(-27,000)
(Limitation on obligations).....	(138,500)	(152,000)	(125,000)	(-13,500)	(-27,000)
Subtotal, Operations and Research.....	268,500	331,000	275,000	+6,500	-56,000
Highway Traffic Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization).....	(561,500)	(577,000)	(561,500)	---	(-15,500)
(Limitation on obligations).....	(561,500)	(577,000)	(561,500)	---	(-15,500)
Highway safety programs (23 USC 402).....	(235,000)	(241,146)	(235,000)	---	(-6,146)
National priority safety programs (23 USC 405)...	(272,000)	(278,705)	(272,000)	---	(-6,705)
High visibility enforcement.....	(29,000)	(29,000)	(29,000)	---	---
Administrative expenses.....	(25,500)	(28,149)	(25,500)	---	(-2,649)
Total, National Highway Traffic Safety					
Administration.....	130,000	179,000	150,000	+20,000	-29,000
Limitations on obligations.....	(700,000)	(729,000)	(686,500)	(-13,500)	(-42,500)
Total budgetary resources.....	(830,000)	(908,000)	(836,500)	(+6,500)	(-71,500)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Railroad Administration					
Safety and Operations.....	186,870	203,800	186,870	---	-16,930
Railroad Research and Development.....	39,100	39,250	39,100	---	-150
Rail Service Improvement Program.....	---	2,325,000	---	---	-2,325,000
National Railroad Passenger Corporation:					
Operating Grants to the National Railroad Passenger Corporation.....	250,000	---	288,500	+38,500	+288,500
Capital and Debt Service Grants to the National Railroad Passenger Corporation.....	1,140,000	---	850,000	-290,000	+850,000
Current Rail Passenger Service.....	---	2,450,000	---	---	-2,450,000
Subtotal.....	1,390,000	2,450,000	1,138,500	-251,500	-1,311,500
Administrative Provisions					
Rail Safety Grants.....	10,000	---	---	-10,000	---
Total, Federal Railroad Administration.....	1,625,970	5,018,050	1,384,470	-261,500	-3,653,580
Federal Transit Administration					
Administrative Expenses.....	105,933	114,400	102,933	-3,000	-11,467
Public Transportation Emergency Relief Program.....	---	25,000	---	---	-25,000
Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization)..... (Limitation on obligations).....	(9,500,000) (8,595,000)	(13,800,000) (13,800,000)	(9,500,000) (8,595,000)	---	(-4,300,000) (-5,205,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Fixing and Acceleration Surface Transportation (Liquidation of contract authorization).....	---	(500,000)	---	---	(-500,000)
(Limitation on obligations).....	---	(500,000)	---	---	(-500,000)
Transit Research.....	33,000	---	26,000	-7,000	+26,000
Technical Assistance and Training.....	4,500	---	3,000	-1,500	+3,000
Transit Research and Training.....	---	60,000	---	---	-60,000
Rapid-Growth Area Bus Rapid Transit Corridor Program (Liquidation of contract authorization).....	---	(500,000)	---	---	(-500,000)
(Limitation on obligations).....	---	(500,000)	---	---	(-500,000)
Capital Investment Grants.....	2,120,000	3,250,000	1,921,395	-198,605	-1,328,605
Rescission.....	-121,546	---	---	+121,546	---
Washington Metropolitan Area Transit Authority Capital and Preventive Maintenance.....	150,000	150,000	100,000	-50,000	-50,000
Total, Federal Transit Administration.....	2,291,887	3,599,400	2,153,328	-138,559	-1,446,072
Limitations on obligations.....	(8,595,000)	(14,800,000)	(8,595,000)	---	(-6,205,000)
Total budgetary resources.....	(10,886,887)	(18,399,400)	(10,748,328)	(-138,559)	(-7,651,072)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Saint Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund).....	32,042	36,400	32,042	---	-4,358
Maritime Administration					
Maritime Security Program.....	186,000	211,000	186,000	---	-25,000
Operations and Training.....	148,050	184,637	164,158	+16,108	-20,479
Ship Disposal.....	4,000	8,000	4,000	---	-4,000
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses.....	3,100	3,135	3,135	+35	---
Total, Maritime Administration.....	341,150	406,772	357,293	+16,143	-49,479
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund.....	22,225	22,500	20,725	-1,500	-1,775
Pipeline Safety Fund (transfer out).....	(-1,500)	(-1,500)	---	(+1,500)	(+1,500)
Subtotal.....	22,225	22,500	20,725	-1,500	-1,775
Hazardous Materials Safety:					
General Fund.....	52,000	64,254	60,500	+8,500	-3,754
Special Permit and Approval Fees.....	---	-6,000	---	---	+6,000
Subtotal.....	52,000	58,254	60,500	+8,500	+2,246

