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Calendar No. 209

116TH CONGRESS
1st Session

SENATE

REPORT
116–109

TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2020

SEPTEMBER 19, 2019.—Ordered to be printed

Ms. COLLINS, from the Committee on Appropriations, submitted the following

REPORT

[To accompany S. 2520]

The Committee on Appropriations reports the bill (S. 2520) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2020, and for other purposes, reports favorably thereon and recommends that the bill do pass.

Amounts of new budget (obligational) authority for fiscal year 2020

Total of bill as reported to the Senate	$74,293,000,000
Amount of 2019 appropriations	76,850,542,000
Amount of 2020 budget estimate	58,468,905,000
Bill as recommended to Senate compared to—	
2019 appropriations	−2,557,542,000
2020 budget estimate	+15,824,095,000

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OVERVIEW AND SUMMARY OF THE BILL

The Transportation, Housing and Urban Development, and Related Agencies appropriations bill provides funding for a wide array of Federal programs, mostly in the Departments of Transportation [DOT] and Housing and Urban Development [HUD]. The programs and activities supported by this bill include significant responsibilities entrusted to the Federal Government and its partners to protect human health and safety, support a vibrant economy, and achieve policy objectives strongly supported by the American people. These programs include investments in road, transit, rail, maritime, pipeline, aviation and airport infrastructure; the operation of the Nation's air traffic control system; resources to support community and economic development activities; and housing assistance for those most in need, including the homeless, elderly, and disabled. The bill also provides funding for the Federal Housing Administration and the Government National Mortgage Association to continue their traditional roles of providing access to affordable homeownership in the United States.

This bill makes possible the operation of the interstate highway system, as well as the world's safest, most complex air transportation system. This bill also includes funding for competitive grants to communities to support transformative transportation infrastructure projects of national or regional importance. It ensures safe and sanitary housing for nearly 5 million low and extremely low-income families and individuals, over half of whom are elderly and/or disabled. It provides funding that is leading to the gradual elimination of homelessness among veterans, youth, victims of domestic violence, individuals and families.

The bill, as reported, provides the proper balance of transportation, housing, and community development programs and activities. It is consistent with the subcommittee's allocation for fiscal year 2020. All accounts in the bill have been closely examined to ensure that a sufficient level of funding is provided to carry out the programs and activities of DOT, HUD, and related agencies. Details on each of the accounts and the Committee's justifications for the funding levels are included in the report.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2020, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" [PPA] shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations), 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.

REPROGRAMMING GUIDELINES

The Committee includes a provision (section 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 advanced approval of the House and Senate Committees on Appropriations of any proposal to reprogram funds that:

—creates a new program;
—eliminates a PPA;
—increases funds or personnel for any PPA for which funds have been denied or restricted by the Congress;
—proposes to redirect 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. This direction applies to both the bill and accompanying report.

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 should provide a table for each appropriation with columns displaying the prior year enacted level; budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation and prior year enacted level both by object class and by PPA, as detailed in this act, accompanying reports of the House and Senate Committee on Appropriations, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget authority (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations. The report must also identify items of special congressional interest.

The Committee expects the agencies and bureaus to submit reprogramming requests in a timely manner and to provide a thorough explanation of the proposed reallocations, including a detailed justification of increases and reductions and the specific impact the proposed changes will have on the budget request for the following fiscal year. Except in emergency situations, reprogramming requests should be submitted no later than June 30.

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. 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 not approved.

The Committee would also like to clarify that this section applies to the Department of Transportation's Working Capital Fund, and that no funds may be obligated from such funds 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 6 specifically states that the "agency should consult with your congressional committees beforehand to ensure their awareness of your plans to modify the format of agency budget documents." 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.

While the Committee values the inclusion of performance data and presentations, it is important to ensure vital budget information that the Committee needs is not lost. Therefore, the Committee directs that justifications submitted with the fiscal year 2021 budget request by agencies funded under this act contain the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in the funding table included at the end of the 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, and detailed data on all programs and comprehensive information on any office or agency restructurings. At a minimum, each agency must also provide adequate justification for funding and staffing changes for each individual office and materials that compare programs, projects, and activities that are proposed for fiscal year 2021 to the fiscal year 2020 enacted level.

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 2021 budget request.

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

TRANSPARENCY REQUIREMENT

The Committee is aware that agencies funded in this act use resources for advertising purposes. The Committee directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense. The agencies may exempt any such advertisements from this requirement if it creates an adverse impact on safety or impedes the ability of these agencies to carry out their statutory authority.

The Committee is also interested in increasing transparency and accountability of Federal grant spending. The Departments of Labor, Health and Human Services, and Education are directed by the Stevens Amendment, Section 505 of title V, Division H of Public Law 115–141, to require grantees to include the total cost of the project, the percentage of Federal funds in the project or program, and identify all of the sources of funding for the total project or program in all public documents announcing the grant award. The Committee directs agencies to collect data on what information Federal grant recipients currently include in the public documents announcing the grant award to determine whether recipients of funding in this act could comply with the Stevens Amendment without unreasonable burden. The Committee directs agencies in this act to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the feasibility of complying with the Stevens Amendment.

The Committee is concerned about Federal agencies executing contracts with certain independent financial auditing and audit remediation firms that have been penalized for poor auditing practices. The Committee believes that all firms contracting with Departments and agencies, funded in this act, particularly for financial auditing and accounting services, should have qualified professionals and ethics, and integrity controls in place to ensure they are in compliance with Federal accounting and procurement standards. For all contract actions (including awards, renewals, and amendments), Departments and agencies provided funding in this act shall require any accounting firm providing financial auditing or audit remediation services to provide a statement setting forth the details of any disciplinary proceedings occurring within 1 year of the projected performance period related to noncompliance with rules or laws applying to audit services.

DATA ACT COMPLIANCE

As stewards of the taxpayer's dollar, the Subcommittee is responsible for ensuring that the funds under its jurisdiction are wisely invested and properly spent. The Committee expects agencies to prioritize the submission of timely, accurate, quality, and complete financial and award information under existing U.S. Treasury reporting obligations in accordance with established management guidance, reporting processes, and data standards established under the requirements of the Digital Accountability and Transparency Act (Public Law 113–101).

FEDERALLY FUNDED RESEARCH

The Committee urges the Department of Transportation and the Department of Housing and Urban Development to affirmatively determine, justified in writing, and made available on a publically accessible website, that research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

TITLE I

DEPARTMENT OF TRANSPORTATION

Surface Transportation Reauthorization.—The President's budget request continues its focus on infrastructure by fully funding commitments for the last year of the Fixing America's Surface Transportation [FAST] Act for programs funded out of the Highway Trust Fund. In addition, the budget requests additional funding for certain priority infrastructure programs, similar to the approach taken by this Committee over the last 2 years. Unfortunately, the administration's 10-year budget proposal ignores the long-term financial insolvency of the Highway Trust Fund, and offers no solutions to address the negative impact of decreased investment on our transportation systems at a time when additional investment is desperately needed.

The Nation's maintenance and repair backlogs are substantial across all transportation sectors. According to the American Society of Civil Engineers, our highway system faces an $836,000,000,000 backlog of highway and bridge capital needs, with a $123,000,000,000 need for bridge repair alone. According to DOT estimates, there is a $90,000,000,000 backlog of repair projects facing the Nation's public transit systems, of which 70 percent are considered to be in less than good condition.

While the administration has committed to working with Congress on a long-term surface transportation reauthorization bill, no specific proposal has been submitted to date. The Committee directs the Department to submit a long-term surface reauthorization proposal as part of its next budget request. The proposal should reflect continued support for Federal investment in our Nation's infrastructure in order to facilitate the safe and efficient movement of freight and people across the Nation, while addressing the challenge of a reliable funding mechanism that generates revenue to meet the transportation demands of our growing economy. To that end, the Committee reminds the Department that policy and programmatic recommendations that devolve the Federal role in Federal-State transportation infrastructure partnership programs shifts the financial burden of these investments to State and local governments. Such policies would be particularly devastating to small, rural States that require sustained, annual Federal funding to make the necessary investments in communities that lack the mechanisms to generate additional revenue in order to bridge the gap in Federal financing. As such, the Committee has soundly rejected these policy proposals that do not appropriately recognize this dynamic and encourages the Department to refrain from pursuing such recommendations in future reauthorization bills and future budget requests.

Resilient Infrastructure.—Natural disasters can accelerate asset deterioration, cause operational and service disruptions, and contribute to the catastrophic failure of essential infrastructure. The Committee is concerned that the Department and State governments lack a common, proactive framework for addressing ongoing and future risks to our Nation's transportation system that could help to minimize the impacts of these disasters. Developing such a framework would allow States to assess the probability and extent of future disasters, as well as predict the performance of existing critical infrastructure assets under such situations. By incorporating a probabilistic analysis, additional vulnerabilities and risk considerations that were not included in previous design considerations could be addressed, thereby reducing the vulnerability of communities to future disasters while also supporting sustainable economic development.

In order to further the development of this framework, the Department is directed to continue to partner with State DOTs, metropolitan planning organizations, local and Tribal governments, and other entities to assess vulnerabilities and analyze opportunities to improve the resiliency of Federal, State, and local transportation assets. Such partnerships should include additional pilot projects and ensure geographic diversity. The Department shall continue to provide user-friendly tools and resources that will assist in evaluating adaptation strategies and develop risk-informed policies. The Committee directs the Department to expand its technical assistance and trainings to help these entities revise current practices to develop reliable indicators of vulnerability and actionable mitigation measures in all phases of transportation planning, asset management, project-specific planning and development, and operations toward improving resiliency and reducing lifecycle costs. It is essential that Federal, State, and local partners understand the potential consequences of a major event and the probability of that event occurring in order to best inform decisions for recovery and resilience activities. The Committee directs the Department to report to the House and Senate Committees on Appropriations on current efforts to assist these entities, as well as any potential changes to Federal programs, that could further the adoption of these policies by State and local transportation partners within one year of enactment of this act. The Committee also directs the Department to prioritize research and demonstrations of new and proven technologies that could make our infrastructure systems more resilient.

OFFICE OF THE SECRETARY

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89–670) provides for the establishment of the Office of the Secretary of Transportation [OST]. OST is comprised of the Secretary and the Deputy Secretary immediate and support offices; the Office of the General Counsel; the Office of the Under Secretary of Transportation for Policy, including the offices of the Assistant Secretary for Aviation and International Affairs and the Assistant Secretary for Transportation Policy; four Assistant Secretarial offices for Budget and Programs, Governmental Affairs, Research and Technology, and Administration; and the Offices of Pub-

lic Affairs, the Executive Secretariat, Intelligence, Security and Emergency Response, and the Chief Information Officer. OST also includes the Department's Office of Civil Rights and the Department's Working Capital Fund.

SALARIES AND EXPENSES

Appropriations, 2019	$113,910,000
Budget estimate, 2020	117,993,000
Committee recommendation	113,910,000

PROGRAM DESCRIPTION

This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries, and the general counsel.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $113,910,000 for salaries and expenses of OST, including $60,000 for reception and representation expenses. The recommendation is $4,083,000 less than the budget request, and equal to the fiscal year 2019 enacted level. The accompanying bill stipulates that none of the funding provided may be used for the position of Assistant Secretary for Public Affairs.

The accompanying bill authorizes the Secretary to transfer up to 7 percent of the funds from any office within the Office of the Secretary to another. The Committee recommendation also continues language that permits up to $2,500,000 of fees to be credited to the Office of the Secretary for salaries and expenses.

The following table summarizes the Committee's recommendation in comparison to the fiscal year 2019 enacted level and the budget request:

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Office of the Secretary	$3,065,000	.....	$3,065,000
Office of the Deputy Secretary	1,000,000	.....	1,000,000
Office of the General Counsel	20,428,000	.....	20,428,000
Office of the Under Secretary for Policy	10,331,000	.....	10,331,000
Office of the Assistant Secretary for Budget and Programs	14,300,000	.....	14,300,000
Office of the Assistant Secretary for Governmental Affairs	2,546,000	.....	2,546,000
Office of the Assistant Secretary for Administration	29,244,000	.....	29,244,000
Office of Public Affairs	2,142,000	.....	2,142,000
Office of the Executive Secretariat	1,859,000	.....	1,859,000
Office of Intelligence, Security, and Emergency Response	12,181,000	.....	12,181,000
Office of the Chief Information Officer	16,814,000	.....	16,814,000
Total	113,910,000	117,993,000	113,910,000

IMMEDIATE OFFICE OF THE SECRETARY

PROGRAM DESCRIPTION

The Secretary of Transportation provides leadership and has the primary responsibility to provide overall planning, direction, and control of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends $3,065,000 for fiscal year 2020 for the Immediate Office of the Secretary. The recommendation is equal to the fiscal year 2019 enacted level. The Committee directs the Department to abide by both the will and intent of Congress in all funding and policy decisions, and to consult with the House and Senate Committees on Appropriations prior to issuing all notices of funding opportunities.

Non-Traditional and Emerging Transportation Technology [NETT] Council.—The Committee recognizes the growth and innovation in new transportation technologies that seek to improve safety, alleviate congestion, expand access and mobility for rural and urban consumers of all economic backgrounds, and enable a more efficient flow of commercial goods. The Committee recognizes "hyperloop" technology as an emerging transportation concept that has the potential to fulfill some of these objectives. The Committee supports the Department's establishment of the Non-Traditional and Emerging Transportation Technology [NETT] Council, which is charged with identifying and resolving, where possible, the jurisdictional and regulatory gaps associated with hyperloop and other "cross-modal" transportation technologies. The Committee directs that the NETT Council study the Department of Transportation's existing authorities and policies that may apply to such technologies, and identify any jurisdictional or regulatory gaps that would preclude the Department from exercising operational safety oversight over some or all of the features of such technologies. The Council shall provide a report to the House and Senate Committees on Appropriations within 270 days of enactment of this act on the findings and recommendations from this study.

Preclearance.—Improving the flow of passengers and traffic between the United States and Canada is essential to the economy of both nations. The Committee expects the Federal Aviation Administration [FAA], Federal Railroad Administration [FRA], and the National Passenger Railroad Corporation [Amtrak] to comply with the U.S.-Canada Agreement on Land, Rail, Marine, and Air Transport Preclearance to facilitate air travel and passenger rail service between United States and Canadian cities. The Committee directs DOT agencies that have a role in implementing preclearance operations on the four specific sites announced by the United States and Canada on March 10, 2016, to facilitate their preclearance facilities development as expeditiously as possible. DOT will coordinate efforts between the FAA, FRA, and Amtrak. The Committee notes that it previously directed DOT to report on its progress on preclearance and awaits this report.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

PROGRAM DESCRIPTION

The Deputy Secretary has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends $1,000,000 for the Immediate Office of the Deputy Secretary, which is equal to the fiscal year 2019 enacted level.

OFFICE OF THE GENERAL COUNSEL

PROGRAM DESCRIPTION

The Office of the General Counsel provides legal services to the Office of the Secretary, including the conduct of aviation regulatory proceedings and aviation consumer activities, and coordinates and reviews the legal work in the chief counsels' offices of the operating administrations. The General Counsel is the chief legal officer of the Department and the final authority on all legal questions.

COMMITTEE RECOMMENDATION

The Committee recommends $20,428,000 for expenses of the Office of the General Counsel for fiscal year 2020. The recommended funding level is equal to the fiscal year 2019 enacted level.

Baggage Fees.—Section 2305 of the FAA Extension, Safety and Security Act of 2016 required the Department to promulgate final regulations to require air carriers to refund fees paid by consumers for delayed checked baggage within 1 year of the date of enactment of the authorization bill, which established an implementation deadline of July 16, 2017. To that end, an Advanced Notice of Proposed Rulemaking [ANPRM] was issued on October 31, 2016 with comments due by November 30, 2016. Since then, no further public action has been taken by the Department. The failure to address this congressional mandate is unacceptable and allows air carriers to continue to take advantage of the traveling public with unreasonable fees on baggage. The Committee directs the Secretary to take immediate action to implement this requirement.

In-Flight Sexual Misconduct Task Force.—The Department of Transportation Appropriations Act for Fiscal Year 2018 and Section 339A of the FAA Authorization Act of 2018 required the Secretary to establish a task force to review practices, protocols and requirements of air carriers in responding to allegations of sexual misconduct by passengers onboard aircraft, including training, reporting and data collection, as well as to provide recommendations to improve passenger protections. In February 2019, the members of the Task Force were named and an initial meeting schedule was announced. As the Task Force proceeds, the Committee directs the Department to ensure that interested stakeholders who have experienced sexual misconduct onboard aircraft are able to participate in task force activities, in a manner of their choosing, if appropriate, including being able to attend meetings in person and to provide feedback to members of the Task Force.

National Advisory Committee on Travel and Tourism Infrastructure.—Section 1431 of the FAST Act established a National Advisory Committee on Travel and Tourism Infrastructure to advise the Secretary on current and emerging priorities, issues, projects, and funding needs related to the use of the intermodal transportation network of the United States to facilitate travel and tourism. Based

on the advice and recommendations of the Committee, the Secretary was required to develop and make publically available a national travel and tourism infrastructure strategic plan by December 4, 2018. That plan has yet to materialize. In fact, the Committee's last meeting that finalized recommendations to the Secretary was March 27, 2019, and it appears significant work remains to complete this Congressional mandate. The Committee recognizes the importance of tourism to the U.S. economy and the critical need for a comprehensive infrastructure plan that reduces traveler mobility gaps and facilitates an efficient multimodal system. As such, the Committee directs the Department to finalize the strategic plan no later than December 4, 2019 in order to better inform Congress on policy solutions for the next surface reauthorization bill.

OFFICE OF THE UNDER SECRETARY FOR POLICY

PROGRAM DESCRIPTION

The Under Secretary for Policy is the chief policy officer of the Department and is responsible for the analysis, development, and review of policies and plans for domestic and international transportation matters. The Office administers the economic regulatory functions regarding the airline industry and is responsible for international aviation programs, the essential air service program, airline fitness licensing, acquisitions, international route awards, computerized reservation systems, and special investigations, such as airline delays.

COMMITTEE RECOMMENDATION

The Committee recommends $10,331,000 for the Office of the Under Secretary for Policy. The recommended funding level is equal to the fiscal year 2019 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

The Assistant Secretary for Budget and Programs serves as the Chief Financial Officer for the Department and provides leadership on all financial management matters. The primary responsibilities of this office include ensuring the development and justification of the Department's annual budget submissions for consideration by the Office of Management and Budget and the Congress. The Office is also responsible for the proper execution and accountability of these resources. In addition, the Office of the Chief Financial Officer for the Office of the Secretary is located within the Office of the Assistant Secretary for Budget and Programs.

COMMITTEE RECOMMENDATION

The Committee recommends $14,300,000 for the Office of the Assistant Secretary for Budget and Programs. The recommended level is equal to the fiscal year 2019 enacted level.

The Committee recommends that congressional justifications for the Office of the Secretary be condensed with a focus on eliminating redundant information and emphasizing important information that is critical for the budget request, such as the representa-

tion of prior year appropriations line items by office within the Office of the Secretary. Additionally, cross agency budget requests should be coordinated to ensure funds are necessary.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

The Assistant Secretary for Governmental Affairs advises the Secretary on all congressional and intergovernmental activities and on all departmental legislative initiatives and other relationships with Members of Congress. The Assistant Secretary promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs; and ensures that consumer preferences, awareness, and needs are brought into the decision-making process.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $2,546,000 for the Office of the Assistant Secretary for Governmental Affairs. The recommended level is equal to the fiscal year 2019 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

PROGRAM DESCRIPTION

The Assistant Secretary for Administration is responsible for establishing policies and procedures, setting guidelines, working with the operating administrations to improve the effectiveness and efficiency of the Department in human resource management, security and administrative management, real and personal property management, and acquisition and grants management.

COMMITTEE RECOMMENDATION

The Committee recommends $29,244,000 for the Office of the Assistant Secretary for Administration. The recommended funding level is equal to the fiscal year 2019 enacted level

OFFICE OF PUBLIC AFFAIRS

PROGRAM DESCRIPTION

The Director of Public Affairs is the principal advisor to the Secretary and other senior departmental officials on public affairs questions. The Office is responsible for managing the Secretary's presence in the media, writing speeches and press releases, and preparing the Secretary for public appearances. The Office arranges media events and news conferences, and responds to media inquiries on the Department's programs and other transportation-related issues. It also provides information to the Secretary on the opinions and reactions of the public and news media on these programs and issues.

COMMITTEE RECOMMENDATION

The Committee recommends $2,142,000 for the Office of Public Affairs, which is equal to the fiscal year 2019 enacted level.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

The Executive Secretariat assists the Secretary and the Deputy Secretary in carrying out their management functions and responsibilities by controlling and coordinating internal and external written materials.

COMMITTEE RECOMMENDATION

The Committee recommends $1,859,000 for the Executive Secretariat. The recommendation is equal to the fiscal year 2019 enacted level.

OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE

PROGRAM DESCRIPTION

The Office of Intelligence, Security, and Emergency Response ensures the development, coordination, and execution of plans and procedures for the Department to balance transportation security requirements with the safety, mobility, and economic needs of the Nation. The Office keeps the Secretary and her advisors apprised of current developments and long-range trends in international issues, including terrorism, aviation, trade, transportation markets, and trade agreements. The Office also advises the Department's leaders on policy issues related to intelligence, threat information sharing, national security strategies and national preparedness and response planning.

To ensure the Department is able to respond to disasters, the Office prepares for and coordinates the Department's participation in national and regional exercises and training for emergency personnel. The Office also administers the Department's Continuity of Government and Continuity of Operations programs and initiatives. Additionally, the Office provides direct emergency response and recovery support through the National Response Framework and operates the Department's Crisis Management Center. The center monitors the Nation's transportation system 24 hours a day, 7 days a week, and is the Department's focal point during emergencies.

COMMITTEE RECOMMENDATION

The Committee recommends $12,181,000 for the Office of Intelligence, Security, and Emergency Response. The recommendation is equal to the fiscal year 2019 enacted level.

OFFICE OF THE CHIEF INFORMATION OFFICER

PROGRAM DESCRIPTION

The Office of the Chief Information Officer serves as the principal advisor to the Secretary on matters involving information technology, cybersecurity, privacy, and records management.

COMMITTEE RECOMMENDATION

The Committee recommends $16,814,000 for the Office of the Chief Information Officer, which is equal to the fiscal year 2019 enacted level.

RESEARCH AND TECHNOLOGY

Appropriations, 2019	$8,471,000
Budget estimate, 2020	22,000,000
Committee recommendation	8,000,000

PROGRAM DESCRIPTION

The Office of the Assistant Secretary for Research and Technology has taken over the responsibilities previously held by the Research and Innovative Technology Administration. The responsibilities include coordinating, facilitating, and reviewing the Department's research and development programs and activities; 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 recommends an appropriation of $8,000,000 for the Office of the Assistant Secretary for Research and Technology, of which $2,218,000 shall be available through September 30, 2022. This amount is $14,000,000 less than the budget request, and $471,000 less than the fiscal year 2019 enacted level.

University Transportation Centers [UTCs].—The Committee continues to support UTCs, which are funded through the Federal Highway Administration. Under the Committee recommendation, UTCs will continue to receive the levels authorized under the FAST Act.