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pipeline Safety:					
General Fund.....	---	1,500	1,870	+1,870	+370
Pipeline Safety Fund.....	124,500	152,104	124,500	---	-27,604
Oil Spill Liability Trust Fund.....	19,500	19,500	19,500	---	---
Pipeline Safety Design Review Fund.....	2,000	2,000	---	-2,000	-2,000
Pipeline Safety information grants (by transfer) ..	(1,500)	(1,500)	---	(-1,500)	(-1,500)
Subtotal.....	146,000	175,104	145,870	-130	-29,234
Subtotal, Pipeline and Hazardous Materials Safety Administration.....	220,225	255,858	227,095	+6,870	-28,763
Pipeline safety user fees.....	-124,500	-152,104	-124,500	---	+27,604
Pipeline Safety Design Review fee.....	-2,000	-2,000	---	+2,000	+2,000
Emergency Preparedness Grants:					
Limitation on emergency preparedness fund.....	(28,318)	(28,318)	(28,318)	---	---
(Emergency preparedness fund).....	(188)	(188)	(188)	---	---
Total, Pipeline and Hazardous Materials Safety Administration.....	93,725	101,754	102,595	+8,870	+841

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Office of Inspector General					
Salaries and Expenses.....	86,223	87,472	86,223	---	-1,249
Surface Transportation Board					
Salaries and Expenses.....	31,375	32,499	31,375	---	-1,124
Offsetting collections.....	-1,250	-1,250	-1,250	---	---
Total, Surface Transportation Board.....	30,125	31,249	30,125	---	-1,124
Total, title I, Department of Transportation					
Appropriations.....	17,801,196	24,008,484	17,180,939	-620,257	-6,827,545
Rescissions.....	(18,183,992)	(24,015,734)	(17,182,189)	(-1,001,803)	(-6,833,545)
Rescissions of contract authority.....	(-121,546)	---	---	(+121,546)	---
Offsetting collections.....	(-260,000)	---	---	(+260,000)	---
(By transfer).....	(-1,250)	(-7,250)	(-1,250)	---	(+6,000)
(Transfers out).....	(1,500)	(1,500)	---	(-1,500)	(-1,500)
Limitations on obligations.....	(-1,500)	(-1,500)	---	(+1,500)	(+1,500)
Total budgetary resources.....	(53,485,000)	(69,665,771)	(53,459,500)	(-25,500)	(-16,206,271)
	(71,286,196)	(93,674,255)	(70,640,439)	(-645,757)	(-23,033,816)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request

TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					

Management and Administration					
Executive Offices.....	14,500	14,646	14,500	---	-146
Administration Support Offices.....	518,100	577,861	547,000	+28,900	-30,861

Program Office Salaries and Expenses:					
Public and Indian Housing.....	203,000	210,002	203,000	---	-7,002
Community Planning and Development.....	102,000	112,115	102,000	---	-10,115
Housing.....	379,000	397,174	372,000	-7,000	-25,174
Policy Development and Research.....	22,700	23,907	22,700	---	-1,207
Fair Housing and Equal Opportunity.....	68,000	81,132	73,000	+5,000	-8,132
Office of Lead Hazard Control and Healthy Homes....	6,700	7,812	6,700	---	-1,112
Subtotal.....	781,400	832,142	779,400	-2,000	-52,742

Total, Management and Administration.....	1,314,000	1,424,649	1,340,900	+26,900	-83,749

Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals.....	17,486,000	18,333,816	18,151,000	+665,000	-182,816
Tenant protection vouchers.....	130,000	150,000	130,000	---	-20,000
Administrative fees.....	1,530,000	2,020,037	1,530,000	---	-490,037
Incremental rental vouchers.....	---	277,000	---	---	-277,000
Incremental family unification vouchers.....	---	20,000	---	---	-20,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Veterans affairs supportive housing.....	75,000	---	---	-75,000	---
Sec. 811 mainstream voucher renewals.....	83,160	107,643	107,643	+24,483	---
Special purpose vouchers.....	---	215,000	---	---	-215,000
Transformation initiative (transfer out).....	---	(-20,000)	---	---	(+20,000)
Subtotal (available this fiscal year).....	19,304,160	21,123,496	19,918,643	+614,483	-1,204,853
Advance appropriations.....	4,000,000	4,000,000	4,000,000	---	---
Less appropriations from prior year advances.....	-4,000,000	-4,000,000	-4,000,000	---	---
Total, Tenant-based Rental Assistance appropriated in this bill.....	19,304,160	21,123,496	19,918,643	+614,483	-1,204,853
Rental Assistance Demonstration.....	---	50,000	---	---	-50,000
Public Housing Capital Fund.....	1,875,000	1,970,000	1,681,000	-194,000	-289,000
Transformation initiative (transfer out).....	---	(-15,000)	---	---	(+15,000)
Drug elimination (rescission).....	-1,101	---	---	+1,101	---
Public Housing Operating Fund.....	4,440,000	4,600,000	4,440,000	---	-160,000
Transformation initiative (transfer out).....	---	(-18,000)	---	---	(+18,000)
Choice Neighborhoods.....	80,000	250,000	20,000	-60,000	-230,000
Transformation initiative (transfer out).....	---	(-2,000)	---	---	(+2,000)
Family Self-Sufficiency.....	75,000	85,000	75,000	---	-10,000
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)
Native American Housing Block Grants.....	650,000	660,000	650,000	---	-10,000
Transformation initiative (transfer out).....	---	(-5,000)	---	---	(+5,000)
Native Hawaiian Housing Block Grant.....	9,000	---	---	-9,000	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Indian Housing Loan Guarantee Fund Program Account.....	7,000	8,000	8,000	+1,000	---
(Limitation on guaranteed loans).....	(744,047)	(1,269,841)	(1,269,841)	(+525,794)	---
Native Hawaiian Loan Guarantee Fund Program Account....	100	---	---	-100	---
(Limitation on guaranteed loans).....	(16,130)	---	---	(-16,130)	---
Total, Public and Indian Housing.....	26,439,159	28,746,496	26,792,643	+353,484	-1,953,853
Community Planning and Development					
Housing Opportunities for Persons with AIDS.....	330,000	332,000	332,000	+2,000	---
Transformation initiative (transfer out).....	---	(-3,000)	---	---	(+3,000)
Community Development Fund:					
CDBG formula.....	3,000,000	2,800,000	3,000,000	---	+200,000
Indian CDBG.....	66,000	80,000	60,000	-6,000	-20,000
Subtotal.....	3,066,000	2,880,000	3,060,000	-6,000	+180,000
Transformation initiative (transfer out).....	---	(-20,000)	---	---	(+20,000)
Youth Build (rescission).....	-460	---	---	+460	---
Community Development Loan Guarantees (Section 108):					
(Limitation on guaranteed loans).....	(500,000)	(300,000)	(300,000)	(-200,000)	---
Rescission.....	---	---	-2,000	-2,000	-2,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
HOME Investment Partnerships Program.....	900,000	1,060,000	767,000	-133,000	-293,000
Transfer from Housing Trust Fund.....	---	---	133,000	+133,000	+133,000
Transformation Initiative (transfer out).....	---	(-8,000)	---	---	(+8,000)
Subtotal.....	900,000	1,060,000	900,000	---	-160,000
Housing Trust Fund (transfer out).....	---	---	-133,000	-133,000	-133,000
Self-help and Assisted Homeownership Opportunity Program.....	50,000	---	50,000	---	+50,000
Homeless Assistance Grants.....	2,135,000	2,480,000	2,185,000	+50,000	-295,000
Brownfields (rescission).....	-2,913	---	---	+2,913	---
Total, Community Planning and Development.....	6,477,627	6,752,000	6,392,000	-85,627	-360,000
Housing Programs					
Project-based Rental Assistance:					
Renewals.....	9,520,000	10,545,000	10,504,000	+984,000	-41,000
Contract administrators.....	210,000	215,000	150,000	-60,000	-65,000
Transformation Initiative (transfer out).....	---	(-20,000)	---	---	(+20,000)
Subtotal (available this fiscal year).....	9,730,000	10,760,000	10,654,000	+924,000	-106,000
Advance appropriations.....	400,000	400,000	400,000	---	---
Less appropriations from prior year advances.....	-400,000	-400,000	-400,000	---	---
Total, Project-based Rental Assistance appropriated in this bill.....	9,730,000	10,760,000	10,654,000	+924,000	-106,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Housing for the Elderly.....	420,000	455,000	414,000	-6,000	-41,000
Transformation initiative (transfer out).....	---	(-3,000)	---	---	(+3,000)
Housing for Persons with Disabilities.....	135,000	177,000	152,000	+17,000	-25,000
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)
Housing Counseling Assistance.....	47,000	60,000	47,000	---	-13,000
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)
Rental Housing Assistance.....	18,000	30,000	30,000	+12,000	---
Manufactured Housing Fees Trust Fund.....	10,000	11,000	11,000	+1,000	---
Offsetting collections.....	-10,000	-11,000	-11,000	-1,000	---
Total, Housing Programs.....	10,350,000	11,482,000	11,297,000	+947,000	-185,000
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).....	(20,000)	(5,000)	(5,000)	(-15,000)	---
Offsetting receipts.....	-7,951,000	-7,003,000	-7,003,000	+948,000	---
Proposed offsetting receipts (HECM).....	-36,000	-97,000	-97,000	-61,000	---
Additional offsetting receipts (Pres. Sec. 244).....	---	-29,000	---	---	+29,000
Administrative contract expenses.....	130,000	174,000	130,000	---	-44,000
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 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).....	(20,000)	(5,000)	(5,000)	(-15,000)	---
Offsetting receipts.....	-876,000	-657,000	-657,000	+219,000	---
Rescission.....	-10,000	---	---	+10,000	---
Total, Federal Housing Administration.....	-8,743,000	-7,612,000	-7,627,000	+1,116,000	-15,000
Government National Mortgage Association					
Guarantees of Mortgage-backed Securities Loan					
Guarantee Program Account:					
(Limitation on guaranteed loans).....	(500,000,000)	(500,000,000)	(500,000,000)	---	---
Administrative expenses.....	23,000	28,320	23,000	---	-5,320
Offsetting receipts.....	-94,000	-118,000	-118,000	-24,000	---
Offsetting receipts.....	-742,000	-747,000	-747,000	-5,000	---
Proposed offsetting receipts (HECM)	-28,000	-21,000	-21,000	+7,000	---
Additional contract expenses.....	1,000	1,000	---	-1,000	-1,000
Total, Gov't National Mortgage Association....	-840,000	-856,680	-863,000	-23,000	-6,320