Global Positioning System [GPS] Backup.—The Committee remains concerned that failure to deploy a ground-based GPS backup timing system by December 2020 will threaten our national security capabilities. Consistent with the National Timing Resilience and Security Act of 2018 (Public Law 115–282), the Committee directs the Secretary to issue a report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on: (1) DOT actions to avoid delayed implementation; and (2) an update on anticipated deployment of this critical technology.

Emergency Planning Transportation Data Initiative.—The Committee recognizes that emergency planning decision-makers and the public require real-time roadway weather data to make important transportation decisions to protect public safety. A variety of weather events create hazardous driving conditions that lead to serious transportation accidents that could have been prevented with better data integration. Within the funds provided, the Committee directs the Secretary to dedicate $1,000,000 to establish an emergency planning transportation data initiative to conduct research and develop models of data integration of geo-located weather and roadway information for emergency and other sever weather condi-

tions to improve public safety, emergency evacuation, and response capabilities.

Autonomous Vehicle Research in Rural Areas.—The Committee believes that autonomous vehicles have the potential to enhance roadway safety and increase mobility options for all Americans, but have additional challenges to overcome in order to bring these benefits to rural Americans. The Committee encourages the Department to work with universities and rural communities to address these challenges.

Transportation Data Hub.—The Committee encourages DOT to implement tools that support transportation investment decisions. In 2019, the Committee provided DOT funding to establish a Transmap hub. The Committee encourages DOT to distribute these funds as quickly as possible. Greater use of data management and visualization tools are important for maintaining our Nation's infrastructure.

Coordination of DOT Research.—The Committee recognizes the importance of integrating data to decision making processes to improve the safety of our transportation networks and encourages the Office of the Assistant Secretary for Research and Technology to work collaboratively and in coordination with the impacted modes across the Department to prevent duplication and ensure Federal research investments are optimized.

Small Business Innovation Research [SBIR].—The Committee recognizes the importance of the Small Business Innovation Research program and its previous success in commercialization from federally funded research and development projects. The SBIR program encourages domestic small business to engage in Federal research and development and creates jobs in the smallest firms. The Committee therefore directs the Department to place an increased focus on awarding SBIR awards to firms with fewer than 50 people.

NATIONAL INFRASTRUCTURE INVESTMENTS

Appropriations, 2019	$900,000,000
Budget estimate, 2020	1,000,000,000
Committee recommendation	1,000,000,000

PROGRAM DESCRIPTION

This program provides grants and credit assistance to State and local governments, transit agencies, or a collaboration of such entities for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region. Eligible projects include highways and bridges, public transportation, freight and passenger rail, and port infrastructure. The Department awards grants on a competitive basis; however, the Department must ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities and within the timeframes outlined in the bill.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $1,000,000,000 for grants and credit assistance for investment in significant transpor-

tation projects, which is $100,000,000 more than the fiscal year 2019 enacted level and equal to the budget request. Of the total amount provided, $15,000,000 is available for planning grants.

The National Infrastructure Investments program has become integral to the economic success of communities throughout the country for the last 10 years. The outcome oriented selection criteria that includes state of good repair, economic competitiveness, quality of life, environmental sustainability, safety, innovation, and partnership nurtures stronger applications and results in successful multimodal projects. For these reasons, the Committee continues to direct the Secretary to award grants and credit assistance using the 2017 Notice of Funding Opportunity selection criteria that stakeholders have relied upon in previous rounds.

Geographic Distribution.—The Committee continues to believe that our Federal infrastructure programs must benefit communities across the country. The Committee continues to require the Secretary to award grants and credit assistance in a manner that ensures an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

Appropriations, 2019	$5,000,000
Budget estimate, 2020	4,000,000
Committee Recommendation	5,000,000

PROGRAM DESCRIPTION

The National Surface Transportation and Innovative Finance Bureau [Bureau] will administer and coordinate or consolidate aspects of the Department's existing surface transportation innovative finance programs as authorized in section 9001 of the FAST Act, contingent upon advance approval by the Committee.

COMMITTEE RECOMMENDATION

The Committee recommends $5,000,000 to establish and fulfill the duties of the Bureau, as authorized in section 9001 of the FAST Act, which is $1,000,000 more than the budget request and equal to the fiscal year 2019 enacted level.

Consultation with Noncontiguous States.—The Bureau and the Office of the Assistant Secretary for Aviation and International Affairs shall consult with noncontiguous States to review regulatory, financing, and other obstacles to new investment in cross border rail, road and associated transportation infrastructure and provide recommendations for reforms to Congress.

Build America Implementation Plan.—The Committee directs the Department to compile an implementation plan for how it plans to meet its objectives as required under 49 U.S.C. 116(d)(5) within 180 days of enactment of this act. This report should include performance indicators to assess the Bureau's progress toward meeting its guiding principles or mission to determine whether the Bureau is meeting its statutory objectives.

Financing for Transportation Oriented Development [TOD].—The Committee recognizes the potential of TOD to facilitate economic

development, the construction of affordable housing, and more livable and healthier communities within walking distance of, or accessible to, public transit. Unfortunately, the Department has administered programs where TOD is an eligible activity with an impracticable, narrow definition of TOD that leads to near universal rejection of applications for Federal assistance. The Committee directs the Secretary to encourage the use of the Department's financing programs for TOD, where eligible, by issuing clear guidance and working with applicants to ensure projects meet the congressional intent of eligibility within 60 days of enactment of this act.

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2019	$2,000,000
Budget estimate, 2020	2,000,000
Committee recommendation	2,000,000

PROGRAM DESCRIPTION

The Financial Management Capital program is a multi-year business transformation initiative to streamline and standardize the financial systems and business processes across the Department. The initiative includes upgrading and enhancing the commercial software used for DOT's financial systems, improving the cost and performance data provided to managers, and instituting new accounting standards and mandates.

COMMITTEE RECOMMENDATION

The Committee is recommending $2,000,000 to complete the Secretary's Financial Management Capital initiative, which is equal to the budget request and fiscal year 2019 enacted level.

CYBER SECURITY INITIATIVE

Appropriations, 2019	$15,000,000
Budget estimate, 2020	15,000,000
Committee recommendation	15,000,000

PROGRAM DESCRIPTION

The Cyber Security Initiative is an 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 includes $15,000,000 to support the Secretary's Cyber Security Initiative, which is equal to the budget request and the fiscal year 2019 enacted level.

OFFICE OF CIVIL RIGHTS

Appropriations, 2019	$9,470,000
Budget estimate, 2020	9,000,000
Committee recommendation	9,470,000

PROGRAM DESCRIPTION

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal employment opportunity matters, formulating civil rights policies and procedures for the operating administrations, investigating claims that small businesses were denied certification or improperly certified as disadvantaged business enterprises, overseeing the Department's conduct of its civil rights responsibilities, and making final determinations on civil rights complaints. In addition, the Civil Rights Office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs.

COMMITTEE RECOMMENDATION

The Committee recommends a funding level of $9,470,000 for the Office of Civil Rights. The recommendation is $470,000 more than the budget request and equal to the fiscal year 2019 enacted level.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 2019	$7,879,000
Budget estimate, 2020	8,000,000
Committee recommendation	7,879,000

PROGRAM DESCRIPTION

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted at the departmental level. This research effort supports the planning, research, and development activities needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms.

COMMITTEE RECOMMENDATION

The Committee recommends $7,879,000 for Transportation Planning, Research, and Development, which is $121,000 less than the budget request and equal to the fiscal year 2019 enacted level. The Committee directs the Secretary to dedicate $1,000,000 to support the Interagency Infrastructure Permitting Improvement Center.

WORKING CAPITAL FUND

Limitation, 2019	$319,793,000
Budget estimate, 2020	.....
Committee recommendation	319,793,000

PROGRAM DESCRIPTION

The Working Capital Fund provides technical and administrative services to the Department's operating administrations and other Federal entities. The services are centrally performed in the interest of economy and efficiency, are funded through negotiated agreements with Department operating administrations and other Federal customers, and are billed on a fee-for-service basis to the maximum extent possible.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $319,783,000 on activities financed through the Working Capital Fund. The recommended limit is equal to the limit enacted for fiscal year 2019. As in past years, the bill specifies that the limitation on the Working Capital Fund shall apply only to the Department and not to services provided for other entities. The Committee directs services to be provided on a competitive basis to the maximum extent possible.

The Committee reminds the Department that in 2019 the Committee only approved the migration of commodity IT to the Working Capital Fund and permission to expand activities to human capital and information technology activities was not approved. In fiscal year 2020, the Department shall only finalize the migration of commodity IT and any additional scope of work is not approved.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriations, 2019	$3,488,000
Budget estimate, 2020	3,000,000
Committee recommendation	3,488,000

PROGRAM DESCRIPTION

This appropriation provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts for transportation-related projects that involve Federal spending. Separate funding is provided for these activities since this program provides grants and contract assistance that serve Department-wide goals and not just OST purposes.

COMMITTEE RECOMMENDATION

The Committee recommends $3,488,000 for grants and contractual support, which is equal to the fiscal year 2019 enacted level, and $488,000 more than the budget request.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

PROGRAM DESCRIPTION

This appropriation provides funding for the Essential Air Service [EAS] program, which was created to continue air service to communities that had received federally mandated air service prior to deregulation of commercial aviation in 1978. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The Federal Aviation Administration [FAA] collects user fees that cover the air traffic control services the agency provides to aircraft that neither take off from, nor land in, the United States. These fees are commonly referred to as “overflight fees” and the receipts from the fees are used to help finance the EAS program.

COMMITTEE RECOMMENDATION

	Appropriations	Mandatory	Total
Appropriation, 2019	$175,000,000	$145,437,000	$320,437,000
Budget estimate, 2020	125,000,000	150,512,000	275,512,000
Committee recommendation	162,000,000	150,512,000	312,512,000

The Committee recommends an appropriation of $162,000,000 for the EAS program, which fully funds all EAS communities. This appropriation would be in addition to an estimated $150,512,000 from overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of $312,512,000. The Committee's recommendation for the appropriation is $37,000,000 more than the budget request and $13,000,000 less than the fiscal year 2019 enacted level. The total program level under the Committee's recommendation is $7,925,000 less than the total program level enacted for fiscal year 2019 and $37,000,000 less than the program level in the budget request.

Proximity to the Nearest Hub Airport.—The Committee continues to include a provision that prohibits the Department from entering into a new contract with an EAS community located less than 40 miles from the nearest hub airport before the Secretary has negotiated with the community over a local cost share.

Aircraft Size Requirement.—The Committee continues to include a provision that removes the requirement for 15-passenger seat aircraft. This requirement adds to the cost of the EAS program because the fleet of 15-passenger seat aircraft continues to age and grow more difficult for airlines to maintain. The Committee, however, expects that the Department will use this flexibility judiciously. The Department should use it for communities where historical passenger levels indicate that smaller aircraft would still accommodate the great majority of passengers, or for communities where viable proposals for service are not available. The Committee does not expect the Department to use this flexibility simply to lower costs if a community can show regular enplanement levels that would justify larger aircraft.

EAS Airports.—The Committee recognizes that seasonal airports may need to operate beyond current dates and therefore recommends that the Department utilize existing budget authority to ensure seasonal EAS airports are able to operate when airport resources and weather permit.

ADMINISTRATIVE PROVISIONS OFFICE OF THE SECRETARY OF TRANSPORTATION

Section 101 prohibits the Office of the Secretary of Transportation from obligating funds originally provided to a modal administration in order to approve assessments or reimbursable agreements, unless the Department follows the regular process for the reprogramming of funds, including congressional notification.

Section 102 requires the Secretary of Transportation to post on the Internet a schedule of all Council on Credit and Finance meetings, agendas, and meeting minutes.

Section 103 allows the Department of Transportation Working Capital Fund to provide payments in advance to vendors for the

Federal transit pass fringe benefit program and to provide full or partial payments to, and to accept reimbursements from, Federal agencies for transit benefit distribution services.

Section 104 requires approval from the Assistant Secretary for Administration for retention or senior executive bonuses for all DOT employees.

FEDERAL AVIATION ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Aviation Administration is responsible for the safe movement of civil aviation and 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 agency 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 transferred to a new, independent agency named the Civil Aeronautics Authority. Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When DOT began its operations in 1967, the Federal Aviation Agency was renamed the Federal Aviation Administration [FAA] and became one of several modal administrations within DOT. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978, and ceased to exist in 1984. Responsibility for the investigation of civil aviation accidents was given to the National Transportation Safety Board in 1967. FAA's mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary, and decreased in December 2001 with the transfer of civil aviation security activities to the Transportation Security Administration.

COMMITTEE RECOMMENDATION

The total recommended funding level for the FAA for fiscal year 2020 amounts to $17,688,542,000 including new budget authority and a limitation on the obligation of contract authority. This funding level is $583,542,000 more than the budget request and $236,684,000 more than the fiscal year 2019 enacted level.

The following table summarizes the Committee's recommendations for fiscal year 2020 in comparison to the budget request and the fiscal year 2019 enacted level:

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Operations	$10,410,758,000	$10,340,000,000	$10,540,511,000
Facilities and equipment	3,000,000,000	3,295,000,000	3,153,801,000
Research, engineering, and development	191,100,000	120,000,000	194,230,000
Grants-in-aid to airports (obligation limitation)	3,350,000,000	3,350,000,000	3,350,000,000
Grants-in-aid to airports (general fund)	500,000,000	.....	450,000,000

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Total	17,451,858,000	17,105,000,000	17,688,542,000

OPERATIONS

Appropriations, 2019	$10,410,758,000
Budget estimate, 2020	10,340,000,000
Committee recommendation	10,540,511,000

PROGRAM DESCRIPTION

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, commercial space, medical, research, engineering and development programs, as well as policy oversight and agency management functions. The Operations appropriation includes the following major activities:

—the Air Traffic Organization which operates, on a 24-hour daily basis, the national air traffic system, including the establishment and maintenance of a national system of aids to navigation, the development and distribution of aeronautical charts and the administration of acquisition, and research and development programs;

—the regulation and certification activities, including establishment and surveillance of civil air regulations to ensure safety and development of standards, rules and regulations governing the physical fitness of airmen, as well as the administration of an Aviation Medical Research Program;

—the Office of Commercial Space Transportation; and

—headquarters and support offices.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $10,540,511,000 for FAA Operations. This funding level is $200,511,000 more than the budget request, and $129,753,000 more than the fiscal year 2019 enacted level. As in past years, the FAA is directed to report immediately to the House and Senate Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system. The following table summarizes the Committee's recommendation in comparison to the budget estimate and the fiscal year 2019 enacted level:

FAA OPERATIONS

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Air traffic organization	$7,841,720,000	$7,777,357,000	$7,925,734,000
Aviation safety	1,336,969,000	1,327,779,000	1,359,607,000
Commercial space transportation	24,949,000	25,598,000	26,040,000
Finance and Management	816,398,000	784,832,000	800,646,000
NextGen Operations and Planning	61,258,000	60,145,000	61,538,000
Security and hazardous materials safety	114,165,000	117,694,000	118,642,000

FAA OPERATIONS—Continued

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Staff offices	215,299,000	246,595,000	248,304,000
Total	10,410,758,000	10,340,000,000	10,540,411,000

Funding level.—The Committee recommendation includes all baseline adjustments and base transfers in the budget estimate, and additional funding and FTE for Unmanned Aircraft Systems requirements, aviation security, and cybersecurity. The Committee also supports FAA's efforts to examine the potential impact and benefits of new aviation technologies on the national airspace. However, the Committee recommendation does not include any additional funding or FTE for the Innovation Office and directs the FAA to provide a briefing to the House and Senate Committees on Appropriation prior to creating any such office within existing resources.

Funding Availability and Transfer Authority.—The bill provides 2-year funding availability for the entire operations account. This funding flexibility is provided to enhance assurance of continuity of air traffic operations during the annual transition from one fiscal year to the next. In addition, the bill includes funding transfer authority of 5 percent among the activities in this account. This transfer authority is provided to meet emerging requirements as FAA works to accelerate the modernization of the Nation's air traffic control system.

Air Traffic Control Privatization.—The United States has the largest, safest, most efficient, and most complex air traffic control system in the world, and the FAA should remain a global leader with a singular and unified mission of safety. The Committee does not support any efforts to transfer the FAA's air traffic functions to a not-for-profit, independent, private corporation.

Contract Towers.—The Committee recommendation provides not less than $170,000,000 for the contract tower program, including the cost-share contract towers, which is $2,000,000 above the fiscal year 2019 enacted level. Contract towers serve as vital public safety and economic development assets to hundreds of communities. Municipalities depend on the contract tower program to provide commercial and general aviation services, jobs, and public safety, such as air ambulance services. The Committee continues to express strong support for the FAA contract tower program as a cost-effective and efficient way to provide air traffic control services to smaller airports across the country. For fiscal year 2020, the Committee directs the FAA to continue to operate the 256 contract towers currently in the program, including the contract tower cost share program, as well as expeditiously add qualified eligible airports.

Contract Tower Traffic Controller Staffing.—The Committee is concerned that some contract towers may have insufficient staffing and hours of operation. The Committee suggests that the FAA collaborate with contract towers to ensure sufficient staffing at small hub airports to ensure adequate staffing at ground control and air

traffic control during scheduled air carrier operations. Further, the Committee directs the DOT Inspector General [IG] to provide a report to the House and Senate Committees on Appropriations within 120 days of the enactment of this act on the policies, standards, methods, and practices employed by the FAA to establish staffing levels at contract towers. The IG should assess the program's ability to adjust to significant air traffic growth as well as local requirements, and examine the relationship and coordination between the FAA and contracting organizations. In undertaking this programmatic evaluation, the IG shall consider the findings and recommendations of the 2014 National Academy of Sciences report entitled: "Federal Aviation Administration's Approach for Determining Future Air Traffic Controller Staffing Needs."

Boeing 737-MAX Aircraft.—The FAA maintains the largest, safest, and most complex airspace system in the world, but recent crashes of two Boeing 737-MAX aircraft have hurt the credibility of the agency. The Committee is aware of concerns with the FAA's organization designation authorization [ODA] program, including with delegation of the MCAS to the manufacturer, as well as concerns with the flight training. However, the Committee commends the Secretary for asking the IG to audit the certification of the Boeing 737-MAX aircraft, and expects the FAA to promptly respond to any IG and National Transportation Safety Board recommendations that come out of the crash investigations, as well as to close an open recommendation from a 2015 OIG report regarding evaluation criteria and tools used to target safety oversight. The Committee recommendation for aviation safety is $31,828,000 above the budget request, and the FAA is directed to use the additional funding to implement recommendations from the OIG review of FAA's certification, the DOT Special Committee to Review FAA's Aircraft Certification Process, and the Joint Authorities' Technical Review. Within the total amount for aviation safety, the recommendation provides not less than $240,720,000 for aircraft certification services. The Committee will re-evaluate aviation safety and aircraft certification funding levels upon completion of the various investigations and audits. The Committee directs the FAA to notify the House and Senate Committees on Appropriations prior to changing the organizational structure of aircraft certification services or any other office that works on the ODA program.

Organization Designation Authorization [ODA].—Since its creation, the FAA has possessed the authority to allow manufacturers to conduct certain certification activities on its behalf. The current ODA framework, which has been in place since 2005, allows the agency to grant ODA holders the responsibilities to issue airworthiness certifications, production certifications, and type certifications, but with specific terms to maintain public safety. The FAA Reauthorization Act of 2018 (Public Law 115–254) requires the FAA to establish a multidisciplinary expert review panel to assess and make recommendations concerning the ODA programs, processes, and procedures. The Committee directs the FAA to submit a report to the House and Senate Committees on Appropriations on the impact of these recommendations for its resource and funding needs. The reauthorization also requires the FAA to establish a central ODA policy office, assess ODA staffing needs, and develop addi-

tional tools to help target ODA oversight activities. The Committee directs the FAA to report to the House and Senate Committees on Appropriations on its response to recommendations from the OIG investigation and from the Special Committee to Review FAA's Aircraft Certification Process prior to reorganizing, centralizing, or expanding its ODA activities.

GAO Report.—The Committee is aware of concerns with the differences between the oversight regime of the FAA and the European Aviation Safety Agency [EASA] for aircraft certification, particularly with respect to use of delegation authority. The Committee directs the GAO to examine and review the differences in use of delegation authority and type certification and approval in aircraft certification between the FAA and the EASA and to provide recommendations to the FAA on any changes it should make to improve safety outcomes.

Safety Management System [SMS].—The Committee is aware of the benefits of SMS across various modes of transportation and urges the FAA to finalize a rulemaking requiring design and production approval holders for aviation products to establish a SMS, consistent with the International Civil Aviation Organization Annex 19 SMS standards, and in consideration of the recommendations made by the FAA Part 21/Safety Management System Aviation Rulemaking Committee. The Committee is aware that certain aviation manufacturers have voluntarily implemented SMS, but believes that the FAA should oversee and audit the manufacturer's SMS for appropriate and effective processes.

Safety Workforce Training Strategy.—The FAA's workforce is critical to maintaining an effective safety oversight of the aviation industry. Section 231 of the FAA Reauthorization Act of 2018 directs the FAA to review and revise its workforce and training strategy to improve its safety oversight. The Committee supports these efforts as a priority and expects the FAA to provide an update on its implementation of this strategy by December 31, 2019. The FAA should also consider GAO's assessment of the FAA's Office of Aviation Safety in terms of future workforce and training needs, including the qualifications and skills needed for the future workforce, knowledge-sharing opportunities, and performance incentives.

Centralized Safety Guidance Database.—The Committee supports the FAA's efforts to implement a Centralized Safety Guidance Database, encompassing all regulatory guidance, to increase public accessibility and transparency on FAA regulatory matters. This initiative will support improved regulatory consistency between different FAA regions and offices. The FAA is directed to report on its progress by November 30, 2019, including a specific timetable for full implementation.

Helicopter Safety.—In fiscal year 2019 the Committee provided $5,000,000 for the FAA to research, design, test, and implement a Statewide low-level helicopter route system, deploy low-level infrastructure capabilities, and explore vision enhancing technologies as part of a national demonstration project consistent with Continental United States Low Altitude Recommendation number 31 from the RTCA report and Safety Enhancement number 91 from the USHST. For fiscal year 2020, the Committee recommendation provides up to $5,000,000 in additional funding to expand this ac-

tivity to support the development of performance based navigation and precision approach/departure procedures for the Heliport industry in order to provide increased reliability and safety of low level helicopter operations. The Committee directs the FAA to consider areas that feature high density populations or medical facilities with heliports serving remote or underserved populations that may have significant terrain or weather challenges for medical helicopter transportation.

Radar Approach Control.—The Committee finds that radar approach control enhances aviation safety and efficiency for regularly scheduled commercial airline service and recommends that the FAA utilize existing funding to promptly provide radar to all FAA "Type 4" air traffic control towers.