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Policy Development and Research					
Research and Technology.....	72,000	50,000	52,500	-19,500	+2,500
Fair Housing and Equal Opportunity					
Fair Housing Activities.....	65,300	71,000	65,300	---	-5,700
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)
Office of Lead Hazard Control and Healthy Homes					
Lead Hazard Reduction.....	110,000	120,000	75,000	-35,000	-45,000
Transformation initiative (transfer out).....	---	(-1,000)	---	---	(+1,000)
Information Technology Fund.....	250,000	334,000	100,000	-150,000	-234,000
Office of Inspector General.....	126,000	129,000	126,000	---	-3,000
Transformation Initiative.....	---	---	---	---	---
(by transfer).....	---	(120,000)	---	---	(-120,000)
General Provisions					
Unobligated balances (Sec. 233) (rescission).....	---	---	-7,000	-7,000	-7,000
Rural Housing and Development unobligated balances (Sec. 234) (rescission).....	---	---	-3,000	-3,000	-3,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
Management and Administration unobligated balances (Sec. 234) (rescission).....	---	---	-2,000	-2,000	-2,000
Total, title II, Department of Housing and Urban Development.....	35,621,086	40,640,465	37,739,343	+2,118,257	-2,901,122
Appropriations.....	(40,972,560)	(44,923,465)	(42,007,343)	(+1,034,783)	(-2,916,122)
Rescissions.....	(-14,474)	---	(-14,000)	(+474)	(-14,000)
Advance appropriations.....	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts.....	(-9,727,000)	(-8,672,000)	(-8,643,000)	(+1,084,000)	(+29,000)
Offsetting collections.....	(-10,000)	(-11,000)	(-11,000)	(-1,000)	---
(by transfer).....	---	120,000	---	---	-120,000
(transfer out).....	---	-120,000	---	---	+120,000
(Limitation on direct loans).....	(40,000)	(10,000)	(10,000)	(-30,000)	---
(Limitation on guaranteed loans).....	(931,260,177)	(931,569,841)	(931,569,841)	(+309,664)	---
=====					
TITLE III - OTHER INDEPENDENT AGENCIES					
Access Board.....	7,548	8,023	7,548	---	-475
Federal Housing Finance Agency, Office of Inspector General (legislative proposal).....	---	50,000	---	---	-50,000
Offsetting collections (legislative proposal).....	---	-50,000	---	---	+50,000
Federal Maritime Commission.....	25,660	27,387	25,660	---	-1,727
National Railroad Passenger Corporation Office of Inspector General.....	23,999	24,499	23,999	---	-500
National Transportation Safety Board.....	103,981	105,170	103,981	---	-1,189
Neighborhood Reinvestment Corporation.....	185,000	182,300	177,000	-8,000	-5,300

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2015
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2016
(Amounts in thousands)

	FY 2015 Enacted	FY 2016 Request	Bill	Bill vs. Enacted	Bill vs. Request
United States Interagency Council on Homelessness.....	3,530	3,530	3,530	---	---
Total, title III, Other Independent Agencies.....	349,718	350,909	341,718	-8,000	-9,191
Grand total.....	53,772,000	64,999,858	55,262,000	+1,490,000	-9,737,858
Appropriations.....	(59,506,270)	(69,340,108)	(59,531,250)	(+24,980)	(-9,808,858)
Rescissions.....	(-136,020)	---	(-14,000)	(+122,020)	(-14,000)
Rescissions of contract authority.....	(-260,000)	---	---	(+260,000)	---
Advance appropriations.....	(4,400,000)	(4,400,000)	(4,400,000)	(+1,084,000)	(+29,000)
Offsetting receipts.....	(-9,727,000)	(-8,672,000)	(-8,643,000)	(-1,000)	(+56,000)
Offsetting collections.....	(-11,250)	(-68,250)	(-12,250)	-1,500	-121,500
(by transfer).....	1,500	121,500	---	+1,500	+121,500
(transfer out).....	-1,500	-121,500	---	(-25,500)	(-16,206,271)
(Limitation on obligations).....	(53,485,000)	(69,665,771)	(53,459,500)	(+1,464,500)	(-25,944,129)
Total budgetary resources.....	(107,257,000)	(134,665,629)	(108,721,500)	(+1,464,500)	(-25,944,129)

MINORITY VIEWS OF NITA M. LOWEY AND DAVID PRICE

The impact of the Republican majority's policy of self-imposed austerity is on full display in the Fiscal Year 2016 appropriations bill for the Subcommittee on Transportation, Housing and Urban Development and Related Agencies. The overall budget allocation for this year is woefully inadequate, even after Chairman Rogers increased this Subcommittee's allocation by \$1.5 billion, which is more than half of the Committee's total increase in allocations. The reality is that once you factor in declining FHA receipts, increased Section 8 renewal costs, and other inflationary adjustments, this bill is actually \$1.5 billion below last year's funding level. Simply put, this bill would provide for fewer services and capital investments than last year.