FAA Public Hearing.—The Committee remains concerned with the proposed modifications to the Condor 1 and Condor 2 military operating areas and encourages the FAA to continue working with its partner agencies by holding a public hearing with representatives from the relevant Federal agencies in western Maine upon completion of the Air National Guard's environmental impact statement [EIS] and the record of decision. The Committee recognizes that the Air National Guard, as the lead agency under the National Environmental Policy Act process, has sought to meet the minimum legal requirements for public participation and comment. However, the Committee remains troubled with how the authorization of low-altitude military training in the proposed airspace would affect areas that significantly contribute to the local economy and areas that are culturally and environmentally sensitive. Furthermore, the Committee notes the FAA is the only Federal agency that can modify special airspace and that the FAA may adopt the Air National Guard's EIS in whole, or in part, once the Final EIS has been issued. In addition, the Committee directs the FAA to report to the House and Senate Committees on Appropriations prior to the issuance of a record of decision regarding the modification of the Condor 1 and Condor 2 military operations areas that includes a summary of any public meeting and hearing and a list of the comments, questions, and responses presented at these meetings and hearings.

Landing Strips.—Backcountry landing strips on Federal lands are important assets to the national aviation infrastructure. The Committee directs the FAA to assist Federal Land Managers, including but not limited to the Bureau of Land Management, United States Forest Service, and National Park Service, in charting airstrips located on Federal Lands that are and may be useful for administrative, recreational, and emergency purposes.

Contract Weather Observers.—The FAA's Contract Weather Observer [CWO] program provides operationally significant weather information and support to the entire aviation community. CWO safety professionals observe and report operationally significant weather conditions at airports across the country. These trained specialists augment the Automated Surface Observing System, which detects and reports basic weather information for aviation and forecasting. The Committee continues to prohibit the FAA from eliminating the CWO program at any airport.

Terminal Aerodrome Forecasts.—The Committee is aware of concerns brought forward by Part 121 supplemental operators regarding FAA's decision in 2016 to require terminal aerodrome forecasts [TAFs], which are not available in most of Alaska. While the FAA occasionally changes its guidance related to flight operations to improve the overall safety of our nation's airspace, the decision to require TAFs appears to have been made without stakeholder engagement, was contrary to the extant regulations, and led to unanticipated grounding of certain flight operations. As a result, Congress included a provision in the FAA Reauthorization Act of 2018 to provide alternate criteria for airports without such forecasts. The Committee reminds the FAA that operation specifications, policies, or guidance documents are not law, and do not trump regulations that have been promulgated through the rulemaking process. The Committee believes that the FAA should ensure that any operation specification, policy, or guidance document that is more restrictive than, or requires procedures that are not expressly stated in regulations, are based on a need for safety.

Aviation Events.—The Committee directs the FAA to use existing resources to provide air traffic control and safety support services at major aviation events hosted annually for the general aviation community. These services are paid for using the aviation fuel excise tax collected from general aviation users. The Committee directs the FAA to use appropriate resources to maintain the safe and efficient movement of aircraft based on projected airspace congestion at major aviation events.

Contracting.—The Committee is concerned that while the FAA surpasses government averages for key performance acquisition metrics, the FAA has made limited progress in reducing the number of no-bid or sole source contracts awarded. Consistent with recommendations from the OIG report ZA–2016–065, the Committee directs the FAA to establish and implement actions to reduce the use of sole-source contracting, including the use of performance measures. Further, the Committee directs the FAA to provide a report to the House and Senate Committees on Appropriations outlining these performance measures and providing the number and percentage of contracts awarded through the no-bid process, as well as the amount of those no-bid contracts that meet OMB requirements for such contracts.

Noise and Community Outreach.—The Committee directs the FAA to improve the development of flight procedures in ways that will give fair consideration to public comment and reduce noise through procedure modification and dispersion to reduce the impact on local communities. The FAA should utilize state-of-the-art technologies, metrics, and methodologies to measure actual noise at ground level experienced in communities affected by flight paths and not rely solely on computer modeling or other theoretical measures. The FAA should give high priority to evaluating where increased noise levels disrupts homes and businesses, and threatens public health, and should provide appropriate resources to regional offices to work with local communities to meet this objective. The Committee directs the FAA to provide a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act that details the efforts made by the FAA during the last

two fiscal years to comply with Committee's directives on this topic. The report must include detailed information on specific locations that have been reevaluated using the requested methodologies, the number of flight paths that have been altered as a result of that testing and community input, the number of properties that have been purchased, and any other mitigation efforts undertaken by the FAA.

Pilot Medical Certifications.—The Committee supports the FAA's Aeromedical Office's work to ensure commercial pilots with medical conditions can fly safely. Under FAA regulations, insulin-dependence is a disqualifying condition, but the FAA issues special third-class medical certificates to private pilots who are insulin-dependent. The FAA guidance for Aviation Medical Examiners requires first and second class applicants to be evaluated on a case-by-case basis by the Federal Air Surgeon's Office, but the FAA has never granted any special issuance medical certificates for first or second class pilots. The Committee directs the FAA to report on the number of airline pilots that held 1st class medical certification that applied for a special issuance medical certificate for insulin dependency, the number who have received these special issuance certificates, the number who have been denied these special issuance certificates, and the methodology used to determine which special issuance applications have been approved and denied.

Veteran's pilot training grant program.—The Committee recognizes the importance of an adequate future supply of qualified pilots, particularly for rural access to air service. The Committee encourages the FAA to use up to $1,000,000 for competitive grants to part 141 pilot schools that have established employment pathways with part 121 or part 135 commercial air carriers to provide flight training services to veterans. Grants should be used to recruit and enroll veterans for flight training services, provide flight training services to veterans enrolled, and to provide applicable program tuition, training materials, and equipment in coordination with veterans' education benefits. The FAA is directed to submit a report to the House and Senate Committees on Appropriations on implementation of this program, how the FAA will use these funds, and any potential challenges, within 60 days of enactment of this act.

Cybersecurity Training.—As the aviation industry continues to makes technological advances in aviation, the Committee recognizes that cyber-attacks will require innovations in artificial and human intelligence to respond to these cyber threats and attacks. The Committee encourages the FAA to work with higher education institutions on ways to prevent, detect and respond to cyber threats and cyber-attacks on our air traffic navigation and control systems.

Commercial Space.—The FAA recently released a Notice of Proposed Rulemaking [NPRM] to reform the current prescriptive launch and reentry regulations. Prior to drafting the rulemaking, the FAA convened an Aviation Rulemaking Committee [ARC] consisting of both traditional and emerging commercial space companies. However, the draft rule does not include relevant language approved by a majority of ARC members, and as a result, the proposed rule fails to implement a streamlined and performance based approach to regulating an industry whose continued growth and innovation is critical to national security and civilian space explo-

ration. The draft rule creates unnecessary barriers to entry for new companies, may prevent many operators from achieving or maintaining flight rates and cost efficiencies to support new space applications and markets, and fails to address the application of the regulations to future space port locations. The Committee encourages the FAA to reconvene the Streamlined Launch and Reentry Licensing Requirements ARC and consider a supplemental NPRM prior to issuing a final rule in order to meet an artificial deadline.

UAS Test Sites.—The Committee recommendation includes $6,000,000 for providing matching funds to commercial entities that contract with a FAA designated UAS test site to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS in the National Airspace System. In addition, the Committee directs the FAA to continue to identify essential integration technologies that could be demonstrated or validated at test sites designated in accordance with the preceding sentence.

UAS Information Management System.—The Committee supports the FAA's efforts to integrate UAS into the national airspace through a comprehensive unmanned traffic management [UTM] network maintained by UTM Service Suppliers [USS]. This UTM network will require the integration of remote identification, registration, and Low Altitude Authorization and Notification Capability [LAANC] information to assist public safety organizations to evaluate risks. To implement section 376 of the FAA Reauthorization Act of 2018, the Committee recommendation includes not less than $1,000,000 to the FAA UAS Integration Office to oversee the development of an information management system that serves as a USS-USS communications network for a commercial USS to integrate remote identification, registration, and LAANC data and validate the data of individual operators.

UAS Public Awareness.—The Committee is aware of the increased need for outreach and education among UAS users, especially with new FAA regulations being promulgated, allowing greater use of UASs. The Committee recommendation includes up to $1,000,000 for the existing "Know Before You Fly" initiative.

UAS Integration Pilot Program.—The Committee supports the use of the UAS Integration Pilot Program to evaluate reasonable time, manner, and place limitations on low-altitude UAS. The Committee directs the Administrator to report to Congress no later than December 31, 2019 on the program's demonstration of such limitations.

LAANC Public Private Partnerships.—The Committee is pleased that Federal investment by the FAA and private investment by industry partners towards the LAANC program has safely and efficiently opened more airspace to UAS innovation. The LAANC program is the first operational building block towards an UTM system. To date, LAANC UTM Service Suppliers participate at no cost to the FAA. The Committee recommendation supports FAA's budget request to support the LAANC program and directs the FAA to enable UTM Service Suppliers to improve the safety of additional UAS operations by extending the reach of LAANC through application program interfaces.

Counter-UAS.—The Committee is aware of the increasing reports of UAS sightings by manned aircraft pilots near airspace and at altitudes where UAS are not authorized. Congress provided Counter-UAS [C–UAS] authority to the U.S. Departments of Defense, Energy, Homeland Security, and Justice and has directed the FAA Administrator to review the interagency coordination process for C–UAS activity. The Committee believes that Counter-UAS technology will need to be integrated with UTM system in order to identify credible threats and distinguish between compliant and non-compliant UAS operations. As part of its review of C–UAS technology, the Committee directs the FAA to report to the House and Senate Committees on Appropriations on how the FAA is coordinating with its Federal partners to implement their authorities and processes for safely integrating C–UAS technology into UTM networks in the national airspace. The Committee also directs the FAA to deploy technologies that detect and mitigate potential aviation safety risks posed by UAS at 5 airports as required by the FAA Reauthorization Act of 2018.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2019	$3,000,000,000
Budget estimate, 2020	3,295,000,000
Committee recommendation	3,153,801,000

PROGRAM DESCRIPTION

The Facilities and Equipment appropriation provides funding for modernizing and improving air traffic control and airway facilities, equipment, and systems. 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 National Airspace System [NAS]. The program aims to keep pace with the increasing demands of aeronautical activity and remain in accordance with the FAA comprehensive 5-year capital investment plan.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $3,153,801,000 for the Facilities and Equipment account of the FAA. The recommended level is $141,199,000 less than the budget request and $153,801,000 more than the fiscal year 2019 enacted level.

The following table shows the Committee's recommended distribution of funds for each of the budget activities funded by this appropriation:

FACILITIES AND EQUIPMENT

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Activity 1—Engineering, Development, Test and Evaluation			
Advanced Technology Development and Prototyping	33,000,000	40,900,000	40,900,000
William J. Hughes Technical Center Laboratory Sustainment	21,000,000	20,000,000	20,000,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
William J. Hughes Technical Center Infrastructure Sustainment	15,000,000	15,000,000	15,000,000
Separation Management Portfolio	16,000,000	33,500,000	22,500,000
Traffic Flow Management Portfolio	14,000,000	27,500,000	21,500,000
On Demand NAS Portfolio	21,000,000	10,500,000	8,500,000
NAS Infrastructure Portfolio	20,000,000	17,000,000	11,500,000
NextGen Support Portfolio	12,800,000	13,000,000	11,000,000
Unmanned Aircraft Systems [UAS]	25,000,000	68,400,000	68,400,000
Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	16,500,000	32,000,000	19,000,000
Total Activity 1	194,300,000	277,800,000	238,300,000
Activity 2— Air Traffic Control Facilities and Equipment			
a.En Route Programs			
En Route Automation Modernization [ERAM]—System Enhancements and Tech Refresh	115,250,000	105,950,000	95,950,000
En Route Communications Gateway [ECG]	1,650,000	2,650,000	2,650,000
Next Generation Weather Radar [NEXRAD]—Provide	7,500,000	3,000,000	3,000,000
Air Route Traffic Control Center [ARTCC] & Combined Control Facility [CCF] Building Improvements	88,050,000	96,900,000	96,900,000
Air Traffic Management [ATM]	12,055,000	.....	.....
Air/Ground Communications Infrastructure	8,750,000	7,850,000	7,850,000
Air Traffic Control En Route Radar Facilities Improvements	6,600,000	5,300,000	5,300,000
Voice Switching and Control System [VSCS]	11,400,000	.....	.....
Oceanic Automation System	23,100,000	15,900,000	15,900,000
Next Generation Very High Frequency Air/Ground Communications [NEXCOM]	60,000,000	50,000,000	55,000,000
System–Wide Information Management	55,300,000	100,950,000	83,278,000
ADS–B NAS Wide Implementation	139,150,000	174,400,000	166,900,000
Windshear Detection Service	.....	1,000,000	1,000,000
Air Traffic Management Implementation Portfolio	.....	77,100,000	77,100,000
Collaborative Air Traffic Management Technologies	17,700,000	.....	.....
Time Based Flow Management Portfolio	28,150,000	30,700,000	23,200,000
NextGen Weather Processors	28,650,000	31,300,000	27,800,000
Airborne Collision Avoidance System X [ACASX]	7,700,000	6,900,000	6,900,000
Data Communications in Support of NG Air Transportation System	118,902,000	136,248,013	136,248,000
Non-Continental United States [Non-CONUS] Automation	14,000,000	1,000,000	1,000,000
Reduced Oceanic Separation	17,500,000	32,300,000	32,300,000
En Route Service Improvements	1,000,000	2,000,000	2,000,000
Commercial Space Integration	9,000,000	33,000,000	23,000,000
Subtotal En Route Programs	771,407,000	914,448,013	863,276,000
b.Terminal Programs			
Airport Surface Detection Equipment—Model X [ASDE–X]	2,500,000	.....	.....
Terminal Doppler Weather Radar [TDWR]—Provide	4,500,000	2,200,000	2,200,000
Standard Terminal Automation Replacement System [STARS] [TAMR Phase 1]	66,900,000	41,300,000	41,300,000
Terminal Automation Modernization/Replacement Program [TAMR Phase 3]	8,000,000	.....	.....
Terminal Automation Program	8,500,000	6,500,000	6,500,000
Terminal Air Traffic Control Facilities—Replace	19,200,000	24,326,987	24,327,000
ATCT/Terminal Radar Approach Control [TRACON] Facilities—Improve	95,850,000	96,200,000	96,200,000
Terminal Voice Switch Replacement [TVSR]	10,000,000	.....	.....
NAS Facilities OSHA and Environmental Standards Compliance	41,900,000	40,400,000	40,400,000
Airport Surveillance Radar [ASR–9]	12,800,000	.....	.....
Terminal Digital Radar [ASR–11] Technology Refresh and Mobile Airport Surveillance Radar [MASR]	1,000,000	.....	.....
Runway Status Lights	2,000,000	.....	.....
National Airspace System Voice System [NVS]	43,150,000	.....	.....

FACILITIES AND EQUIPMENT—Continued

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Integrated Display System [IDS]	18,000,000	24,000,000	24,000,000
Remote Monitoring and Logging System [RMLS]	18,100,000	14,400,000	14,400,000
Mode S Service Life Extension Program [SLEP]	15,400,000	.....	.....
Terminal Flight Data Manager [TFDM]	119,250,000	135,450,000	117,923,000
National Air Space [NAS] Voice Recorder Program [NVRP]	14,000,000	.....	.....
Integrated Terminal Weather System [ITWS]	2,100,000	.....	.....
Performance Based Navigation & Metroplex Portfolio	20,000,000	5,000,000	5,000,000
Unmanned Aircraft System [UAS] Implementation	.....	58,400,000	58,400,000
Airport Ground Surveillance Portfolio	.....	19,000,000	19,000,000
Terminal and En Route Surveillance Portfolio	.....	68,500,000	68,500,000
Terminal and Enroute Voice Switch and Recorder Portfolio	.....	49,750,000	49,750,000
NextGen Implementation of FOXs and FIM Cloud	.....	35,000,000	18,000,000
Subtotal Terminal Programs	523,150,000	620,426,987	585,900,000
c.Flight Service Programs			
Aviation Surface Observation System [ASOS]	10,000,000	4,000,000	4,000,000
Future FlightServices Program	10,100,000	19,200,000	19,200,000
Alaska Flight Service Facility Modernization [AFSFM]	2,650,000	2,650,000	2,650,000
Weather Camera Program	1,100,000	.....	1,800,000
Juneau Airport Wind System [JAWS]—Technology Refresh	1,000,000	1,000,000	1,000,000
Subtotal Flight Service Programs	24,850,000	26,850,000	28,650,000
d.Landing and Navigational Aids Program			
VHF Omnidirectional Radio Range [VOR] Minimum Operating Network [MON]	20,000,000	18,000,000	21,000,000
Instrument Landing System [ILS]—Establish	25,000,000	.....	15,000,000
Wide Area Augmentation System [WAAS] for GPS	96,320,000	90,000,000	80,000,000
Instrument Flight Procedures Automation [IFPA]	1,400,000	1,100,000	1,100,000
Runway Safety Areas—Navigational Mitigation	2,000,000	1,400,000	1,400,000
NAVAIDS Monitoring Equipment	3,000,000	.....	.....
Legacy Navigation Aids Portfolio	31,000,000	.....	.....
Landing and Lighting Portfolio	.....	48,245,000	32,445,000
Subtotal Landing and Navigational Aids Programs	178,720,000	158,745,000	150,945,000
e.Other ATC Facilities Programs			
Fuel Storage Tank Replacement and Management	25,700,000	26,400,000	26,400,000
Unstaffed Infrastructure Sustainment	51,050,000	36,800,000	36,800,000
Aircraft Related Equipment Program	13,000,000	10,900,000	10,900,000
Airport Cable Loop Systems—Sustained Support	10,000,000	10,000,000	10,000,000
Alaskan Satellite Telecommunications Infrastructure [ASTI]	16,300,000	4,300,000	4,300,000
Facilities Decommissioning	9,000,000	9,000,000	9,000,000
Electrical Power Systems—Sustain/Support	140,700,000	150,000,000	150,000,000
Energy Management and Compliance [EMC]	2,400,000	6,400,000	6,400,000
Child Care Center Sustainment	1,000,000	1,500,000	1,500,000
FAA Telecommunications Infrastructure	40,000,000	48,500,000	43,500,000
Data Visualization, Analysis and Reporting System [DVARS]	4,500,000	7,100,000	7,100,000
TDM–to–IP Migration	38,000,000	20,000,000	20,000,000
Subtotal Other ATC Facilities Programs	351,650,000	330,900,000	325,900,000
Total Activity 2	1,849,777,000	2,051,370,000	1,954,671,000
Activity 3—Non-Air Traffic Control Facilities and Equipment			
a.Support Equipment			
Hazardous Materials Management	29,800,000	20,000,000	20,000,000
Aviation Safety Analysis System [ASAS]	18,700,000	19,700,000	19,700,000
National Air Space [NAS] Recovery Communications [RCOM]	12,000,000	12,000,000	12,000,000
Facility Security Risk Management	17,800,000	15,100,000	15,100,000
Information Security	20,900,000	33,300,000	33,300,000
System Approach for Safety Oversight [SASO]	25,400,000	23,100,000	23,100,000
Aviation Safety Knowledge Management Environment [ASKME]	6,000,000	5,300,000	5,300,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Aerospace Medical Equipment Needs [AMEN]	14,000,000	13,800,000	13,800,000
System Safety Management Portfolio	14,200,000	19,500,000	19,500,000
National Test Equipment Program	5,000,000	3,000,000	3,000,000
Mobile Assets Management Program	2,200,000	1,800,000	1,800,000
Aerospace Medicine Safety Information Systems [AMSIS]	16,100,000	13,800,000	13,800,000
Tower Simulation System [TSS] Technology Refresh	500,000	.....	.....
Logistics Support Systems and Facilities [LSSF]	7,100,000	4,000,000	9,000,000
Subtotal Support Equipment	189,700,000	184,400,000	189,400,000
b.Training, Equipment and Facilities			
Aeronautical Center Infrastructure Modernization	14,000,000	18,000,000	18,000,000
Distance Learning	1,000,000	1,000,000	1,000,000
Subtotal Training, Equipment and Facilities	15,000,000	19,000,000	19,000,000
Total Activity 3	204,700,000	203,400,000	208,400,000
Activity 4—Facilities and Equipment Mission Support			
a.System Support and Services			
System Engineering and Development Support	39,700,000	38,000,000	38,000,000
Program Support Leases	47,000,000	48,000,000	48,000,000
Logistics and Acquisition Support Services	12,500,000	11,800,000	11,800,000
Mike Monroney Aeronautical Center Leases	20,200,000	20,600,000	20,600,000
Transition Engineering Support	22,000,000	21,000,000	21,000,000
Technical Support Services Contract [TSSC]	28,000,000	28,000,000	28,000,000
Resource Tracking Program [RTP]	6,000,000	8,000,000	8,000,000
Center for Advanced Aviation System Development [CAASD]	57,000,000	57,000,000	57,000,000
Aeronautical Information Management Program	5,000,000	5,300,000	5,300,000
Cross Agency NextGen Management	1,000,000	.....	.....
Total Activity 4	238,400,000	237,700,000	237,700,000
Activity 5—Personnel and Related Expenses			
Personnel and Related Expenses	512,823,000	524,730,000	514,730,000
Sub–total All Activities	3,000,000,000	3,295,000,000	3,153,801,000

Enterprise, Concept Development, Human Factors, and Demonstration Portfolio.—The Committee directs the FAA to use funds to implement the remote tower pilot program authorized in section 161 of the FAA Reauthorization Act of 2018. Funds may be expended on the remote tower technology, as well as other equipment on the FAA minimum equipment list necessary for a functioning tower. Consistent with previous fiscal years, the Committee directs the FAA to take into account the interest of the airport sponsor in participating in the pilot program.

Next Generation Very High Frequency Air/Ground Communications [NEXCOM].—FAA has made significant progress in upgrading unsupportable and obsolete air traffic control ground based radio communication infrastructure as part of the NEXCOM 2 initiative. This initiative will ensure the air traffic system's capability to grow to meet future capacity requirements while also ensuring that radio infrastructure has the safest and most modern technology available. The current NEXCOM 2 initiative will complete upgrades of 50 percent of the ground based radio infrastructure, and delays in completing the full upgrade across the air traffic con-

trol infrastructure will increase costs associated with maintaining legacy radio equipment and unnecessarily extend the timeframe and cost for completion of the upgrade of this critical nationwide capability. The Committee directs the FAA to develop and submit a plan for review to the House and Senate Committees on Appropriations within 90 days of enactment of this act on resources necessary to complete the upgrade of the nationwide ATC ground radio infrastructure under the existing NEXCOM 2 initiative.

Reduced Oceanic Separation.—The Committee recommendation includes $32,300,000 for reduced oceanic separation and directs the FAA to prioritize funds for the implementation of space-based Automatic Dependent Surveillance–Broadcast [ADS–B] for use in oceanic operations. The FAA's current timeline for space-based ADS–B would not occur until 2024. The Committee directs the FAA to execute a revised phased strategy that initiates operational use of space-based ADS–B no later than the end of fiscal year 2020.

Standard Terminal Automation Replacement System [STARS] [TAMR Phase 1].—The Committee is pleased with the deployment of the TAMR/STARS infrastructure throughout the NAS. In order to gain efficiencies and capabilities to support NextGen performance based navigation operations, the FAA should develop and implement further new software-based toolsets, such as the replacement of manual flight strips with Electronic Flight Data at remaining air traffic control towers and terminal radar control facilities, as well as the replacement of the aging STARS system weather interface with the Integrated Terminal Weather Systems. These two important capabilities will enhance terminal operational safety and decreased weather-induced delays. The Committee directs the FAA to provide a TAMR/STARS roadmap that details the investment decision milestones for these efforts within 180 days of the enactment of this act.