The programs under the jurisdiction of this Subcommittee are critical to our nation's economic and social well-being—providing necessary funding to improve housing and transportation options, creating infrastructure jobs for hardworking American families, and ensuring safe and adequate transportation networks for goods, commuters, and travelers.

Yet, the challenges facing our nation's most basic infrastructure are daunting, and will only worsen should this bill become law. Today, one out of every nine bridges in this country is structurally deficient and in need of repair or replacement; Americans spend the equivalent of one work week sitting in congestion; and, the capital backlog for our transit systems is nearly \$78 billion while the backlog for public housing stock approaches \$25 billion.

The President requested a robust increase for this bill in Fiscal Year 2016, calling on Congress to provide the critical investments necessary to accelerate and sustain economic growth. Unfortunately, the bill adopted by the majority takes a giant step backward in addressing our infrastructure needs.

In transportation, the bill levies deep cuts to capital programs. Amtrak's overall funding level was reduced by \$251 million or 18 percent below last year and there is no funding for expansion of intercity passenger rail or installation of safety mechanisms. We are further deeply dismayed that the majority did not include any funding for Positive Train Control (PTC), which the National Transportation Safety Board has said could have prevented the May 12 Amtrak derailment in Philadelphia.

The Federal Transit Administration's capital investment grant program was slashed by 8 percent below last year and 41 percent below the President's request. And the Department of Transportation's (DOT) enormously popular National Infrastructure Investments program, also known as TIGER, was reduced by \$400 million below last year and \$1.15 billion below the President's request. Since its inception during the American Recovery and Reinvestment Act, the TIGER program's application pool has far exceeded

its capacity. It remains the one discretionary program that is designed to advance major multi-modal, multi-jurisdictional surface transportation projects of national and regional significance.

Finally, the bill cuts the Federal Aviation Administration's (FAA) capital program by \$355 million below the request and \$100 million below last year. Funding at these levels will hamper FAA's ability to maintain and improve aging facilities and slow down progress on the development of the agency's NextGen program.

The majority rejected amendments that would have funded each of these important capital and safety investment programs at the President's requested level.

With a shortage of resources to truly support capital needs, the bill relies on the inclusion of several policy riders to provide the impetus for passage. Controversial riders on truck length and weight have no place in this bill, particularly at a time when the authorizers are working on a reauthorization proposal where the issues can be thoroughly debated. In addition, the bill continues to delay full implementation of DOT's hours of service rule by including unmanageable additional study requirements. These modifications are a calculated effort by the trucking industry to put their bottom line above driver safety.

The bill also attempts to undermine President Obama's new policy related to the United States' relationship with Cuba by preventing scheduled air service and cruise ship travel to Cuban ports of entry. These provisions all bring further peril to a bill that is already overburdened with an inadequate allocation, yet the Majority also rejected amendments to eliminate these controversial policy riders.

With only a token amount of \$20 million for the Department of Housing and Urban Development's (HUD) Choice Neighborhoods Initiative, the bill includes insufficient funding for the capital needs of public housing. The bill slashes Choice Neighborhoods by \$230 million, or 92 percent, below the President's request, denying resources to transform clusters of poverty into functioning, sustainable mixed income neighborhoods and preventing the children who live there from having the opportunities that all Americans deserve.

The bill contains \$1.68 billion for the Public Housing Capital Fund, which is a \$194 million cut from last year. If enacted, this level would be about the same as the funding level in 1989. Given that new maintenance needs accrue at \$3.4 billion per year, this level of funding would cover less than half of the need while doing nothing to address the \$25 billion backlog of deferred maintenance.

The Housing for the Elderly and Housing for the Disabled programs have been transformed into purely rental renewal programs. Despite growing need in each of these programs, this bill does not provide the resources needed to keep the supply of these units in line with demand. This bill will do nothing to increase access to safe, decent and affordable housing for the elderly or the disabled.