Terminal and En Route Surveillance Portfolio.—The ASR–8 Primary Surveillance Radar Systems were fielded between 1975 and 1980 to provide primary surveillance radar data to air traffic controllers at low and medium activity airports. As of 2019, forty ASR–8 systems (38 operational systems, two support systems) currently remain in use in the NAS. The Committee directs the FAA to work to address airports concerns with existing ASR–8 radar systems interference with surrounding topography and local economic development and to incorporate the potential needs for radar relocation into its ongoing ASR–8 technology refresh program.

Weather Camera Program.—The FAA's weather camera system in Alaska helps inform safety decisions for pilots, particularly in mountainous terrain and at rural airports. The Committee recommendation includes $1,800,000 for the Weather Camera Program and encourages the FAA to implement the program in areas outside of Alaska to enable broader use. Expansion of this program into locations outside of Alaska could mitigate accidents due to a loss of control and controlled flight into terrain accidents, both of which are the leading causes of fatal general aviation accidents.

VHF Omnidirectional Radio Range [VOR] Minimum Operational Network [MON].—The VOR MON system is designed to enable aircraft, having lost Global Navigation Satellite System service, to revert to conventional navigation procedures. The system provides a

level of redundancy that is vital to the safety of our Nation's air traffic control system. As critical legacy equipment, FAA safety technicians have unparalleled experience and training regarding the maintenance of these systems. As the FAA evaluates the recapitalization needs of this legacy equipment, the Committee expects that the maintenance of the existing and any replacement system continue to be maintained by FAA employees. The Committee also sees the value in installing retrofitted VORs at locations seeking to relocate VORs and funding provided above the request level should be used for this purpose. The Committee urges the FAA to provide the support necessary to ensure timely installation.

Instrument Landing Systems [ILS].—Instrument Landing Systems are the backbone of FAA precision landing capability, providing capability for aircraft to land in low ceilings and poor visibility. Currently more than 800 deployed ILS exceed their service life. Accelerating the procurement of new ILS will increase safety and reliability while significantly decreasing the long term sustainment costs of this critical program. The Committee recommendation includes $15,000,000 for the procurement of the fourth generation ILS.

FAA Enterprise Network Services.—The FAA Enterprise Network Services is an effort to modernize the telecommunications infrastructure by enabling the Next Generation Air Traffic Management Systems to process large volumes of data in real-time. The Committee supports moving towards a secure, IP-based architecture that has limited customization, provides for continuous modernization, and utilizes commercial capabilities and best practices to operate and maintain our NAS. The Committee believes that for this program to be successful and provide the vision and capabilities of a modern NAS, certain criteria should be included. The FAA must detail a plan to safely transition to a modern network architecture in a short period of time without disruption to air traffic and mission functions, install a governance structure that ensures current and future requirements evolve over the life of the contract, and leverage telecommunications industry advancements appropriately. Continuous modernization throughout the life of the contract, minimal customization, and outcome-based requirements should be clearly stated in the program objectives, specifications, and evaluation criteria. The Committee also believes the FAA should evaluate the use of wireless technology that could greatly enhance the capabilities and survivability necessary to achieve the agency's goals. Finally, security is a critical component of the architecture and must be detailed and built into the system from the onset. The FAA must evaluate new security technologies on a reoccurring basis and implement them to ensure new threats and security practices do not penetrate their communications infrastructure. Therefore, the Committee directs the FAA to provide the House and Senate Committees on Appropriations a briefing within 60 days of enactment of this act on the detailed plans for the criteria above and how they are addressed in the program and throughout the life of the proposed contract.

TDM-to-IP.—The FAA is continually evaluating and deploying new technologies to modernize and improve the efficiency and safe-

ty of the National Airspace System [NAS]. In many cases, the lengthy procurement and deployment processes can render some technologies outdated before their full deployment into the NAS. The FAA should utilize commercially available technologies in order to streamline the procurement and deployment of new technologies unless commercial items are not available. In addition, the FAA should continue to conduct full and open competitions for the acquisition of new technologies.

Aging Facilities.—The Committee instructs the FAA to work to address aging and antiquated air traffic control facilities that it leases from airport authorities to ensure they are fully compliant with current building codes consistent with being occupied by air traffic controllers. The Committee recognizes that this, in many cases, may require the construction of new air traffic facilities to replace existing ones. The Committee instructs the FAA to consider creative financing options and to include consideration of long-term cost recovery leases, when conditions warrant the construction of new air traffic control towers.

Military Operations Areas.—The Committee finds that radar and future NextGen systems capable of controlling airspace down to 500 feet above ground level enhances aviation safety in Military Operations Areas that overlay public use airports. The Committee recommends that the FAA utilize existing resources to promptly provide radar or NextGen capability in areas with more than 5,000 operations per year.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2019	$191,100,000
Budget estimate, 2020	120,000,000
Committee recommendation	194,230,000

PROGRAM DESCRIPTION

The Research, Engineering, and Development appropriation provides funding for long-term research, engineering, and development programs to improve the air traffic control system by increasing its safety and capacity, as well as reducing the environmental impacts of air traffic, as authorized by the Airport and Airway Improvement Act and the Federal Aviation Act, as amended. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety through improvements in facilities, equipment, techniques, and procedures to ensure that the system will safely and efficiently handle future volumes of aircraft traffic.

COMMITTEE RECOMMENDATION

The Committee recommends $194,230,000 for the FAA's Research, Engineering, and Development activities. The recommended level of funding is $74,230,000 more than the budget request and $3,130,000 more than the fiscal year 2019 enacted level. The Committee recommendation supports the request to move funding and staff to cover accident investigations conducted by the Civil Aerospace Medical Institute to the "FAA—Operations" account.

A table showing the fiscal year 2019 enacted level, the fiscal year 2020 budget estimate and the Committee recommendation is as follows:

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Safety:			
Fire Research & Safety	7,200,000	7,562,000	7,200,000
Propulsion & Fuel Systems	12,100,000	3,708,000	2,100,000
Advanced Materials /Structural Safety	14,720,000	1,799,000	14,720,000
Aircraft Icing/Digital System Safety/Aircraft Cyber	9,253,000	7,450,000	9,000,000
Continued Air Worthiness	11,269,000	10,006,000	11,269,000
Aircraft Catastrophic Failure Prevention Research	1,570,000	.....	1,565,000
Flightdeck/Maintenance/System Integration Human Factors	7,305,000	5,973,000	7,300,000
Safety System Management	5,500,000	4,309,000	5,500,000
Air Traffic Control/Technical Operations Human Factors	5,800,000	5,474,000	5,800,000
Aeromedical Research	9,080,000	9,575,000	7,919,000
Weather Research	15,476,000	6,391,000	15,476,000
Unmanned Aircraft Systems Research	24,035,000	7,546,000	24,035,000
Alternative Fuels for General Aviation	1,900,000	.....	1,900,000
Commercial Space	2,500,000	5,971,000	2,500,000
NextGen—Wake Turbulence	6,831,000	3,697,000	6,000,000
NextGen—Air Ground Integration	6,757,000	1,717,000	5,800,000
NextGen—Weather Technology in the Cockpit	3,644,000	1,963,000	3,644,000
NextGen—Flight Data Exchange	1,035,000	1,005,000	1,005,000
Information Security/Cyber Security Program	1,232,000	2,675,000	2,675,000
Total Safety	137,207,000	86,821,000	135,408,000
Reduce Envrionmental Impacts:			
Environment & Energy	18,013,000	15,103,000	18,013,000
NextGen Environmental Research—Aircraft Technologies, Fuels and Metrics	29,174,000	12,500,000	29,174,000
Airliner Cabin Environment Research	.....	.....	1,000,000
Total Reduce Envrionmental Impacts	47,187,000	27,603,000	48,187,000
Mission Support:			
System Planning and Resource Management	2,135,000	2,717,000	7,135,000
WJHTC Lab Facilities	4,571,000	2,859,000	3,500,000
Total Mission Support	6,706,000	5,576,000	10,635,000
Total	191,100,000	120,000,000	194,230,000

Advanced Materials/Structural Safety.—The Committee recommendation includes a total of $14,720,000 for advanced materials/structural safety. The Committee is aware that the primary challenge in additive manufacturing for aerospace applications is the certification of airworthiness of complex processes used within the additive manufactured components. The Committee recommendations includes $6,000,000 to advance the use of these new additive materials (both metallic and non-metallic based additive processes) into the commercial aviation industry, as well as $4,000,000 to advance the use of fiber reinforced composite materials into the commercial aviation industry through the FAA Joint Advanced Materials and Structures Center of Excellence.

Additive Manufactured Continued Airworthiness.—The Committee recommendation includes $11,269,000 for continued air worthiness. The Committee is encouraged by the potential impact that stitched resin composites can have on the aviation industry, and

the Committee recommendation includes $2,000,000 for the FAA to work with public and private partners who provide leading-edge research, development, and testing of composite materials and structures.

UAS Research Center of Excellence [COE].—The Committee recognizes the valuable role of the UAS COE in assisting the FAA in a host of research challenges associated with the integration of UAS into the NAS. The Committee recommendation includes $24,035,000 for UAS research, equal to the fiscal year 2019 enacted level. Of the funds provided for UAS research, $12,035,000 is directed to support the expanded role of the UAS COE in areas of UAS research, including cybersecurity, agricultural applications, beyond visual line of sight technology, and studies of advanced composites and other non-metallic engineering materials not common to manned aircraft, but utilized in UAS. Furthermore, the COE shall establish a UAS safety research facility at the Center to study appropriate safety standards for UAS and to develop and validate certification standards for such systems. Of the total funding, $2,000,000 is for the Center's role in transportation disaster preparedness and response, partnering with institutions that have demonstrated experience in damage assessment, collaboration with State transportation agencies, and applied UAS field testing; and $10,000,000 is to support UAS research activities at the FAA technical center and other FAA facilities.

Community and Technical College Centers of Excellence [COE] in Small UAS Technology Training Program.—The Committee supports workforce development efforts to increase the number of technically trained drone technicians and pilots as industry demands continue to grow. Operating and maintaining autonomous flight vehicles requires specialized education and training. Workforce development initiatives in this area will help support the continued growth of the UAS industry, enable additional businesses across a variety of industries to utilize unmanned aircraft in their operations, and will encourage more individuals to pursue careers in aviation professions. In response, section 631 of the FAA Reauthorization Act of 2018 requires the FAA to establish a process for designating a consortia of community colleges and technical colleges as Community and Technical College COE in Small Unmanned Aircraft System Technology Training, and section 632 of the Act directs the FAA to create a Collegiate Training Initiative program relating to UAS. However, the Committee understands that these workforce development goals are different than the traditional role of COEs established to perform research on behalf of the FAA in accordance with statutory requirements in 49 U.S.C. 44513. While the FAA works to meet the requirements of the FAA Reauthorization Act of 2018, the Committee directs the FAA to continue working with stakeholders to develop a strategy for these UAS workforce development initiatives and provide an update to the Committee within 120 days of enactment of this Act. Further, the Committee directs the FAA to develop a funding request for these critical programs in future budget requests.

In the development of this program, the Committee encourages the FAA and interested academic institutions to leverage existing partnerships and programs, such as the Association for Unmanned

Vehicle Systems International's Trusted Operator Program, which has established curriculum for drone operator certification and training at the community college level, or the Technical Training and Human Performance Centers of Excellence, which conducts research and development on technical training across aviation professions including air traffic controllers, aviation safety inspectors, engineers, technicians, and pilots. Leveraging existing programs to achieve highly regarded industry certification would allow community and technical colleges, in the near term, to utilize such certification in their recruitment and marketing efforts to students and families while the FAA works on its long-term implementation plan.

Airliner Cabin Environment Research COE.—Section 326 of the FAA Reauthorization Act of 2018 directs the FAA to commission a research program to develop techniques to monitor bleed air quality in commercial aircraft and to conduct a pilot program to evaluate the effectiveness of technologies identified by such research. The Committee recommendation includes $1,000,000 for this research.

Environmental Sustainability.—The Committee recommendation includes $47,187,000 for research related to environmental sustainability, of which $18,013,000 is for "Environment and Energy" and $29,174,000 is for "Next Gen—Environmental Research Aircraft Technologies, Fuels and Metrics". The FAA is directed to provide $15,000,000 for the Center.

The Committee supports NextGen's five pillar strategy in conducting research through the Center of Excellence, which includes: (1) improved scientific knowledge and integrated modeling; (2) new aircraft technologies; (3) sustainable alternative aviation fuels; (4) air traffic management modernization and operational improvements; and (5) policies, environmental standards, and market-based measures. The Committee is concerned with the removal of the sustainable alternative aviation fuels pillar in the budget request and directs the FAA to continue research on alternative fuels following performance, economic, and environmental principals. This sustained investment will lead to reducing emissions and expanding alternative domestic energy sources that diversify fuel supplies, contribute to price and supply stability, and support economic development in rural communities. Further, the Committee directs the FAA to utilize the comprehensive five pillar strategy as outlined in the fiscal year 2019 budget request.

Noise Health Effects Research.—The Committee has included language for 2 years requesting the FAA to prioritize research conducted through FAA's Center of Excellence for Alternative Jet Fuel and Environment, and the Aviation Sustainability Center on the impact of aviation noise on both sleep and cardiovascular health. The Committee has also previously directed the FAA to evaluate alternative metrics to the current day night level 65 standard and other methods to address community airplane noise concerns, including cumulative noise impacts from increased frequency of flights. Communities across the country contend with an increased frequency of passing aircraft on a daily basis and the Committee is concerned that the FAA is not heeding this direction and therefore requests the FAA to provide a report to the House and Senate

Committees on Appropriations within 90 days of enactment of this act that details the efforts made by the FAA during the last two fiscal years to comply with the Committee's direction. The report must include detailed findings of the research completed to date and the alternative metrics identified to evaluate noise impacts that will adequately address community concerns.

Aviation Workforce Development Programs.—The Committee is concerned with the shortage of trained pilots and aviation technicians for our Nation's commercial, recreational, and military aviation industries. The Committee recommendation includes $5,000,000 within Systems Planning and Resource Management for the Aviation Workforce Development Programs as authorized by section 625 of the FAA Reauthorization Act of 2018. Funding shall be used for both aircraft pilot workforce and aviation maintenance workforce.

Human Intervention Motivational Study [HIMS] Program and the Flight Attendant Drug and Alcohol Program.—The Committee notes the importance of the HIMS program and the Flight Attendant Drug and Alcohol Program in helping to rehabilitate those struggling with substance abuse disorders so they are able to successfully return to work. Section 554 of the FAA Reauthorization Act of 2018 (Public Law 115–254) directs the Secretary to enter into an agreement with the Transportation Research Board to conduct a study on the HIMS program, the Flight Attendant Drug and Alcohol Program, and any other drug and alcohol programs within the other modal administrations within the Department of Transportation, and issue recommendations on how to implement programs, or change existing programs, that seek to help transportation workers get treatment for drug and alcohol abuse and return to work. The Committee supports these efforts as a priority and directs the FAA to use existing resources to complete this study. The Committee expects FAA to provide an update on the progress of this study by December 31, 2019.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Resources from the Airport and Airway Trust Fund:			
Limitation on obligations	$3,350,000,000	$3,350,000,000	$3,350,000,000
Liquidation of contract authorization	3,000,000,000	3,000,000,000	3,000,000,000

PROGRAM DESCRIPTION

Funding for Grants-in-Aid for Airports pays for capital improvements at the Nation's airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program in-

clude improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of $3,350,000,000 for Grants-in-Aid for Airports for fiscal year 2020. The recommended limitation on obligations is equal to the enacted level for fiscal year 2019 and the budget request.

The Committee recommends a liquidating cash appropriation of $3,000,000,000 for Grants-in-Aid for Airports. The recommended level is equal to the fiscal year 2019 enacted level and the budget request. This appropriation is sufficient to cover the liquidation of all obligations incurred pursuant to the limitation on obligations set forward in the bill.

Administrative Expenses.—The Committee recommends $113,000,000 to cover administrative expenses. This funding level is $647,000 more than the budget request and $400,000 more than the fiscal year 2019 enacted level.

Airport Cooperative Research.—The Committee recommends $15,000,000 for the Airport Cooperative Research program. This funding level is equal to the budget estimate and the fiscal year 2019 enacted level.

Airport Technology.—The Committee recommends $39,224,000 for Airport Technology Research. This funding level is $6,000,000 more than the budget request and $6,014,000 more than the fiscal year 2019 level. Of this amount, $6,000,000 is for the airfield pavement technology program authorized under section 744 of Public Law 115–254, of which $3,000,000 is for concrete pavement research and $3,000,000 is for asphalt pavement research.

Small Community Air Service Development Program.—The Committee recommends $10,000,000. This funding level is equal to the fiscal year 2019 enacted level. The budget request included no funds for this program for fiscal year 2020.

Cost Share.—The bill includes a provision that allows small airports to continue contributing 5 percent of the total cost for unfinished phased projects that were underway prior to the passage of the FAA Modernization and Reform Act of 2012.

Allocation of Resources.—The Committee recognizes many States have short construction seasons due to inclement weather and require certainty about airport grant allocations when making planning decisions. The FAA is encouraged to work expeditiously to make entitlement and discretionary grant allocations, in order to provide certainty to northern State airports. The Committee also understands that certain physical topography, environments, and circumstances prohibit certain existing airports that are in critical need of expansion due to their essential economic impact on their surrounding communities from expanding, and as such are required to physically relocate their premises. Therefore, the Committee directs the FAA to ensure sufficient funding is available to relocate these airports in a timely and expedited manner.

Policy and Procedure Concerning the Use of Airport Revenue.—The Committee is aware of several self-help counties that have enacted sales tax measures to fund local transportation improve-

ments. These sales tax measures are difficult to enact and provide critical funding to address local highway, public transportation, and other transportation requirements. Several of these counties contain airports and have been receiving funds raised through the sales tax on aviation fuel. In 2014, the FAA finalized a rule construing the term "local taxes on aviation fuel" to apply to all sales taxes rather than specific excise taxes on aviation fuel. This change in definition diverts funding away from projects outlined in local sales tax measures, violating promises made to the voters who approved these measures. According to the FAA rules, local transportation sales taxes collected on the sale of aviation fuel would have to be spent in accordance with FAA rules governing such expenditures. Given the utility of sales tax measures to address local transportation needs and reduce the burden on Federal spending, the Committee encourages the Secretary to continue working with state and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their enactment.

Airport Improvement Program [AIP] Formula.—AIP formula funding for primary airports is allocated based primarily on commercial enplanements. The current definition of "enplanements" does not capture the full range of airport activities. For example, certain primary airports with more non-commercial flight activities such as pilot training do not factor into the current enplanement calculation. Therefore, the Committee directs the FAA to consider the full range of flight activities (such as flight training, air cargo, emergency response, pilot training, etc.) and associated metrics when considering AIP discretionary grants.

Relocation.—The Committee directs the FAA to give greater consideration to projects at public-use airports that will relocate existing aviation runways, taxiways, aprons or other airfield infrastructure that do not meet current FAA safety standards related to runway/taxiway separation distances, safety area and object-free area requirements, and obstruction standards, especially in cases where the existing aviation runway, taxiway, apron or other airfield infrastructure has deteriorated such that it is at the end of its service life. Furthermore, for such projects at public use airports that would have a material impact on the safety of operations at that airport and, the FAA shall not require the completion of a cost-benefit analysis as long as that project is funded using non-primary entitlement funding and no additional State apportionment or discretionary funding from the FAA.

Construction of Certain Control Towers.—The Committee expects the FAA to expeditiously implement section 152 of the 2018 FAA Reauthorization Act that makes contract tower construction/equipment a priority consideration for grants to eligible airports under the Small Airport account of the Airport Improvement Program. These grants would allow qualified airports an opportunity to access AIP funds that would enhance air traffic safety at smaller airports nationwide.

Zero-Emission Vehicle and Infrastructure Pilot Program.—The Committee supports the use of AIP funds for the zero-emission air-

port vehicles and infrastructure pilot program as authorized under 49 U.S.C. 47136.

Burdensome Regulations.—The Committee recommends the FAA identify opportunities to eliminate unnecessary regulations and streamline burdensome regulations to ensure the FAA is a good steward of limited tax payer resources and produces physical infrastructure that supports long-term economic growth. Further, in reducing the regulatory burden, the FAA should identify areas where more autonomy can be given to local jurisdictions with a better understanding of needs and challenges in building and maintaining infrastructure.

Temporary Flight Restrictions.—Section 119G of the Consolidated Appropriations Act, 2019 made $3,500,000 available to the FAA to reimburse certain airport sponsors that are closed during temporary flight restrictions for any residence of the President that is designated or identified to be secured by the United States Secret Service. The Committee believes this amount is sufficient to cover all applicable financial losses for the current term of the President, and directs the FAA to notify the House and Senate Committees on Appropriations if additional funding is necessary.

Boarding Bridges.—The Committee is aware of a passenger boarding bridge manufacturer created by a foreign state-owned enterprise that was found in U.S. Federal district court to have committed industrial espionage. The manufacturer subsequently attempted to compete for AIP funded contracts for passenger boarding bridges, but the contract was terminated once the airport was made aware of the manufacturer's history. The Committee directs the FAA to consult with the U.S. Trade Representative [USTR] and the U.S. Attorney General to develop, to the extent practicable, a list of entities that have been determined by a Federal court to have misappropriated intellectual property or trade secrets from an entity organized under the laws of the United States or any jurisdiction within the United States. The FAA shall make such list available to the public and work with the USTR, to the extent practicable, to utilize the System for Award Management database to exclude such entities from being eligible for Federal non-procurement awards. The FAA is expected to notify the Committee of any significant challenges the agency faces in completing these actions.

Airport Designation.—The Committee encourages that any designation that was changed under 81 FR 19861 should not be restored unless the Secretary first convenes a schedule reduction meeting as outlined in 49 U.S.C. 41722.

GRANTS-IN-AID TO AIRPORTS

Appropriations, 2019	$500,000,000
Budget estimate, 2020	.....
Committee recommendation	450,000,000

PROGRAM DESCRIPTION

Funding for Grants-in-Aid for Airports pays for capital improvements at the Nation's airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program include improvements to runway safety areas that do not conform to

FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $450,000,000 in discretionary funding for additional grants for airport infrastructure. The recommended level of funding is $50,000,000 less than the fiscal year 2019 enacted level and $450,000,000 more than the budget request. The Committee is attuned to the needs of small hub and general aviation airports with a regional role.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical staff years at the Center for Advanced Aviation Systems Development to no more than 600 in fiscal year 2020.

Section 111 prohibits funds in this act from being used to adopt guidelines or regulations requiring airport sponsors to provide the FAA "without cost" buildings, maintenance, or space for FAA services. The prohibition does not apply to negotiations between the FAA and airport sponsors concerning "below market" rates for such services or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

Section 112 permits the Administrator to reimburse FAA appropriations for amounts made available for 49 U.S.C. 41742(a)(1) as fees are collected and credited under 49 U.S.C. 45303.

Section 113 allows funds received to reimburse the FAA 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 the FAA from using funds provided in the bill to purchase store gift cards or gift certificates through a Government-issued credit card.

Section 116 requires that, upon request by a private owner or operator of an aircraft, the Secretary block the display of that owner or operator's aircraft registration number in the Aircraft Situational Display to Industry program.

Section 117 prohibits funds in this act for salaries and expenses of more than nine political and Presidential appointees in the Federal Aviation Administration.

Section 118 requires the FAA to conduct public outreach and provide justification to the Committee before increasing fees under section 44721 of title 49, United States Code.

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

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

Section 119B prohibits funds from being used to withhold from consideration and approval any new application for participation in the Contract Tower Program, including applications from Cost

Share Program participants if the Administrator determines such tower is eligible.

Section 119C prohibits the FAA from closing, consolidating, or redesignating any field or regional airports office without a reprogramming request.

FEDERAL HIGHWAY ADMINISTRATION

PROGRAM DESCRIPTION

The principal mission of the Federal Highway Administration [FHWA] is, in partnership with State and local governments, to foster the development of a safe, efficient, and effective highway and intermodal system nationwide, including ensuring access to and within national forests, national parks, Indian lands, and other public lands.

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of $49,804,092,000 is provided for the activities of FHWA in fiscal year 2020. The recommendation is $2,609,722,000 more than the budget request and $546,496,000 more than the fiscal year 2019 enacted level. The following table summarizes the Committee's recommendations:

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Federal-aid highways program obligation limitation	$45,268,596,000	$46,365,092,000	$46,365,092,000
Contract authority exempt from the obligation limitation	739,000,000	739,000,000	739,000,000
Rescission		−209,722,000	
Highway Infrastructure Program (general fund)	3,250,000,000	300,000,000	2,700,000,000
Total	49,257,596,000	47,194,370,000	49,804,092,000

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2019	$449,692,304
Budget estimate, 2020	456,797,689
Committee recommendation	456,797,689

PROGRAM DESCRIPTION

This limitation on obligations provides for the salaries and expenses of FHWA for program management, direction, and coordination; engineering guidance to Federal and State agencies; and advisory and support services in field offices.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of $453,549,689 for the administrative expenses of FHWA and an additional $3,248,000 for the administrative expenses of the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code. The total limitation is equal to the

budget request and $7,105,385 more than the fiscal year 2019 enacted level.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2019	$45,268,596,000
Budget estimate, 2020	46,365,092,000
Committee recommendation	46,365,092,000

PROGRAM DESCRIPTION

The Federal-aid highway program provides financial support to States and localities for the development, construction, and repair of highways and bridges through grants. This program is financed from the Highway Trust Fund, and most of the funds are distributed through apportionments and allocations to States. Title 23 of the United States Code and other supporting legislation provide authority for the various activities of FHWA. Funding is provided by contract authority, with program levels established by annual limitations on obligations set forth in appropriations acts.

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2020 obligations for the Federal-aid highway program to $46,365,092,000, which is equal to the budget request and $1,096,496,000 more than the fiscal year 2019 enacted level. The Committee includes a provision that allows FHWA to collect and spend fees to pay for the services of expert firms in the field of municipal and project finance in order to assist the agency in the provision of credit instruments. The Committee does not eliminate the off-system bridge set-aside within the Surface Transportation Block Grant program, as proposed in the budget request.

Research Plan.—The Committee notes the recent completion of the Truck Size and Weight Research Plan by the Transportation Research Board [TRB]. This report identifies 27 additional research projects, the results of which will be vital to determinations by the Department and Congress as to whether any national changes in truck size and weight policy should be pursued. In order to ensure a timely and comprehensive approach to truck size and weight issues, the Committee directs the Department to expeditiously develop an implementation plan for conducting the research recommended by TRB on this issue, including projected timelines for the completion of the listed projects.

Additionally, in fiscal year 2018, the Committee directed the Department to report on its efforts to establish best practices with State agencies for data collection relating to truck configurations and to begin accumulating this data in order to better inform its future research. This report is outstanding. The Committee directs the Department to submit this report to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

Automated Vehicles and Pavement Performance.—The Committee is aware that researchers have identified a potential problem in

which pavement service life is reduced due to automated vehicle [AVs] systems. AVs have the potential to increase stress concentrations on pavements by operating vehicles in specific travel paths within highway lanes, rather than the more random driving paths done by human drivers, which distribute stresses over pavement on a more varied basis. The Committee commends FHWA for studying the impacts of AVs on highway infrastructure, as well as the potential needs to be considered in the design of new infrastructure. The Committee strongly encourages FHWA to complete this study and to report on its results to the House and Senate Committees on Appropriations.

Timber Bridge Initiative.—The Committee recognizes that the use of cross-laminated and other forms of mass timber can provide value for bridge structures, including reduced weight and cost-effectiveness. When used to reinforce existing structures, mass timber can also upgrade live load capacity. The Committee notes with appreciation that FHWA has worked successfully in partnership with the U.S. Department of Agriculture's Forest Products Laboratory to research the benefits of mass timber in bridge construction. The Committee urges the Department to renew this work, as well as to use mass timber in demonstration projects, and recommends continued collaboration with other Federal agencies for deploying mass timber into our Nation's highway and bridge systems.

Regional Transportation Workforce Centers.—The Committee notes that the workforce needs of the transportation sector continue to evolve as new technologies and construction practices are developed. In many instances, however, education curricula have not kept pace with civil engineering practices. The Committee directs FHWA to provide resources to the Center for Transportation Workforce Development in order to align educational efforts to support: the advancement of environmental career paths, the deployment and delivery of innovative transportation solutions in rural areas, planning for smart city and community design in rural areas, and improved technology transfer.

Emergency Route Working Group [ERWG].—Section 5502 of the Fixing America's Surface Transportation Act (Public Law 114–94) requires the Department to create the ERWG in order to provide advice and recommendations to the Secretary with regard to best practices for expeditious State approval of permits for vehicles involved in emergency response and recovery. The Committee is aware that the ERWG has submitted its report. However, the Secretary has not yet met the statutory deadlines for publicly releasing that report or for notifying Congress of actions taken to implement its recommendations. The Committee directs the Department to publicly release this report and to notify the House and Senate Committees on Appropriations of the actions that the Secretary and States have taken or intend to take to implement the ERWG's recommendations within 120 days of enactment of this act. As part of this notification, the Secretary is directed to address the recommendation to create interstate compacts in order to increase the efficient movement of emergency response vehicles.

Permeable Pavements.—The Committee encourages the Secretary to continue to conduct structural evaluations of flood-damaged pavements, with an emphasis on local roads and highways subject

to flooding and extended periods of inundation, in order to better understand how permeable pavements and other technologies might be used to prevent or reduce damage. The Committee also encourages the Secretary to further the ongoing research, demonstration, and deployment of permeable pavements to achieve other potential benefits, including pollutant reduction, stormwater runoff reduction, environmental conservation, and resilience for new road construction and retrofitting existing roads.

Guardrails.—The Committee continues to support the Department's research and demonstrations with regard to geo-synthetically reinforced soil integrated bridge systems. The Committee encourages the Secretary to consider testing of geo-synthetically reinforced soil guardrails for performance under vehicle impact and to use this data to develop specifications for use in future roadway construction.

Timely Response.—While the Committee fully supports Buy America requirements, the Committee is concerned about FHWA's inaction with regard to Buy America waiver requests for products for which there is no comparable product made in the United States. Therefore, the Committee directs FHWA to review and respond to Buy America waiver requests within 60 days of submission.

Composites.—The incorporation of lightweight, high-strength, corrosion-resistant, and durable composites into transportation assets can improve their safety and lower lifecycle costs. The Committee directs FHWA to fund projects under the Technology and Innovation Deployment Program that use innovative materials, including composites, in novel ways. These projects should seek to accelerate adoption of proven technologies, advance less-developed technologies, and better inform State DOTs of the benefits of these technologies' uses. As such, projects should include ongoing in-service evaluation of the demonstrated technology and dissemination of those results, including cost implications and effects on asset performance stemming from the incorporation of these technologies.

Categorical Exclusions.—The purpose of qualifying certain projects with minimal Federal involvement and environmental impact as "categorical exclusions" is to achieve cost savings and to accelerate projects to construction. The Committee directs FHWA to work with stakeholders, including State DOTs, to determine how to best minimize the bureaucratic burdens of the qualification process.

Changeable Message Signs.—The Committee directs FHWA to allow States to continue to test the use of changeable message signs on roadways. The content of that messaging should be determined by each State to the extent that safe, efficient utilization of highways is still maintained, including during emergency and severe-weather operating conditions. Furthermore, the Committee notes that a report summarizing joint action by FHWA and National Highway Traffic Safety Administration regarding coordination with State DOTs on options for flexibility in highway sign messaging to address and combat local emergency priorities, including the reduction of impaired driving, is now overdue. The Committee directs FHWA to submit this report within 30 days of enactment of this act.

Appalachian Development Highway System [ADHS].—The ADHS was created to promote economic development in the Appalachian region where commerce and communication had previously been inhibited by a lack of adequate access. In order to further the original purpose of the ADHS, FHWA is directed to work with the Appalachian Regional Commission and relevant State DOTs to identify segments of existing, unfinished, and potential corridors that share many of the same attributes as the original corridors within the ADHS and discuss the justification for expanding the 3,090 mile cap to designate those corridors for inclusion in the ADHS.

Transparency in the Deployment of Automated Vehicles.—To promote transparency in its decision-making with regard to the safe deployment of automated vehicles on public highway infrastructure, the Committee directs FHWA to make publicly available, as appropriate, information pertaining to its Request for Information on Integration of Automated Driving Systems into the Highway Transportation System; its National Dialogue on Highway Automation, cooperative agreements and other collaborative and internal efforts by the Turner-Fairbank Highway Research Center; and active projects being undertaken by the National Cooperative Highway Research Program and the American Association of State Highway and Transportation Officials in which FHWA provides assistance, as well as any other past or ongoing work FHWA deems relevant. This information shall also include status updates of ongoing research, including any deliverables, and shall be organized in an accessible manner on FHWA's website in order to provide the public with this information comprehensively.

Resilient Infrastructure.—In fiscal year 2018, the Committee directed the Department to produce a report which provides recommendations for States, metropolitan planning organizations, and cities to develop contextually-sensitive, resilient Federal-aid highways and discuss cost-effective solutions for improving shoreline protections for existing highways. That report is now overdue. The Committee directs the Department to complete this report within 30 days of enactment of this act and to include a discussion of the eligibility of certain resiliency projects under existing Federal-aid highway programs. It is also essential that the Department develop robust design and construction standards to withstand future disasters. The Committee directs the Department to develop resilient design criteria for transportation projects by infrastructure type, hazard, and hazard magnitude that emphasize the ability to resist degradation and to return to functionality following a disaster. Finally, the Committee directs the Department to fully implement all recommendations contained in the DOT IG's report regarding guidance on infrastructure resilience for emergency relief projects within one year of enactment of this act and to provide to the House and Senate Committees on Appropriations a summary of emergency relief projects approved from fiscal year 2011 to date that incorporate resilience improvements.

Visitation and Commuting.—As personal mobility continues to rapidly expand, the Committee is becoming increasingly concerned that Federal-aid highway formulas do not account for visitation and cross-state commuting in their distribution of funding. This disadvantages communities with large volumes of seasonal visitors

and areas with consistent visitation and commuting traffic by not awarding additional funds to help those states address increased demands on their roads and bridges. The Committee directs FHWA to study available means of collecting information on vehicle visitation to other states for both commuting and recreational purposes and to report to the House and Senate Committees on Appropriations within 1 year of enactment of this act.

Advanced Digital Management Systems.—The incorporation of digital technologies and processes into the oversight and management of infrastructure projects, including those utilizing advanced construction techniques and digital 3D models, offers the potential for significant savings as compared to traditional techniques for project design, engineering, construction, and maintenance. The Committee encourages the Department to provide not less than $5,000,000 for demonstrations that will accelerate the adoption of these digital management systems under the Technology and Innovation Deployment Program. FHWA is further directed to conduct a survey of States' digital management and project delivery technological capabilities within 1 year of enactment of this act. This survey should help to determine the preparedness of States to adopt and incorporate technology into their infrastructure planning, construction, and maintenance practices, as well as highlight best practices from leading State DOTs.

Non-Highway Recreational Fuel Taxes.—In an effort to better inform Federal-aid highway formula funding levels for the Recreational Trails Program, the Committee directs FHWA to determine the best available estimate of the total amount of non-highway recreational fuel taxes received by the Secretary of the Treasury and transferred to the Highway Trust Fund during the previous three fiscal years. For this purpose, "non-highway recreational fuel taxes" means taxes under sections 4041 and 4081 of the Internal Revenue Code of 1986 with respect to fuel used in vehicles on recreational trails or back-country terrain, as well as evaluate whether the current Recreational Trails Program funding level reflects the amount of non-highway recreational fuel taxes collected and transferred to the Highway Trust Fund. FHWA shall report on its finding to the House and Senate Committees on Appropriations within 1 year of the date of enactment of this act.

Recreational Trails and Pedestrian and Cyclist Infrastructure.—In 2018, pedestrian and cyclist fatalities are projected to have increased by 4 and 10 percent, respectively, as compared to 2017. The Committee recognizes the importance of cyclist and pedestrian infrastructure in improving the safety of these groups. In fiscal year 2019, the Committee directed the Department to compile, analyze, and issue best practices to better inform State agencies of available financing options for this infrastructure. The Committee is concerned that confusion exists regarding the eligibility of certain projects that serve both recreational and non-recreational purposes in suburban, rural, and urban areas to receive funding under certain Federal-aid highway programs. As the previously-directed best practices have not yet been issued, the Committee directs the Department to include in these explanations information as to the eligibility of certain trail projects under Federal-aid highway programs, including, but not limited to, the Surface Transportation

Block Grant Program (23 U.S.C. 133(b)), the Recreational Trails Program (23 U.S.C. 133(h)(5), 23 U.S.C. 206); the Highway Safety Improvement Program (23 U.S.C. 148); and the Congestion Mitigation & Air Quality Improvement Program (23 U.S.C. 149).

Alternative Fuel Infrastructure.—The Committee is pleased that the Department has completed the report required under 23 U.S.C. 151(e). This report not only sets forth the national network of alternative fuel corridors, which will be essential to improving the mobility of passenger and commercial vehicles that employ electric, hydrogen fuel cell, propane, and natural gas fueling technologies, but also explains the Department's vision for strategic deployment of future infrastructure. The Committee is also pleased that the Department has now completed three rounds of alternative fuel corridor designations and developed signage for these corridors in the Manual on Uniform Traffic Control Devices for Streets and Highways. The Committee directs the Department to provide technical assistance and support to State and local agencies, private industry, and other stakeholders, including identifying any barriers related to the installation of this infrastructure and discussing potential sources of funding to install or construct these facilities, such as the Congestion Mitigation & Air Quality Improvement Program (23 U.S.C. 149).

Curb Productivity.—The Committee notes that our Nation's roadways now serve an ever-growing set of stakeholders, including, but not limited to, vehicular traffic, pedestrians, cyclists, public transportation riders, on-demand transportation riders, delivery drivers, and various micro-mobility users. As a result, many areas are required to have mixed usage of curb space for both motorized and non-motorized traffic, and must develop creative ways to manage demands by those populations. The Committee recognizes the need for strategic approaches to the management of these assets and encourages the Department to conduct a study, in partnership with State and local governments, public transportation agencies, metropolitan planning organizations, and other interested parties, to identify challenges faced by these growing demands on our country's curb space and infrastructure and to explore potential solutions.

Grade Crossing Safety.—In 2017, there were more than 2,100 crashes, resulting in 273 fatalities, at highway-rail grade crossings. While Federal investment in grade crossing safety improvement has noticeably reduced the historical number of deaths and injuries at these crossings, the number of accidents has remained relatively static since 2009. FHWA's Railway-Highway Crossings Program is the primary Federal funding source for states to address safety issues at these crossings. In a recent report, the Government Accountability Office found that it was unclear whether that program remains effective in continuing to reduce the risk of crashes or fatalities at grade crossings. The Committee directs FHWA to conduct an evaluation of this program in order to identify challenges that could allow States to more strategically address problem areas. This evaluation should include: a comprehensive assessment of nationwide crash trends over multiple years in order to determine why crashes are continuing and what types of projects would be effective in eliminating those crashes; a re-examination of eligi-

bility requirements that limit the flexibility of States to consider other types of projects, including research into and demonstrations of new types of pavement markings at grade crossings to improve driver behavior, as well as technology that would enable crossing infrastructure to communicate wirelessly with vehicles or mobile devices; and recommendations of any needed statutory changes to improve the program's effectiveness in reducing crashes and fatalities. The Committee directs the Department to produce a report summarizing the results of this evaluation within 1 year of enactment of this act.

Engineer's Estimates.—The DOT IG recently identified deficiencies in FHWA's oversight of and guidance for State DOTs' development of engineer's estimates. FHWA's role is essential for ensuring that State and local partners employ competitive procurement practices to deter fraud, waste, and abuse, as well as for deploying Federal funds effectively to address critical infrastructure improvements. The Committee directs FHWA to expeditiously complete the IG's recommendations, including developing an action plan for implementing the recommendations of the 2015 National Review of State Cost Estimation Practice; updating FHWA's Guidelines on Preparing Engineer's Estimate, Bid Reviews, and Evaluation; developing or enhancing existing indicators or thresholds for measuring the accuracy of engineer's estimates and evaluating bids; and implementing an oversight process for ensuring that States are following FHWA's guidance and thresholds. The Committee directs FHWA to report on its progress in implementing these recommendations within 90 days of enactment of this act.

Overdue Rulemakings.—The Committee is concerned that FHWA has not yet finalized certain rulemakings. The Committee directs FHWA to expeditiously complete the following: a rulemaking on National Bridge Inventory and Inspection Standards, which was required by section 1111 of the Moving Ahead for Progress in the 21st Century Act [MAP–21] (Public Law 112–141); and a rulemaking on Highway Worker Safety Requirements, which was required by section 1405 of MAP–21 and section 1427 of the FAST Act. The Committee directs the Department to report to the House and Senate Committees on Appropriations on its schedule and plan for promulgating these regulations within 180 days of enactment of this act.

Infrastructure for Rebuilding America [INFRA] Grants.—The Committee is aware of concerns raised in the GAO report on Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies grants [GAO–18–38], now known as INFRA grants, specifically related to the documentation of decisions. The Committee encourages DOT to notify unsuccessful applicants as recommended. The Committee is also aware of GAO's current review of the INFRA program and looks forward to reviewing that report and its recommendations.

Interstate Highway System [IHS] Withdrawal.—The Committee is aware of State and local governments withdrawing from parts of the IHS. In order to better understand the impacts of withdrawal on safety and mobility, following significant Federal investment, the Committee directs the National Academy of Sciences' Transportation Research Board to conduct a study on the impacts of with-

drawing elements of the IHS, and to submit the findings to the Committee within 1 year of enactment of this act. This study shall include consequential effects on safety, mobility, the movement of goods and services, national defense, and the environment.

LIQUIDATION OF CONTRACT AUTHORIZATION

(HIGHWAY TRUST FUND)

Appropriations, 2019	$46,007,596,000
Budget estimate, 2020	47,104,092,000
Committee recommendation	47,104,092,000

PROGRAM DESCRIPTION

The Federal-aid highway program is funded through contract authority paid out of the Highway Trust Fund. Most forms of budget authority provide the authority to enter into obligations and then to liquidate those obligations. Put another way, it allows a Federal agency to commit to spending money on specified activities and then to actually spend that money. In contrast, contract authority provides only the authority to enter into obligations, but not the authority to liquidate those obligations. The authority to liquidate obligations—to actually spend the money committed with contract authority—must be provided separately. The authority to liquidate obligations under the Federal-aid highway program is provided under this heading. This liquidating authority allows FHWA to follow through on commitments already allowed under current law; it does not provide the authority to enter into new commitments for Federal spending.

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of $47,104,092,000. The recommended level is equal to the budget request and $1,096,496,000 more than the fiscal year 2019 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

Appropriations, 2019	$3,250,000,000
Budget estimate, 2020	300,000,000
Committee recommendation	2,700,000,000

PROGRAM DESCRIPTION

The Committee provides funding for Highway Infrastructure Programs to improve highway safety and efficiency for all Americans through general fund investments in addition to levels authorized in the FAST Act.

COMMITTEE RECOMMENDATION

The FAST Act provides contract authority for programs administered by FHWA and funded through the Highway Trust Fund. The Committee recommendation includes an additional $1,250,000,000 for certain programs funded by formula under the FAST Act; $1,250,000,000 for a national risk-based formula program which is

directed to states with high rates of bridges not in good condition; $100,000,000 for the Nationally Significant Federal Lands and Tribal Projects Program; and $100,000,000 for the unfinished sections of the Appalachian Development Highway System.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

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

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

Section 122 sets forth parameters for any waiver of Buy America requirements.

Section 123 mandates congressional notification before the Department provides credit assistance under the Transportation Infrastructure Finance and Innovation Act program.

Section 124 mandates 60-day notification for any grants for a project under 23 U.S.C. 117 and requires these notifications to be made within 180 days of enactment of this act.

Section 125 allows State DOTs to repurpose certain highway project funding and for those funds to be used within 100 miles of its original designation.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Motor Carrier Safety Administration [FMCSA] was established within the Department of Transportation by the Motor Carrier Safety Improvement Act [MCSIA] (Public Law 106–159) in December 1999. Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

MCSIA; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; the Moving Ahead for Progress in the 21st Century Act; and the Fixing America's Surface Transportation Act each provide funding authorization for FMCSA's Motor Carrier Safety Operations and Programs and Motor Carrier Safety Grants.

FMCSA's mission is to promote safe commercial motor vehicle and motor coach operations, as well as reduce the number and severity of accidents involving those vehicles. Agency resources and activities prevent and mitigate commercial motor vehicle and motor coach accidents through education, regulation, enforcement, stakeholder training, technological innovation, and improved information systems. FMCSA is also responsible for ensuring that all commercial vehicles entering the United States along its southern and northern borders comply with all Federal motor carrier safety and hazardous materials regulations. To accomplish these activities, FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, highway safety organizations, and the public.

COMMITTEE RECOMMENDATION

The Committee recommends a total level of $679,135,561 for obligations and liquidations from the Highway Trust Fund. This level is $3,335,561 more than the budget request and $12,335,561 more than the fiscal year 2019 enacted level.

	Fiscal year—		Committee recommendation
	2019 enacted	2020 estimate	
Motor Carrier Safety Operations & Programs (obligation limitation)	$284,000,000	$288,000,000	$288,000,000
Motor Carrier Safety Grants (obligation limitation)	382,800,000	387,800,000	391,135,561
Total	666,800,000	675,800,000	679,135,561

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2019	$284,000,000
Budget estimate, 2020	288,000,000
Committee recommendation	288,000,000

PROGRAM DESCRIPTION

This account provides necessary 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 Federal safety enforcement activities at the United States-Mexico border in order to ensure that Mexican carriers entering the United States are in compliance with FMCSA regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of $288,000,000 for FMCSA's Operations and Programs. The recommendation is $4,000,000 more than the fiscal year 2019 enacted level and equal to the budget request. Of the total limitation on obligations, $9,073,000 is for research and technology, and $35,334,000 is for information management.