While the HOME program might seem to be funded sufficiently, we are concerned about how it is paid for. On the surface, HOME and the Housing Trust Fund appear to both be affordable housing programs, but the Housing Trust Fund targets the lowest of the low income while HOME focuses on low- to moderate- income

households. We have a lack of supply of affordable housing at all income levels, and we are concerned that by taking money dedicated for the Housing Trust Fund, this bill will perpetuate another gap in the spectrum of affordable housing.

Significantly cutting Lead Hazard Control will slow progress on eliminating household toxins. This successful program has resulted in lower lead poisoning rates and better educational and behavioral outcomes for children. The Freddie Gray tragedy in Baltimore, where more than 93,000 children have been added to Maryland's lead registries over the last twenty years, has shined a light on problems related to lead poisoning. Now is not the time to make reductions.

And while HUD's Information Technology Fund might not rise to the same level of importance as some of the other programs we've mentioned, it does underscore just how underfunded this bill is. If the committee mark is enacted into law, HUD will neither have functioning computers and email nor systems to process mortgages and rental payments. At the same time, this Committee has asked HUD to modernize and streamline information technology systems, yet this bill provides no funding for that purpose.

We are already just barely maintaining our infrastructure, and looking ahead, our infrastructure needs will only increase. Secretary Foxx's testimony from February included highlights from the DOT's "Beyond Traffic" study which focused on the trends and challenges facing our country over the next 30 years. Our nation's transportation systems will need to accommodate a population that grows by 70 million people and freight volumes that will increase by 45 percent to 29 billion tons. DOT estimates that more than \$163 billion in annual investments will be needed to improve the condition and performance of our nation's highway and transit systems.

The demands are similar on the housing side. A 2014 report by the National Low Income Housing Coalition indicates there is a shortage of 4.4 million affordable rental units for extremely low-income households. HUD indicates that 1.5 million elderly headed households either pay more than 50 percent of their income on rent or live in inadequate housing. Among persons with disabilities, 1.31 million were similarly situated. The Housing Trust Fund was created to provide stable, long-term funding to address the needs of extremely low-income families. We are concerned that repurposing funds intended for the Housing Trust Fund will exacerbate the affordable housing crisis in this and future fiscal years.

In an address to Congress in February of 1955, President Eisenhower stated:

Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods. The ceaseless flow of information throughout the Republic is matched by individual and commercial movement over a vast system of interconnected highways crisscrossing the country and joining at our national borders with friendly neighbors to the north and south.

Together, the united forces of our communication and transportation systems are dynamic elements in the very

name we bear-United States. Without them, we would be a mere alliance of many separate parts.

We agree with President Eisenhower's sentiment. However, this bill and the budgetary levels that underpin it undermine the continued viability of our nation's infrastructure. For centuries, our country's economic competitiveness has been built upon a world-class infrastructure that enabled innovation and ingenuity to flourish. This bill hastens our infrastructure's decay and threatens our economic vitality.

This bill clearly illustrates the folly of the Majority's almost exclusive focus on domestic appropriations for deficit reduction, while leaving the main drivers of the deficit unaddressed. This does not work as fiscal policy, and it decimates the investments a great country must make. While one could rearrange the funding levels in this bill to address one or more of the key areas mentioned earlier, there is no way to sufficiently address all of the funding needs in the bill under the given allocation.

We think the solution to our budgetary problems is clear. For years, the budget has been balanced on the back of discretionary spending, yet the increases are largely on the mandatory side. We can move to a policy of prosperity if we reach a sensible budget deal like we did a few years ago. We need a comprehensive, multi-year budget agreement and we need it soon. Anything less will mean another year of decay and deferred maintenance for our communities and stalled economic prosperity.

We remain hopeful that this bill can be improved as it goes through the appropriations process. We look forward to working with the Chairman as we move forward and are hopeful that a new agreement on spending levels can give this bill and America's infrastructure the resources they deserve.

NITA M. LOWEY.
DAVID E. PRICE.