Protecting Workforce Safety and Taxpayer Investments at FMCSA Checkpoints.—Six million trucks moved across our Nation's southern border in 2017, hauling $384,700,000 in merchandise, employing nearly 27,000 individuals, and generating $3,810,000,000 billion in U.S. trucking revenue. FMCSA performs inspections of commercial motor vehicles entering the United States that complement the border security activities performed by U.S. Customs and Border Protection [CBP]. The Committee believes that FMCSA and

CBP should work in coordination to ensure they are both able to achieve their shared goal of increasing domestic safety.

In order to ensure this ongoing cooperation, the Committee directs the Department to coordinate efforts with the Office of Management and Budget, the U.S. General Services Administration, and the Department of Homeland Security, including CBP, regarding the opening and closing of ports of entry [POE] that affect commercial motor vehicle traffic, including providing sufficient time to plan for operational and staffing changes. The Committee strongly encourages DOT to share relevant information with these entities, when appropriate, and to consider economic impacts to United States commerce, safety goals, and input from stakeholders transporting commercial goods when weighing operational changes to POEs.

Furthermore, in fiscal year 2018, the Committee provided $87,000,000 to construct and modernize up to 26 FMCSA inspection facilities for commercial motor vehicles entering the United States, ensuring that inspectors will have a safe, efficient workspace by replacing trailers with permanent modular buildings and providing canopy coverage and pits for ongoing inspections. The Committee recognizes that Federal agencies must often react to dynamic situational changes. However, the prudent use of these resources is critical to ensuring the safety and security of the Federal workforce that for far too long has been subject to workplace conditions that compromise inspectors' personal wellbeing. The Committee directs FMCSA and other interested parties, including CBP, to coordinate and establish a clear long-term plan for the construction and modernization of FMCSA's inspection facilities and to consider this plan when POEs are under consideration for closure. The Committee directs the Department to produce a report to the House and Senate Committees on Appropriations within 270 days of enactment of this act summarizing its efforts pursuant to these directives and updating the activities of the border facilities capital improvement program, including any changes to cost, scope, or schedule, as well as any other challenges faced and relevant safety inspection data, until such facilities are constructed.

Automated Vehicles and Workforce Development.—For several years, the Committee has raised concerns regarding the potential effects on drivers as automated vehicle [AV] technologies enter the market, and has repeatedly directed the Department to coordinate with the Department of Labor to prepare for the impact of this transition on truck drivers. However, the Committee is concerned the Department is not handling this matter with the attention it deserves. In fiscal year 2018, the Committee directed the Department to produce a joint report with the Department of Labor analyzing the impact of automated vehicle technologies on drivers and operators of commercial motor vehicles. This report is now overdue. This document will be essential to setting forth a vision for a government-wide initiative to proactively prepare our workforce to transition to new professions that offer upward mobility. The Department shall complete and submit this report to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

GAO found that the Department lacked commitment and vision for addressing the ongoing and long-term ramifications of fleet incorporation of automated vehicle technologies beyond the completion of Congressionally-mandated directives. GAO recommended that the Department continue to convene key groups of stakeholders and to consult with the Department of Labor to gather information and further analyze the effects of AV technologies on drivers in order to inform potential workforce-related regulatory changes.

Ongoing dialogue between stakeholders and the Departments of Transportation and Labor will be essential to understanding how these technologies will impact the commercial transportation labor market. As part of those ongoing efforts, the Department shall focus on the following policy areas. First, the Department should work to foster a data-based understanding of the potential changes to this workforce and what impacts these changes could have on FMCSA's safety mission. The Department should continue to work with the Department of Labor to improve data collection across various segments of the trucking industry, which will allow for better identification of shifts in demand, workforce needs, and impacts on trucking safety. Further, the Department should better understand the scope of labor force training needs. The Department should continue to work with the Department of Labor to determine if effective state and/or Federal labor market programs already exist and whether those programs will be able to meet training needs. Following the publication of its joint report with the Department of Labor, the Committee directs the Department to report annually in the budget request anticipated programmatic changes based on advances in AV technologies on the driving workforce and noting the relevance of those actions to the policy areas identified above. The Committee further encourages FMCSA to examine new ways of expanding the driving workforce, given the driver shortage and adaptations in technology and enhanced safety features, as AV technology progresses.

Information Technology Capital Investment Plan.—In fiscal year 2018, the Committee directed the Department to submit a Capital Investment Plan, which addresses key milestones, investment decisions, and operational and lifecycle costs, as well as anticipated costs, cost overruns, and cost savings, for IT investments that will meet FMCSA's needs. This report is now over a year past due. The Committee directs the Department to submit this plan within 30 days of enactment of this act, and 50 percent of the allotment of funding for the Office of Chief Information Officer shall be held by the Secretary until the Administrator submits a plan to the House and Senate Committees on Appropriations that meets the requirements set forth in fiscal year 2018.

Research Spend Plan.—In fiscal year 2018, the Committee directed the Department to submit a research spend plan prior to obligating the $38,000,000 provided during that fiscal year for direct research on autonomous vehicles and advanced driver assist systems. This plan was required to identify research topics and goals, estimated costs per topic, estimated time of completion for each goal, the lead modal administration for each topic, and roles and responsibilities of any supporting modal administrations. The Com-

mittee is disappointed in the delays in obligating this funding and directs the Department to complete this report within 60 days of enactment of this act.

High-Risk Carriers.—In January 2016, FMCSA revised its scoring and standards for the inspection of high-risk carriers in response to a July 2014 Independent Review Team assessment and section 5305 of the FAST Act. Under revised FMCSA regulations, carriers identified as high risk must have a compliance review conducted within 90 days. The Committee is encouraged that the agency was able to achieve a 95.8 percent high-risk carrier inspection rate in fiscal year 2017, as compared to 87 percent in fiscal year 2016. The Committee continues to direct the agency to provide the House and Senate Committees on Appropriations with an updated report on its ability to meet its requirements to evaluate high-risk carriers by April 15, 2021, for the preceding fiscal year for which inspection data is available.

Additionally, in June 2018, FMCSA produced a corrective action plan to address the recommendations contained in a National Academies' review of the Compliance, Safety, Accountability program and the Safety Measurement System [SMS]. SMS is the scoring and standards system through which FMCSA currently identifies patterns of non-compliance and prioritizes certain motor carriers for high-risk interventions. The Committee is aware that FMCSA has begun testing to expand upon the value of data. The Committee encourages FMCSA to continue testing and analyzing statistical models by which the Department's data collection can be further improved.

Detention.—The DOT IG recently found that accurate industry-wide data on driver detention times is not currently available and that FMCSA intends to neither perform detailed analysis of reliable or representative data, nor verify the voluntary data provided by motor carriers through FMCSA's website. The OIG's report asserts a 15-minute increase in detention time raises the average expected crash rate by 6.2 percent. The Committee is aware that FMCSA recently requested comment from stakeholders to better determine existing or potential sources of data to better understand driver detention times, and the potential impact of such delays on roadway safety. The Committee directs FMCSA to thoroughly review stakeholder input to update its current methodology, which does not accurately describe how the diverse trucking industry experiences detention, in order to collect and analyze reliable, accurate, and representative data on the frequency and severity of driver detention times.

Commercial Driver's License Drug and Alcohol Clearinghouse.—The Committee is aware that historically, recording and tracking license suspensions has been inhibited due to inconsistencies in State laws. The Committee encourages FMCSA's efforts in developing the Drug and Alcohol Clearinghouse, which will ensure that drug and alcohol violations are compiled and accessible to FMCSA and stakeholders, as mandated by Public Law 112–141.

Large Truck Crash Causation Study.—The Motor Carrier Safety Improvement Act of 1999 mandated a study to determine the cause of, and contributing factors to, crashes involving commercial motor vehicles. The Committee is aware that the last thorough review

produced by the Department to determine areas needing updates related to the existing data was produced in 2006, and that many advancements in vehicle and roadway safety have been developed since. In an effort to ensure the Department formulates policies based on the best available safety statistics and vehicle collision information, the Committee directs FMCSA to include a research proposal in its fiscal year 2021 budget request. This proposal should include the sample size of truck crashes FMCSA would review in a new Crash Causation Study, detail the ways in which updated data will assist the Department in designing and implementing effective policies to ensure roadway safety, as well as the estimated costs to carry out such a study.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2019	$382,800,000
Budget estimate, 2020	387,800,000
Committee recommendation	391,135,561

PROGRAM DESCRIPTION

This account provides resources for Federal grants to support compliance, enforcement, and other programs performed by States. Grants are also provided to States for enforcement efforts at both the southern and northern borders in order to ensure that all points of entry into the United States are fortified with comprehensive safety measures; improvement of State commercial driver's license [CDL] oversight activities to prevent unqualified drivers from being issued CDLs; and the Performance Registration Information Systems and Management [PRISM] program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of $391,135,561 for motor carrier safety grants. The recommended limitation is $8,335,561, more than the fiscal year 2019 enacted level and $3,335,561 more than the budget request. The Committee recommends a separate limitation on obligations for each grant program funded under this account with the funding allocation identified below.

	Amount
Motor carrier safety assistance program [MCSAP]	$308,700,000
High priority activities program	45,900,000
Commercial motor vehicle operator grants program	3,335,561
Commercial driver's license program implementation program	33,200,000

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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

Section 131 prohibits funds from being used to enforce the electronic logging device rule with respect to carriers transporting livestock or insects.

Section 132 requires rear underride guards on commercial motor vehicles to be inspected annually.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity within the Department of Transportation in March 1970 in order to administer motor vehicle and highway safety programs. It was the successor agency to the National Highway Safety Bureau, which was housed within the Federal Highway Administration. NHTSA is responsible for administering motor vehicle safety, highway safety behavioral, motor vehicle information, and automobile fuel economy programs.

NHTSA's mission is to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes. 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 driving, and to promote policies and devices with demonstrated safety benefits, including helmets, child safety seats, airbags, and graduated license. 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.

COMMITTEE RECOMMENDATION

The Committee recommends $972,317,000, including both budget authority and limitations on the obligation of contract authority. This funding is $43,000,000 more than the President's request and $6,009,000 more than the fiscal year 2019 enacted level. The following table summarizes the Committee's recommendations:

	General fund	Highway trust fund	Total
Appropriation 2019	$204,000,000	$762,308,000	$966,308,000
Budget estimate, 2020	151,000,000	778,317,000	929,317,000
Committee recommendation	194,000,000	778,317,000	972,317,000

PROGRAM DESCRIPTION

These programs support traffic safety programs and related research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. These highway safety programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community traffic safety evaluations, protection of motorcycle riders, pedestrian and bicyclist safety, pupil transportation, distracted driving prevention, young and older driver safety, and improved accident investigation procedures.

OPERATIONS AND RESEARCH

	General fund	Highway trust fund	Total
Appropriation, fiscal year 2019	$190,000,000	$152,100,000	$342,100,000
Budget estimate, 2020	151,000,000	155,300,000	306,300,000
Committee recommendation	194,000,000	155,300,000	349,300,000

COMMITTEE RECOMMENDATION

The Committee provides $349,300,000 for Operations and Research, which is $43,000,000 more than the President's budget request and $7,200,000 more than the fiscal year 2019 enacted level. Of the total amount recommended for Operations and Research, $194,000,000 is derived from the general fund, and $155,300,000 is derived from the Highway Trust Fund. For vehicle safety research, the Committee recommendation includes $21,486,000 for rulemakings, of which $2,041,000 is for safety standards support and $12,000,000 is for the new car assessment program, $25,000,000 for enforcement, including not less than $14,000,000 for the Office of Defects Investigation, and $32,805,000 for research and analysis. For highway safety research and development, the Committee recommendation includes $63,121,000 for highway safety programs and $42,983,000 for the National Center for Statistics and Analysis.

The Committee supports the Department's proposed reorganization of research activities relating to driver behavior. This research will be critical for improving the safety of our roads and includes the study of human-machine interfaces, drivers' reactions to advanced driver assistance systems, and behavioral response rates to vehicle recalls. The Highway Safety Research and Development account conducts the agency's research related to driver behavior; therefore, it is appropriate that these matters also be conducted within that account. In an effort to supplement funding for highway safety research and development, the Committee provides $6,000,000 for these activities from the general fund, including $2,000,000 for Advanced Driver Assistance Systems, $2,000,000 for Automated Driving Systems, and $2,000,000 for the Recall Management program, which is administered by the Office of Defects Investigation.

Additionally, the Committee provides the following general funds for other activities: $4,000,000 for grants, pilot program activities,

and innovative solutions to reduce impaired driving fatalities; and $5,000,000 for grants, pilot program activities, and innovative solutions to evaluate driver behavior with technologies that could protect law enforcement, first responders, roadside crews, and others while on the job, including close range digital alerting and movable barrier systems. The recommendation also includes $499,000 from the general fund to complement in-vehicle alcohol detection device research.

Highway Fatalities.—An estimated 36,760 people died in motor vehicle traffic crashes in 2018, a decrease of 1 percent as compared to the 37,133 deaths that occurred in 2017. The Committee is pleased that the overall number of highway-related deaths has decreased at a time when vehicle miles traveled increased by 12 billion miles. However, it remains concerned that, on average, more than 100 highway fatalities occurred in our Nation every day last year. The Committee believes that substantial gains toward a goal of zero highway deaths can be realized in the coming years through a combination of technology and a renewed emphasis on drunk, drug-impaired, and distracted driving prevention, increased seat belt and child safety seat use, as well as innovative tools to improve motorcyclist, bicyclist, and pedestrian safety. The Committee encourages the Department to remain engaged with Road to Zero, which is committed to a goal of zero roadway fatalities by 2050. The Committee urges NHTSA to continue programs that will consistently reduce highway fatalities, including conquering persistent problems with speeding, seat belt use, distraction, and alcohol- and drug-impaired driving.

Crashworthiness Research.—Vehicle manufacturers are increasingly relying on innovative lightweight plastic and polymer composite materials in order to improve automotive structural safety, meet consumer demand for innovative vehicles, increase fuel efficiency, and support new highly-skilled manufacturing jobs. NHTSA is directed to update countermeasures for frontal, side, rollover, front seatbacks, and lower interior impacts for children and small adults, as well as pedestrian crashworthiness projects, with an emphasis on vehicle light-weighting in both traditional and automated vehicle structural designs. NHTSA should leverage lessons learned from lightweight materials research performed by the Department, the Department of Energy, and industry stakeholders in its review of safety-centered approaches for future lightweight automotive design.

Research on the Accessibility of Automated Vehicles.—Nearly one in five people in the United States have a disability and face personal challenges regarding access to healthcare, education, housing, or employment. These difficulties are often compounded by a lack of accessible transportation in their communities. As automated driving systems are increasingly incorporated into both personal and commercial vehicles, manufacturers could consider significant changes to vehicle design. This presents a unique opportunity to reconsider both restraint systems and human-machine interfaces to improve the accessibility of vehicles for people with disabilities, as well as for the elderly. Whether people with disabilities or other physically-limiting driving restrictions can benefit from this transportation will depend on how early and to what extent vehicle

manufacturers take accessibility into consideration in the design process of their vehicles. The Committee directs NHTSA to develop goals and considerations for future amendments to the Federal Motor Vehicle Safety Standards related to the accessibility of vehicles incorporating automated driving systems. These goals and considerations should ensure that the needs of people with communicative, physical, cognitive, mental, and other disabilities are properly and thoroughly considered. The Committee directs NHTSA to coordinate this research with the Access Board and other relevant stakeholders, and to provide a report to the House and Senate Committees on Appropriations within 1 year of enactment of this act summarizing efforts pursuant to these directives.

Move Over Laws.—Roadway infrastructure does not always offer necessary public safety and work-zone protections and, at times, can create hazardous conditions for road crews and public safety officials both in and out of vehicles. The scope and magnitude of this problem is not always clear, however, due to a lack of concise reporting and common data standards regarding accidents affecting public safety, fire, police, emergency medical service [EMS], utility, towing, construction, and roadside maintenance crews. The Committee directs the Department to report to the House and Senate Committees on Appropriations within 1 year of enactment of this act on deaths and motor vehicle accidents involving these personnel while on duty in order to better understand the extent of the problem, under what conditions these events are occurring, gaps in available data and reporting, and potential solutions.

Additionally, up-to-date information about dynamic conditions on roads can help drivers navigate more safely and efficiently. It is essential that technologies and physical protections, such as close range digital alerting and movable barrier systems, be incorporated in order to ensure that public safety, fire, police, EMS, utility, towing, construction, and roadside maintenance crews are safe while performing their duties. The Committee provides $5,000,000 for grants, pilot program activities, and innovative solutions to evaluate driver behavior with technologies and moveable barriers that protect law enforcement, first responders, roadside crews, and others while on the job. A portion of this funding should be used for field testing of these technologies. Upon completion of these studies, the Department shall provide a report to the House and Senate Committees on Appropriations summarizing its results.

Recall Management.—Recalls of vehicles and related equipment have surpassed previously recorded levels in recent years. NHTSA's Office of Defects Investigations reviews potential defects, and, when appropriate, seeks recalls of vehicles or vehicle equipment that pose an unreasonable risk to safety. The DOT OIG released a report in July 2018 finding that NHTSA's process for monitoring recalls did not ensure remedies are reported completely and in a timely manner to consumers and that the agency did not verify recall completion rates reported by manufacturers. The Committee is pleased that NHTSA has taken steps to implement the OIG's recommendations, and directs NHTSA to submit a report summarizing NHTSA's efforts to improve its system for recall monitoring and oversight to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Furthermore, completion of safety recalls by vehicle and equipment owners is voluntary, and understanding what influences the public to complete those recalls is critical. The Committee directs the Department to conduct research into what data is needed and what analytical tools, such as predictive modeling, may need to be developed to increase recall response and completion rates. The Committee believes this research can enhance NHTSA's existing oversight of recall completion rates and allow the agency to better assess what factors are responsible for a particular recall's completion. The Department shall report to the House and Senate Committees on Appropriations on means to improve recall completion rates within 1 year of enactment of this act, and this research should include consultation with stakeholders, including vehicle and equipment manufacturers.

Drug-Impaired Driving.—The use of marijuana before or while driving is a critical public safety issue. The Committee recognizes the importance of impaired driving countermeasures at the community level in protecting public safety and encourages NHTSA to expand its efforts with law enforcement to increase awareness and use of Drug Recognition Expert and Advanced Roadside Impaired Driving Enforcement training. The Committee is encouraged by NHTSA's announcement of a Drugged Driving Initiative to combat this problem and directs NHTSA to provide the House and Senate Committees on Appropriations with an annual update of its ongoing research to address the gaps that exist in what is known about drug-impaired driving. This update shall also discuss ongoing and future efforts to engage key stakeholders in identifying steps to improve safety and reduce fatalities.

Drunk Driving Prevention.—The Committee continues to be concerned about the rate of drunk driving fatalities on our highways. In 2017, alcohol-impaired driving was the leading cause of highway fatalities, playing a role in 10,874 out of 37,133 deaths. The Committee continues to provide substantial support for the "Drive Sober or Get Pulled Over" high visibility enforcement campaigns and encourages the Department to further engage with law enforcement and other stakeholders to make these campaigns more pervasive and effective.

To further address this problem, NHTSA has partnered with leading automobile manufacturers in the Automotive Coalition for Traffic Safety to develop in-vehicle technology to prevent alcohol-impaired driving. The Committee continues to strongly support this promising research partnership, which has the potential to prevent thousands of drunk-driving deaths annually. The Committee recommendation includes $5,447,000 for the continuation of this research in fiscal year 2020. These additional general funds will ensure that there is stable funding during the final year of the FAST Act (Public Law 114–94) for the continued development of the Driver Alcohol Detection System for Safety [DADSS] technology.

The Committee also provides $4,000,000 for grants, pilot program activities, and innovative solutions to reduce impaired driving fatalities, a portion of which shall be used for field testing of the DADSS technology in different climates and sites that would be scientifically informative for accelerating the commercial availability

of this technology. This funding is in addition to the previously discussed contract authority and general funds.

The Committee is pleased that the research and development of the DADSS technology is progressing and that the first derivative of the breath-based technology could be released for licensing for use in business fleet applications by the end of 2020. However, the last official report made available to the Committee summarizing the activities of the program is from fiscal year 2016. The Committee directs NHTSA and the Automotive Coalition for Traffic Safety to submit to the House and Senate Committees on Appropriations a report describing the progress made by the DADSS program in fiscal year 2017 and each year thereafter. This report should discuss the progress made in research and a general accounting of the Federal funds obligated or expended since fiscal year 2016 in carrying out the effort.

Finally, the Committee directs the Department to ensure the testability of the DADSS technology for the purposes of future incorporation into the New Car Assessment Program. The Committee directs NHTSA to work with vehicle manufacturers and developers of the DADSS technology to begin considering whether and what kind of standardized testing could be conducted on this technology upon its commercial availability in new vehicles as standard or optional equipment.

Tire Efficiency.—Section 24331 of the FAST Act includes three tire-related provisions, which make up the "Tire Efficiency, Safety, and Registration Act of 2015." The implementation of the regulations contained in these provisions will contribute significantly to consumer safety, vehicle fuel economy, and the competitiveness of the U.S. tire manufacturing industry, and deserves the Department's timely attention and resources. The Committee encourages the Secretary to implement these regulations promptly and directs the Department to submit a report to the House and Senate Committees on Appropriations within 120 days of enactment of this act on the Department's schedule and plan for promulgating these regulations.

Underride Safety.—An underride crash occurs when a vehicle slides under the body of a commercial motor vehicle during an accident. During these accidents, a vehicle's safety features are generally unable to protect passengers because components of the commercial motor vehicle crash through the windshield and into the passengers, often resulting in severe head and neck injuries. Federal regulations have required that the rear end of trailers have a guard meeting specific crashworthiness standards since 1998. NHTSA initiated a rulemaking to improve truck underride safety and strengthen those rear guard standards in December 2015. The Committee strongly encourages NHTSA to finalize this rulemaking within 1 year of enactment of this act and to consult with relevant experts and stakeholders, including researchers, engineers, the trucking industry, and safety advocates, to facilitate the further adoption of underride protection devices. The Committee supports the recommendations contained in the GAO report from March 2019, which directed NHTSA to develop a standardized definition of underride crashes and data, and to share information with police departments in order to improve the quality and completeness of

underride crash data collection. The Committee directs the Department to implement those recommendations.

Odometer Disclosure Requirements.—Section 31205 of the Moving Ahead for Progress in the 21st Century Act (Public Law 112–141) required NHTSA to adopt standards for electronic odometer disclosure statements. The Committee notes that NHTSA issued a Notice of Proposed Rulemaking on Odometer Disclosure Requirements in 2016, but has yet to promulgate a final rule. The Committee is aware that electronic titling capability promises immense efficiencies for States and those industries that process motor vehicle titles. However, the delay in promulgating this rule is discouraging States from moving forward with electronic titling initiatives as they fear that they may ultimately fall short of the requirements set forth in the final rule. The Committee therefore directs NHTSA to finalize this rulemaking no later than 90 days after enactment of this act.

Modern Safety Systems in New Car Assessments.—Crash avoidance technologies, including forward collision warning, automatic emergency braking, blind spot detection, rear automatic braking, adaptive cruise control, lane departure warning, and pedestrian detection, have been shown to reduce roadway injuries and fatalities. Section 24321 of the FAST Act required NHTSA to incorporate information on crash avoidance technologies into the safety rating system listed on the stickers placed on motor vehicles by their manufacturers, also known as Monroney labels by December 2, 2016.

The Committee believes that educating our Nation's consumers about new technologies at the point of sale will likely cause the rapid deployment of crash avoidance systems in vehicles. The Committee understands that NHTSA is now in the second phase of field operational testing to account for major technological improvements and to examine real-world performance of current generation systems that offer improved detection, greater precision, and new features. The Committee directs that, once testing results have been verified, the Department shall report to the House and Senate Committees on Appropriation within 30 days on its plan and timeline to complete this rulemaking.

In furtherance of these consumer awareness goals, the Committee also encourages NHTSA to include ratings on vehicle designs and systems related to pedestrian and bicyclist safety and injury criteria specific to older occupants when updating the New Car Assessment Program.

Automated Vehicle Testing in Rural and Geographically Challenging Areas.—Any widespread deployment of automated vehicles will face challenges from the unique geographic and meteorological difficulties posed by some rural areas. The Committee urges the Department to consider these challenges as it develops and completes its spend plan for research on automated vehicles and advanced driver assistance systems, as directed by the Committee in fiscal year 2018.

Seat Belts.—The national seat belt use rate is now at 90 percent, an approximately 75 percent increase over the last 35 years. The adoption of strong State seat belt use laws and the incorporation of high visibility enforcement programs, such as Click It or Ticket,

have been instrumental in bringing about this major cultural shift. In 2016 alone, more than 14,000 lives were saved as a result of seatbelt usage. However, some States still lag in their belt use rates. An estimated 50 percent of passenger vehicle occupant fatalities are unbelted, and millions are not using the most effective safety equipment in their vehicles. A technology solution, such as enhanced belt use reminders, might be useful to reach the goal of universal belt use. The Committee urges NHTSA to continue its research on potential types of technology enhancements to increase seat belt use.

Child Hyperthermia Prevention.—In 2018, 51 children died from hyperthermia as a result of being left alone in hot motor vehicles, the most on record. The Committee continues to recognize these safety concerns and has favorably cited the awareness programs conducted by NHTSA. The Committee directs NHTSA to continue and expand upon its public education and outreach efforts on child hyperthermia prevention, specifically seeking to raise awareness of parents and caregivers. These efforts should include public messaging and involvement from a broad group of organizations, government agencies, medical professionals, and others who regularly interact with parents and the public.

The Committee also directs NHTSA to provide an update on previously-mandated hyperthermia studies and outreach efforts, including findings on effectiveness, as well as statistics and trends on injuries and deaths associated with hyperthermia. The Committee directs NHTSA to continue to work to identify potential areas of research related to technological advancements in unattended child reminder warning technology and to counteract deaths of children from hyperthermia.

Speed Limiters.—On August 26, 2016, NHTSA and FMCSA issued a joint proposed rule requiring speed limiter devices on heavy vehicles. The Committee continues to direct the agencies to fully and expeditiously address all public comments from this proposed rule. The Committee directs the Department to report to the House and Senate Committees on Appropriations on its schedule and plan for promulgating this regulation within 180 days of enactment of this act.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2019	$610,208,000
Budget estimate, 2020	623,017,000
Committee recommendation	623,017,000

PROGRAM DESCRIPTION

The most recent surface transportation authorization, the FAST Act, re-authorizes the section 402 State and community formula grants, the high visibility enforcement grants, and the consolidated National Priority Safety Program, which consists of occupant protection grants, State traffic safety information grants, impaired

driving countermeasures grants, distracted driving grants, motorcycle safety grants, State graduated driver license grants, and nonmotorized safety grants.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of $623,017,000 and authority to liquidate an equal amount of contract authorization for the highway traffic safety grant programs funded under this heading. The recommended limitation is equal to the budget estimate and $12,809,000 above the fiscal year 2019 enacted level.

The Committee continues to prohibit the use of section 402 funds for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures.

The authorized funding for administrative expenses and for each grant program is as follows:

	Amount
Highway Safety Programs (section 402)	$279,800,000
National Priority Safety Programs (section 405)	285,900,000
High Visibility Enforcement Program	30,500,000
Administrative Expenses	26,817,000
Total	623,017,000

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Section 140 makes available $130,000 of obligation authority for 23 U.S.C. 402 to pay for travel and expenses for State management reviews and highway safety staff core competency development training.

Section 141 exempts obligation authority, which was made available in previous public laws, from limitations on obligations for the current year.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration [FRA] became an operating administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Interstate Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. FRA is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. Grants to the National Railroad Passenger Corporation [Amtrak] and other financial assistance programs to rehabilitate and improve the railroad industry's physical infrastructure are also administered by the Federal Railroad Administration.

SAFETY AND OPERATIONS

Appropriations, 2019	$221,698,000
Budget estimate, 2020	213,134,000
Committee recommendation	221,698,000

PROGRAM DESCRIPTION

The Safety and Operations account provides support for FRA rail safety activities and all other administrative and operating activities related to staff and programs.

COMMITTEE RECOMMENDATION

The Committee recognizes the importance of taking a holistic approach to improving railroad safety and supports a comprehensive strategy of data-driven regulatory and inspection efforts, proactive approaches to identify and mitigate risks, and strategic capital investments in order to improve safety. The Committee recommends $221,698,000 for Safety and Operations for fiscal year 2020, which is $8,564,000 more than the budget request and equal to the fiscal year 2019 enacted level. The bill provides sufficient funding for all authorized safety inspectors and to administer all FRA programs.

Automated Track Inspection Program [ATIP].—ATIP provides track geometry information, as well as other track-related performance data, to assess compliance with FRA Track Safety Standards. The data collected by ATIP is used by FRA inspectors and railroads to ensure proper track maintenance and to assess track safety trends within the industry. The Committee recommendation includes up to $16,500,000 for ATIP and urges FRA to continue to expand the use of ATIP vehicles to support the inspection of routes transporting passengers and hazardous materials like crude oil and energy products. FRA should also encourage the freight industry to increase the use of ATIP and other similar technologies that increase the amount of track inspected annually.

Positive Train Control [PTC].—As of December 31, 2018, four railroads self-reported that they fully implemented an FRA-certified interoperable PTC system on all required route miles, and 37 railroads demonstrated that they met the six statutory criteria necessary to qualify for an alternative schedule. The Committee commends the Department for meeting the Congressional mandate, which occurred during a lapse in appropriations for FRA. As of June 30, 2019, 50,300 of the 58,000 route miles required to implement PTC had done so, but only 50 of the 232 host-tenant PTC relationships were fully interoperable. The Committee expects the Department to continue its work to ensure that all railroads are able to fully implement PTC and achieve interoperability by the December 31, 2020 deadline.

Loss of Shunt Report.—In August 2014, the FRA prepared a draft, final report entitled "Track Circuit Loss of Shunt Prevention," which analyzed temporary lack of electrical continuity incidents between the rails and wheels of a train. Given the national priority for railroad safety, and the risks associated with these rare, but potentially dangerous loss of shunt events, it is imperative that this FRA report be made available to Congress and the general public in the interest of transparency. Therefore, the Committee directs the FRA to transmit the Track Circuit Loss of Shunt Prevention report to the House and Senate Committees on Appropriations, as well as post the report on the FRA's public website, within 30 days of enactment of this act.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2019	$40,600,000
Budget estimate, 2020	19,000,000
Committee recommendation	40,600,000

PROGRAM DESCRIPTION

The Railroad Research and Development program provides science and technology support for FRA's rail safety rulemaking and enforcement efforts. It also supports technological advances in conventional and high-speed railroads, as well as evaluations of the role of railroads in the Nation's transportation system.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $40,600,000 for railroad Research and Development, which is $21,600,000 more than the budget request and equal to the fiscal year 2019 enacted level.

Short Line Safety Institute [SLSI].—Short line railroads operate approximately 50,000 miles of track, which is one-third of the national railroad network, and are an important feeder system for the larger Class I railroads. There are 550 short line railroads operating in the United States, many with limited personnel and financial capital to conduct hazardous materials safety training and other operational safety assessments. The Committee continues to support FRA's efforts, in partnership with short line and regional railroads, to build a stronger, more sustainable safety culture in this segment of the rail industry. To date, 71 Class III railroads, including 6,760 railroaders, have received safety culture assessments. The Committee's recommendation includes $2,500,000 to fund the SLSI and its mission, including continued efforts to improve the safe transportation of crude oil, other hazardous materials, freight, and passenger rail. While the Committee supports the use of Federal funds for this purpose, SLSI should consider assessing a user fee or other sustainable funding mechanisms to increase its capacity.

Research Partnerships with Universities.—The Committee's recommendation includes up to $5,000,000 for partnerships with qualified universities on research related to improving the safety, capacity, and efficiency of the Nation's rail infrastructure, including $1,000,000 for research on intelligent railroad systems. This includes basic and applied research related to rolling stock, operational reliability, infrastructure, inspection technology, maintenance, energy efficiency, the development of rail safety technologies, such as positive train control, grade crossing safety improvements, and derailment prevention, particularly for trains carrying passengers and hazardous materials. Research conducted in conjunction with FRA at universities should also be structured to facilitate the education and training of the next generation of professionals in rail engineering and transportation.

Natural Gas Research.—The Committee supports funding for high-horsepower natural gas engine research, development and deployment opportunities in rail applications. The Committee directs the Department to undertake comprehensive research efforts, with

stakeholder input, to examine the operational and emission impacts of converting rail operations to natural gas. The research should consider the emissions benefits when converting freight-switchers and short-line railroad operations to natural gas, as well as the possible impacts of natural gas-powered railroad operations in non-attainment areas. The Department should consider stakeholder input and previous research activities underway or previously conducted by the railroad industry.

Blocked Crossings.—The Committee recognizes that blocked grade crossings are an increasing problem in communities across the country and that more data is required to track and prevent blocked crossings. Currently, FRA collects data through formal complaints received via correspondence and by information voluntarily submitted by some States and uses geospatial mapping tools to analyze the State-reported data. FRA regulations (49 CFR Part 225) also require railroads to report collisions between a human or object and a train at a highway rail-grade crossing to FRA on a specified accident reporting form (i.e., a FRA F 6180.57—Highway-Rail Grade Crossing Accident/Incident Report) within 30 days of the month during which the accident or incident occurred. While this data is collected continuously by FRA as reports are received from railroads and is available for public viewing on FRA's website, FRA lacks a mechanism for the general public to report blocked highway rail-grade crossings in an effort to prevent train delays, collisions, property damage, injury or loss of life. The Committee directs the FRA to establish a website and corresponding database that will allow the agency to collect and track blocked crossings in order to identify the locations of frequent and long duration blocked crossings, and serve as a basis for outreach to the communities and railroads, and support collaboration to prevent an incident from occurring.

PTC Cybersecurity.—The Committee urges FRA to prioritize funding to establish enhanced cybersecurity methods, standards, and best practices, especially as it relates to the implementation of PTC technology and future versions of this technology. The FRA should work with industry to identify current vulnerabilities and prepare for threats that could arise from future updates and the migration to future designs.

Safety Technologies.—The Committee recognizes that continued investments in critical rail infrastructure programs and technology will make our rails, railcars, and trains safer for all who use them. The Committee urges investments in electronic safety systems, as well as the development of technologies designed to verify the functional performance of these systems. The Committee recognizes the importance of deploying these technologies in both new and existing track and railcars around the country. The Committee further acknowledges the challenges that rail operators face in maintaining these highly advanced systems over their lifetime and urges the FRA to work with industry to develop standardized performance verification, test, diagnostics and repair for such systems.

Passenger Rail in Rural States.—The Committee encourages the Department to examine the potential for new intercity or commuter passenger rail service connecting urban and suburban areas within States where a majority of residents live in rural areas. The study

should examine the potential public benefits of such service to passengers, the flow of commerce, and the environment within a larger region or group of States. The study should also examine the costs of such service and develop potential funding mechanisms for such service from Federal, State, and local governments, as well as the private sector. In addition, the study should consider the unique challenges of providing passenger rail service over short line railroads.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

PROGRAM DESCRIPTION

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.

COMMITTEE RECOMMENDATION

The Committee recommendation allows the credit risk premium for RRIF loans to be eligible for grants under the National Infrastructure Investments account.

RRIF Credit Risk Premium [CRP].—In fiscal year 2019, the Committee required DOT and OMB to define cohorts of RRIF loans in order to make CRP repayments for cohorts of loans that have satisfied the terms of their loan agreements. In addition, the Committee provided an appropriation for DOT to pay the modification cost of repaying CRP for a cohort of loans that were satisfied but where CRP payments could not have been made through the re-estimates process because of a defaulted loan. The Committee directs DOT to expedite repayments for cohorts that have satisfied the terms of their loan agreements, and to diligently oversee the remaining cohort that has outstanding loans to ensure borrowers who have repaid their loans are able to receive their CRP once all loans have been satisfied.

FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANTS

Appropriations, 2019	$400,000,000
Budget estimate, 2020	.....
Committee recommendation	300,000,000

PROGRAM DESCRIPTION

The Federal-State Partnership for State of Good Repair Grant program provides support for capital projects that reduce the state of good repair backlog with respect to qualified railroad assets, as authorized under 49 U.S.C. 24911.

COMMITTEE RECOMMENDATION

The Committee recommends $300,000,000 for the Federal-State Partnership for State of Good Repair Grants [SOGR], which is $300,000,000 more than the budget request and $100,000,000 less than the fiscal year 2019 enacted level. The recommendation is consistent with the level authorized under section 11103 of Public

Law 114–94. The Committee is aware of the growing backlog of state of good repair and improvement needs on many of the country's important passenger routes.

Notice of Funding Opportunity [NOFO].—The Committee directs the Department to issue a NOFO for fiscal year 2019 funds within 30 days of enactment of this act and make awards for fiscal year 2019 funds within 210 days after the enactment of this act. The Committee directs the Department to issue a NOFO for fiscal year 2020 funds within 210 days of enactment of this act and make awards for fiscal year 2020 funds within 450 days of enactment of this act.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS GRANTS

Appropriations, 2019	$255,000,000
Budget estimate, 2020	330,000,000
Committee recommendation	255,000,000

PROGRAM DESCRIPTION

The Consolidated Rail Infrastructure and Safety Improvements [CRISI] Grants provide support for projects authorized under 49 U.S.C. 24407(c).

COMMITTEE RECOMMENDATION

The Committee recommends $255,000,000 for the CRISI Grants, which is $75,000,000 less than the budget request and equal to the fiscal year 2019 enacted level, of which 25 percent shall be available for projects in rural areas. The Committee notes that PTC-related implementation costs are eligible expenses and directs the Department to prioritize these funds for railroads most at risk of not meeting the PTC deadline. The Committee recognizes the importance of improving the safety of rail transportation, both freight and passenger, as well as improving the safety of our entire transportation network.

Notice of Funding Opportunity [NOFO].—The Committee directs the Department to make awards for fiscal year 2019 funds within 210 days after the enactment of this act. The Committee directs the Department to issue a NOFO for fiscal year 2020 funds within 270 days of enactment of this act and make awards for fiscal year 2020 funds within 450 days of enactment of this act.

Use of CRISI Funds.—The Committee encourages the Secretary to allow CRISI grantees to use grant funds for eligible non-construction expenses, such as the installation of onboard locomotive apparatuses, back office server technology, and other core functionalities of PTC. After obligation, the Secretary may reimburse recipients for such expenses even if such expenses were incurred before the completion of Federal environmental reviews conducted to support the obligation, as permitted by law. Maintenance and operations costs incurred after a PTC system is placed in revenue service are not eligible. FRA should also consider CRISI planning grants that re-evaluate infrastructure capacity and scheduling to accommodate restoration of passenger service.

Quiet Zones.—The Committee is aware of the negative impact noise pollution can have on the residents, businesses, and schools

in close proximity to crossings, particularly in urban areas with high numbers of crossings in a relatively short distance. In evaluating applications for CRISI funding, the Secretary shall give consideration to proposals that would mitigate crossing safety concerns on high volume tracks in populated areas and reduce the negative impacts on the community through implementation of a Quiet Zone.

RESTORATION AND ENHANCEMENT GRANTS

Appropriations, 2019	$5,000,000
Budget estimate, 2020	550,000,000
Committee recommendation	2,000,000

PROGRAM DESCRIPTION

The Restoration and Enhancement Grant program provides support for operating assistance and capital investments to initiate, restore, or enhance intercity passenger rail service, as authorized under 49 U.S.C. 24408.

COMMITTEE RECOMMENDATION

The Committee recommends $2,000,000 for Restoration and Enhancement Grants, which is $548,000,000 less than the budget request and $3,000,000 less than the fiscal year 2019 enacted level.

THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2019	$1,941,600,000
Budget estimate, 2020	936,466,000
Committee recommendation	2,000,000,000

PROGRAM DESCRIPTION

The National Railroad Passenger Corporation [Amtrak] operates intercity passenger rail services in 46 States and the District of Columbia, in addition to serving as a contractor in various capacities for several commuter rail agencies. Congress created Amtrak in the Rail Passenger Service Act of 1970 (Public Law 91–518) in response to private carriers' inability to profitably operate intercity passenger rail service. Thereafter, Amtrak assumed the common carrier obligations of the private railroads in exchange for the right to priority access to their tracks for incremental cost.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $2,000,000,000 for Amtrak, which is $1,063,534,000 more than the budget request and $58,400,000 more than the fiscal year 2019 enacted level.

The Committee directs FRA to make a timely disbursement of funds in accordance with the FAST Act to maximize the Corporation's ability to efficiently manage its cash flow. Each year, Amtrak is responsible for significant one-time cash overflows at the beginning of the calendar year. In order to help facilitate these payments, the Committee directs the FRA to release adequate funding in the first quarter of the fiscal year in order to allow Amtrak to efficiently manage its financial obligations in a timely manner.

Amfleet Replacement.—In January 2019, Amtrak issued a request for proposal for a new fleet of passenger rail vehicles to replace its aging Amfleet I cars, which currently serve the Northeast Corridor and adjacent State corridor routes. Amtrak expects to have responses by November 20, 2019, at which point States will work with Amtrak to evaluate the proposals according to State supported route needs. The Committee recommendation includes $100,000,000 for Amtrak's initial phase of its Amfleet replacement. Since half of the Amfleet replacement will be for State-supported routes, the Committee directs Amtrak to collaborate with the State-Amtrak Intercity Passenger Rail Committee and other relevant stakeholders to develop a financial plan for this procurement. The Committee is also concerned that under the most recent NOFO for certain FRA grant programs, the Administration prohibited states from applying for or receiving Federal grant dollars for acquisitions that have been completed. The Committee directs the FRA to allow state acquisition costs and on-going capital charges related to Amtrak's new fleet to be an eligible activity in any future NOFOs for the CRISI and SOGR grant programs.

Charter Trains and Private Cars.—The Committee continues to applaud Amtrak's efforts to make itself financially more sustainable through a business-like approach to its operations. However, stakeholders continue to remain concerned with Amtrak's communication and implementation of new policies. In fiscal year 2019, the Committee directed Amtrak to report on the effects of its changes in policy to charter trains, special trains, and private trains, but stakeholders continue to express concerns with Amtrak's billing and pricing for private cars and charter trains. Amtrak is directed to once again report on the impact of its policies to charter trains and private trains in the fiscal year 2021 budget request, and to include the amounts and percentages by which revenues and usage declined. Amtrak should also continue to update the list of eligible locations for private car moves and continue to evaluate such locations going forward. Amtrak should continue to strive to improve public outreach and offer its stakeholders an opportunity to comment on policies that affect services prior to finalizing any such decisions.

Amtrak Station Agents.—The explanatory statement to the Consolidated Appropriations Act, 2019 required Amtrak to provide station agents, which included either Amtrak ticket agents or caretakers, at all Amtrak stations that had a ticket agent position eliminated in fiscal year 2018. However, the Committee remains concerned that certain rural communities that do not have reliable Internet access are impacted by the lack of ticket agents, and that caretakers, while not explicitly prohibited, may not be able to provide assistance to minors and individuals requiring ADA assistance. The Committee directs Amtrak to re-staff stations with ticket agents from which agents have been removed after January 1, 2018, and that averaged not less than 25 passengers per day during the period beginning on January 1, 2013, and ending on December 31, 2017.

Budget and Business Plan.—The Committee continues to direct Amtrak to submit a business plan in accordance with section 11203(b) of Public Law 114–94 for fiscal year 2020. The Corpora-

tion shall continue to submit a budget request for fiscal year 2021 to the House and Senate Committees on Appropriations in similar format and substance to those submitted by executive agencies of the Federal Government.

FRA Grant Administration and Report Streamlining.—The Committee recognizes that Amtrak fields a myriad of grant requirements from the FRA. The Committee is supportive of robust oversight by the FRA; however, to the extent practicable, the FRA is encouraged to work with Amtrak to reduce duplication and streamline their reporting requirements.

Food and Beverage.—Since 2015, the Committee has required Amtrak to report on its savings initiatives. The FAST Act formalized this planning and implementation process providing specific requirements to eliminate operating losses associated with providing food and beverage services on board Amtrak trains by 2020. The Committee urges Amtrak to continue to take actions that would allow it to produce a net loss of zero on its food and beverage services consistent with the FAST Act deadline. The Committee directs Amtrak to provide a report to the House and Senate Committees on Appropriations no later than 120 days after enactment of this act comparing the actual fiscal year 2019 savings with Amtrak projections.

Amtrak Police Department.—The Amtrak Police Department [APD] is responsible for the safety of Amtrak's employees, customers, patrons and infrastructure, with a workforce of more than 450 commissioned and 80 civilian staff deployed across the rail network. The Committee recommendation also includes $5,000,000 for the Amtrak Police Department for radios, repeaters, and related technology to improve emergency response and coordination. The Committee is aware of recent actions APD has taken to restructure its current workforce, including offering voluntary separation incentive packages and making adjustments to existing personnel duties in order to revise its enforcement strategy. However, the Committee is concerned that APD is undergoing changes without transparent communication with labor or Congress and has yet to identify its long-term strategies and goals for restructuring its workforce. In 2015, the Amtrak Office of Inspector General released the audit report, "Safety and Security: Opportunities to Improve Controls Over Police Department Workforce Planning" which assessed best practices across rail transit police departments and organizations that conduct police department staffing studies to come up with six best practices for effective strategic and formal workforce planning processes that could improve APD's workforce planning. Although the OIG found that APD had incorporated various aspects of industry best practices, there were several ways the Department could improve its workforce planning. Specifically, the OIG found that APD: lacked a formal workforce planning process; exercised limited use of risk assessments to identify security needs and allocate resources; did not incorporate workload data to determine the best allocation of resources; and had not established a formal process to monitor and evaluate workforce planning efforts. In response to the OIG audit, APD hired a third party to undergo a workforce planning process, which assessed APD's workforce planning practices and provided the Department with a detailed plan

for assessing, evaluating, reforming and reprioritizing its workforce planning, which included several recommendations. However, the Committee is unaware of how APD has used this workforce assessment and planning guide to evaluate its current workforce or future needs, and subsequently, to inform its currents efforts to restructure its workforce. The Committee is concerned that without addressing the underlying weaknesses of its workforce planning and evaluation processes, APD will lack the strategic planning and performance goal setting that is necessary to successfully meet the current and future mission requirements of the Department and company. As a result, before APD undertakes any restructuring of its workforce, the Amtrak Police Department must submit for approval to the House and Senate Committees on Appropriations a comprehensive workforce analysis, which shall include: how the workforce structure does not meet the current and future safety needs of the Department and company; an overview of the data and calculations used to inform the need for a proposed workforce restructure; a detailed description of the restructure activities for each Amtrak station, APD region, and route; specific performance goals and metrics for the workforce restructure; and a plan for evaluating the effectiveness of the proposed workforce restructure.

Booking and Cancellation Policies.—Tourism is one of Amtrak's largest attractions and in order to connect groups and families to specialized destinations, Amtrak relies on effective partnerships with commercial tour operators and private tour groups. The Committee is aware of changes made by Amtrak to alter booking, deposit, and cancellation policies which have impacted how tour operators and groups are able to provide services to customers, including the amount of and time by which fees are imposed on customers for booking and cancellations. The Committee is concerned that these policies impact both commercial tour companies and private tour groups and have resulted in a decline in a number of groups riding on Amtrak routes. As a result, the Committee directs Amtrak to reevaluate its booking, deposit, and cancellation policies for groups in order to prevent a decline in ridership with this industry and in its evaluation, take into consideration the classification of certain types of groups to ensure group policies do not adversely impact commercial tour operators.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends $680,000,000 for Northeast Corridor Grants to Amtrak. The funding level provided includes no more than $5,000,000 for the use of the Northeast Corridor Commission established under section 24905 of title 49, United States Code, no less than $50,000,000 between the Northeast Corridor and National Network grants for ADA compliance, and $100,000,000 for Amfleet replacement.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends $1,320,000,000 for National Network Grants to Amtrak. The funding level provided includes no more than $2,000,000 for use of the State-Supported Route Com-

mittee established in the FAST Act and at least $50,000,000 shall be for installation of safety technology on certain State-supported routes.

National Network Services.—Amtrak's long-distance routes provide much needed transportation access in hundreds of communities and for rural areas where mobility options are limited. Equally important are routes that provide service to rural areas from urban areas along the Northeast Corridor. During floor consideration of the Committee's fiscal year 2019 bill, the Senate voted 95–4 in favor of an amendment to express a sense of Congress that long-distance passenger routes should be sustained to ensure connectivity for the 4.7 million riders in 325 communities in 40 States that rely on this service. The budget request, however, proposes to reduce long-distance service by requiring cost-sharing between States and the Federal Government for operations of long-distance routes, similar to State-supported routes. This proposal will inevitably lead to service cuts or segmentation of routes, which will lead to less service for rural communities. The proposal would also shift significant shared and system-related costs to the NEC and State-supported routes if long-distance routes are terminated. The Committee does not support this proposal.

On-Time Performance.—Amtrak's national network trains currently face significant delays, with on-time performance averaging below 50 percent. The Committee is aware of long-term negotiations between Amtrak and Class I freights on safety related features that have yet to be resolved, affecting service and on-time performance on certain State-supported routes. The Committee remains concerned that these delays compromise safety and reduce customer satisfaction, which inevitably reduces ridership and leads to increased reliance on Federal subsidies. The Committee is also aware of safety issues that can cause delays and lead to poor on-time performance, and encourages FRA to assist with developing interim and long-term solutions to improve safety where appropriate.

Passenger Rail in the Bakken Region.—The Committee recognizes the importance of improving the financial viability of Amtrak's Empire Builder and the growth in demand for passenger rail service in the Bakken region and the northern corridor. The Committee directs Amtrak to continue to work with local officials, taking into account the results of the updated Amtrak Empire Builder feasibility study, to address the prospect of adding new passenger rail stops that generate revenue and reduce operating costs of the Empire Builder and other national network routes.

Quad Cities to Chicago Rail.—The Committee is encouraged by recent progress between the State of Illinois and the Iowa Interstate Railroad on planning for the new Quad Cities to Chicago State-supported Amtrak route. To ensure Federal funding remains available for the completion of the project, the Committee urges the FRA to provide a multi-year extension of the current grant agreement and encourages the FRA to increase its oversight role to ensure the project remains on track.

ADMINISTRATIVE PROVISIONS

Section 150 limits overtime payments to employees at Amtrak to $35,000 per employee. However, Amtrak's president may waive this restriction for specific employees for safety or operational efficiency reasons. If the cap is waived, Amtrak must notify the House and Senate Committees on Appropriations within 30 days and specify the number of employees receiving waivers and the total amount of overtime payments made to employees receiving waivers.

Section 151 expresses the sense of Congress on Amtrak's long-distance passenger routes.

FEDERAL TRANSIT ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Transit Administration [FTA] was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Federal Transit Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development. The missions of the FTA are: to help develop improved mass transportation systems and practices; to support the inclusion of public transportation in community and regional planning to support economic development; to provide mobility for Americans who depend on transit for transportation in both metropolitan and rural areas; to maximize the productivity and efficiency of transportation systems; and to provide assistance to State and local governments and agencies in financing such services and systems.

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of $12,956,513,000 is provided for FTA programs in fiscal year 2020. The recommendation is $540,423,000 more than the budget request and $457,159,000 less than the fiscal year 2019 enacted level.

	General fund	Highway trust fund	Total
Appropriation 2019	$3,474,292,000	$9,939,380,030	$13,413,672,030
Budget estimate, 2020	2,265,742,000	10,150,348,462	12,416,090,462
Committee recommendation	2,806,165,000	10,150,348,462	12,956,513,462

ADMINISTRATIVE EXPENSES

Appropriations, 2019	$113,165,000
Budget estimate, 2020	110,552,000
Committee recommendation	113,165,000

PROGRAM DESCRIPTION

Administrative expenses fund personnel, contract resources, information technology, space management, travel, training, and other administrative expenses necessary to carry out FTA's mission to support, improve, and help ensure the safety of public transportation systems.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $113,165,000 from the general fund for the agency's salaries and administrative expenses. The recommended level of funding is $2,613,000 more than the budget request and equal to the fiscal year 2019 enacted level.

Project Management Oversight [PMO] Activities.—The Committee directs FTA to continue to submit to the House and Senate Committees on Appropriations the quarterly PMO reports for each project with a full funding grant agreement.

Full Funding Grant Agreements [FFGAs].—Section 5309(k) of title 49, U.S.C. requires that FTA notify the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, Housing, and Urban Affairs, 30 days before executing a FFGA. In its notification to the House and Senate Committees on Appropriations, the Committee directs FTA to submit the following information: (1) a copy of the proposed FFGA; (2) the total and annual Federal appropriations required for the project; (3) the yearly and total Federal appropriations that can be planned or anticipated for existing FFGAs for each fiscal year through 2021; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization, by individual project; (5) a financial analysis of the project's cost and 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 finance plan; (6) the source and security of all public and private sector financing; (7) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

The Committee also directs FTA to inform the House and Senate Committees on Appropriations in writing 30 days before approving schedule, scope, or budget changes to any FFGA. Correspondence relating to all changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the FFGA, including any proposed change in rail car procurement.

The Committee directs FTA to continue to provide a monthly Capital Investment Grant program update to the House and Senate Committees on Appropriations, detailing the status of each project. This update should include anticipated milestone schedules for advancing projects, especially those within 2 years of a proposed FFGA. It should also highlight and explain any potential cost and schedule changes affecting projects.

Procurement of Rail Cars and Buses.—The Committee notes that the Senate version of the National Defense Authorization Act [NDAA], currently in conference, includes a provision prohibiting the use of FTA funds for the procurement of rail cars and buses from companies that are owned, controlled, or subsidized by a foreign government that represents a national security threat to the United States. The Senate has passed similar language to the Senate provision in the NDAA and this Committee supports inclusion of the Senate NDAA language in conference. Should this measure

be enacted, the Committee directs the Secretary of Transportation to swiftly effectuate the requirements of this provision.

Coordinating Council on Access and Mobility.—In 2019, the Committee directed the Coordinating Council on Access and Mobility to develop a plan, and report to Congress within 180 days, with options to eliminate duplication, provide efficient service for people in need, and increase coordination between the various Federal departments operating programs for the transportation-disadvantaged. The Committee maintains the requirement and directs the Department to provide a status update on the report.

Commuter Rail Service in States Neighboring Washington, DC.—The Committee is concerned that public transportation service for Federal workers in the Washington, DC area may become disrupted for those living in nearby States if service is suspended or terminated on lines relied upon by employees. The Committee encourages FTA to work with States to help them maintain rail service providing commuter access to Washington, DC.

Commuter Rail in Rural Areas.—The Committee recognizes that operating costs are a challenge for commuter rail transportation around the country, particularly for systems that operate in rural areas where local or state taxes, fares, or bonds are insufficient to meet the full operating costs of these transportation systems. The Committee is aware that there are limited Federal funds for operating assistance to commuter rail. Without new sources of funding at the Federal, state and local levels, the Committee is concerned that small and rural communities that rely on continued commuter rail service to connect residents to jobs and urban cores are at risk of losing critical commuter rail service. However, little is known about the cost of operating commuter rail transportation systems in small and rural communities in order to address the overall challenges of funding such service. As a result, the Committee directs the Government Accountability Office within 120 days of enactment of this act, to submit a report to the House and Senate Committees on Appropriations on the cost of operating, including extending current service and adding additional frequency to, commuter rail transportation systems in small and rural communities. This report shall also include any impacts that discontinuation of service would have on small and rural communities and identify any statutory and regulatory barriers at the Federal, state, and local levels to reducing or covering the costs of operating commuter rail transportation in these areas. In addition, the report shall make recommendations about potential sources of Federal funding to support the operation of commuter rail transportation systems in small and rural communities with special attention given to existing Federal rail support programs that prioritize communities with a population of less than 200,000.

FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

	Obligation limitation (trust fund)
Appropriations, 2019	$9,939,380,030

	Obligation limitation (trust fund)
Budget estimate, 2020	10,150,348,462
Committee recommendation	10,150,348,462

PROGRAM DESCRIPTION

Communities use Formula Grants funds for bus and railcar purchases, facility repair and construction, maintenance, and where eligible, planning and operating expenses. The Formula Grants account includes funding for the following programs: transit-oriented development; planning programs; urbanized area formula grants; enhanced mobility for seniors and individuals with disabilities; a pilot program for enhanced mobility; formula grants for rural areas; public transportation innovation; technical assistance and workforce development, including a national transit institute; a bus testing facility; the national transit database; state of good repairs grants; bus and bus facilities formulas grants; and growing States and high-density States formula grants. Set-asides from formula funds are directed to a grant program for each State with rail systems not regulated by the Federal Railroad Administration to meet the requirements for a State Safety Oversight program. The account also provides funding to support passenger ferry services and public transportation on Indian reservations.

COMMITTEE RECOMMENDATION

The Committee recommends limiting obligations in the transit formula and bus grants account in fiscal year 2020 to $10,150,348,462. The recommendation is equal to the budget request, and $210,968,432 more than the fiscal year 2019 enacted level. The recommendation is also consistent with the currently authorized level under the FAST Act. The Committee recommends $10,800,000,000 in authority to liquidate contract authorizations. This amount is sufficient to cover outstanding obligations from this account. The following table displays the distribution of obligation limitation among the program categories of formula grants:

DISTRIBUTION OF OBLIGATION LIMITATION AMONG MAJOR CATEGORIES OF FORMULA GRANTS

Formula grants (obligation limitation)	Section number	Fiscal year 2019	Fiscal year 2020	
			Administration proposal	Committee assumption
Transit Oriented Development	20005(b)	$10,000,000	$10,000,000	$10,000,000
Planning Programs	5305	139,087,757	142,036,000	142,036,000
Urbanized Area Formula Grants	5307	4,827,117,606	4,929,452,000	4,929,452,000
Enhanced Mobility of Seniors and Individuals with Disabilities.	5310	279,646,188	285,575,000	285,575,000
Pilot Program for Enhanced Mobility	3006(b)	3,500,000	3,500,000	3,500,000
Formula Grants for Rural Areas	5311	659,322,031	673,300,000	673,300,000
Public Transportation Innovation	5312	28,000,000	28,000,000	28,000,000
Technical Assistance and Workforce Development.	5314	9,000,000	9,000,000	9,000,000
Bus Testing Facilities	5318	3,000,000	3,000,000	3,000,000
National Transit Database	5335	4,000,000	4,000,000	4,000,000
State of Good Repair Grants	5337	2,638,366,859	2,683,798,000	2,683,798,000
Buses and Bus Facilities Grants	5339	777,024,469	808,654,000	808,654,000
Growing States and High Density States	5340	561,315,120	570,033,000	570,033,000

DISTRIBUTION OF OBLIGATION LIMITATION AMONG MAJOR CATEGORIES OF FORMULA GRANTS—Continued

Formula grants (obligation limitation)	Section number	Fiscal year 2019	Fiscal year 2020	
			Administration proposal	Committee assumption
Total		9,939,380,030	10,150,348,462	10,150,348,462

Buses and Bus Facilities Grant Program.—The Committee continues to support the FAST Act's inclusion of competitive grants in the buses and bus facilities grant program and continues to encourage FTA to follow the guidance set forth in the FAST Act when developing selection criteria for the program. Consistent with section 3017 of the FAST Act, the age and condition of buses, bus fleets, related equipment, and bus-related facilities should be the primary consideration for selection criteria.

Low-Emissions Transit in Non-Attainment Areas.—The Committee directs FTA to partner with experienced transit research consortia to research best practices for increasing deployment of low-emissions public transportation in non-attainment areas.

Improving Rural Transit Access.—The Committee continues to recognize the importance of ensuring safe, private transportation is made available for seniors and people who do not drive, especially in small and rural communities where distance and low population density make traditional mass transportation difficult. The efficiencies of information management can help to provide on-demand transportation services and bring together underutilized private transportation capacity through ride share, car share, volunteer transport, and private community transport. The Committee encourages FTA to consider innovative transportation networks that leverage community volunteerism and private resources in various forms to access underutilized private transportation capacity to promote inclusive community mobility and provide transportation for seniors and disadvantaged populations in small and rural communities. Further, the Committee supports increasing the capacity of consumers to plan their travel safely, independently, and reliably through a variety of techniques and tools.

Small and Rural Transit Agencies.—The Committee is concerned that the FTA has awarded some competitive grants that are lower than the minimum funding amount identified by the applicant. Small and rural transit agencies, in particular, have a difficult time making up the funding differential, effectively leaving them far behind larger transit agencies when it comes to implementing the newest U.S.-made clean technologies and maintaining their fleets in a state of good repair. To better ensure the effectiveness of grant awards, the Committee directs the FTA to award grants at levels that are adequate for transit agencies to initiate their projects.

Innovative Procurement.—The Committee directs FTA to continue to permit procurement partnerships in fiscal year 2020 grant awards for the Low-No Program in the same manner as in previous fiscal years. The Committee also encourages FTA to promote greater use of the innovative procurement authorities for technologically advanced buses that were established by section 3019 of the FAST

Act, including separate battery lease agreements. The FTA should provide technical assistance to States regarding the development of State schedules that are consistent with Federal law, take steps to ensure that FTA funds purchases by transit agencies off of State schedules from other States that comply with Federal requirements, and use webinars and stakeholder events to make transit agencies more aware that they may purchase off of State schedules regardless of location.

TRANSIT INFRASTRUCTURE GRANTS

Appropriations, 2019	$700,000,000
Budget estimate, 2020	500,000,000
Committee recommendation	560,000,000

PROGRAM DESCRIPTION

The Committee provides funding for Transit Infrastructure Grants to address targeted capital, operating, and state of good repair needs for public transportation providers and services across America.

COMMITTEE RECOMMENDATION

The Committee recommends an additional $560,000,000 in transit infrastructure grants to remain available until expended, which is $140,000,000 less than the fiscal year 2019 enacted level and $60,000,000 more than the budget request. Of the funds provided, $390,000,000 is available for buses and bus facilities grants authorized under 49 U.S.C. 5339, of which $195,000,000 is provided for formula grants, and $195,000,000 is provided for competitive grants. Further, $40,000,000 is provided for state of good repair grants authorized under 49 U.S.C. 5337; $40,000,000 is provided for high density State apportionments authorized under 49 U.S.C. 5340(d); $40,000,000 is provided for low or no emission grants authorized under 49 U.S.C. 5339(c); $40,000,000 is provided for formula grants for rural areas authorized under 49 U.S.C. 5311; $7,000,000 is provided for innovative mobility innovation program authorized under 49 U.S.C. 5312; and $3,000,000 is provided for bus testing facilities authorized under 49 U.S.C. 5312(h). The Committee recommendation includes funding from the general fund, and the funding is not subject to any limitation on obligations.

TECHNICAL ASSISTANCE AND TRAINING

Appropriations, 2019	$5,000,000
Budget estimate, 2020	.....
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of $5,000,000 for technical assistance and training. The Committee recognizes the need among transit providers serving small cities and rural communities for

technical assistance to help them take advantage of new technologies, including ride-hailing applications, autonomous shuttles, and micro-transit innovations, that are transforming how Americans use public transportation. This funding will provide rural and small city transit operators with hands-on technical assistance that will assist with the adoption of these new tools.

The Committee expects funding under this heading to address workforce development needs within the public transportation industry, in addition to technical assistance and training to increase mobility for people with disabilities and older adults.

Cooperative Agreements.—In 2019, the Committee provided $1,500,000 for cooperative agreements to assist small urban, rural and tribal public transit recipients and planning organizations with applied innovation and capacity building. The Committee directs the Department to expeditiously implement these agreements.

CAPITAL INVESTMENT GRANTS

Appropriations, 2019	$2,552,687,000
Budget estimate, 2020	1,505,190,000
Committee recommendation	1,978,000,000

PROGRAM DESCRIPTION

Under the Capital Investment Grants [CIG] program, FTA provides grants to fund the building of new fixed guideway systems or extensions and improvements to existing fixed guideway systems. Eligible services include light rail, rapid rail (heavy rail), commuter rail, and bus rapid transit. The program includes funding for four categories of eligible projects authorized under 49 U.S.C. 5309, and section 3005(b) of the FAST Act: New Starts, Small Starts, Core Capacity, and the Expedited Project Delivery Pilot Program. New Starts are projects with a Federal share under this section of at least $100,000,000 or a total net capital cost of at least $300,000,000. By comparison, Small Starts are projects with a Federal share under this section of less than $100,000,000—and total net capital cost less than $300,000,000. Core Capacity projects are those that will expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity, or are expected to be at or above capacity within 5 years. The FAST Act authorizes eight projects under the Expedited Project Delivery Pilot Program, consisting of New Starts, Small Starts, or Core Capacity, that require no more than a 25 percent Federal share and are supported, in part, by a public private partnership.

COMMITTEE RECOMMENDATION

The Committee recommends $1,978,000,000 for capital investment grants, which is $574,687,000 less than the fiscal year 2019 enacted level, and $472,810,000 more than the request. The Committee recommendation includes $1,500,000,000 for new starts projects authorized under 49 U.S.C. 5309(d) $300,000,000 for core capacity projects authorized under 49 U.S.C. 5309(e), $78,000,000 for small starts projects authorized under 49 U.S.C. 5309(h), and $100,000,000 for expedited project delivery for capital projects authorized under section 3005(b) of the FAST Act.

Project Pipeline.—The Committee is deeply concerned by indications that the Department is not advancing eligible transit projects into Project Development, Engineering, and Construction through the statutory capital investment grant evaluation, rating, and approval process contrary to the Committees clear directives. These delays are costly for local project sponsors and create uncertainty for transit planners and providers across the country. The Committee directs the Secretary to continue to advance eligible projects into project development and engineering in the capital investment grant evaluation, rating, and approval process pursuant to 49 U.S.C. 5309 and section 3005(b) of the FAST Act in all cases when projects meet the statutory criteria. Current law and this act prohibit the Department from discriminating against projects based on the extent of local financial commitment or geographic diversity. Further, the FTA is prohibited from publishing any revised programmatic guidance.

Program Implementation.—FTA has failed to issue regulations establishing the evaluation and rating process for Core Capacity Improvement projects, and has failed to establish a program of interrelated projects that would allow for the simultaneous development of more than one project within the CIG program. The Committee is dismayed that FTA continues to ignore statutory mandates and directs the Department to implement the May 2018 GAO recommendations within 60 days of the date of enactment of this act.

Pilot Program for Expedited Project Delivery Program.—The Committee strongly supports exploration of the use of public-private partnerships in public transportation as authorized under the Pilot Program for Expedited Project Delivery Program. The Committee commends the FTA for issuing a solicitation of interest and urges the FTA to continue efforts to implement the pilot program expeditiously. The Committee directs the FTA to continue to work with project sponsors to provide transparent information about the selection process and the method by which future interested project sponsors are able to participate in the program. The Committee directs the FTA within 180 days of enactment of this act to make publically available information to potential project sponsors when FTA will solicit or accept information from potential project sponsors seeking to access the program, what information project sponsors will need to provide to the FTA in order to have a project access the program and be evaluated, and what criteria the FTA will use to evaluate projects.

Letters of No Prejudice.—The Department is directed to respond to requests for "Letters of No Prejudice" in a timely manner and approve such requests by project applicants that seek authority to expend non-Federal funds at the risk of the applicant for eligible project costs, as authorized by section 5309, if the applicant commits to carry out the part of the project specified in the request in the same way as other projects under the capital investment grants program.

Annual Report on Funding Recommendations.—The Committee directs the Secretary to submit the fiscal year 2021 annual report on funding recommendations required by 49 U.S.C. 5309(o), and directs the Secretary to maintain the Federal Government funding

commitments for all existing grant agreements and identify all projects with a medium or higher rating that anticipate requesting a grant agreement in fiscal year 2021.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriations, 2019	$150,000,000
Budget estimate, 2020	150,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

This appropriation provides assistance to the Washington Metropolitan Area Transit Authority [WMATA].

COMMITTEE RECOMMENDATION

The Committee recommendation includes $150,000,000 for grants to WMATA for capital and preventive maintenance expenses, including pressing safety-related investments, which is equal to the budget request and the fiscal year 2019 enacted level. These grants are in addition to the Federal formula and competitive grant funding WMATA receives and funding local jurisdictions have committed to providing to WMATA. The Committee directs WMATA, the local jurisdictions, and FTA to continue to work with the authorizing committees on a surface transportation authorization bill and on reforms necessary to ensure that any future Federal resources will be used efficiently.

Financial Management.—The bill directs the Secretary to provide grants to WMATA only after receiving and reviewing a request for each specific project to be funded under this heading. The bill requires the Secretary to determine that WMATA has placed the highest priority on funding projects that will improve the safety of its public transit system before approving these grants, using the recommendations and directives of the NTSB and FTA as a guide. The Committee encourages the Secretary and WMATA to consider efficiencies that can be leveraged in the procurement of capital and preventative maintenance expenses.

National Capital Region.—The Committee believes that the safe and reliable operation of the Washington Metropolitan Area Transit Authority is important to the National Capital Region. The Authority plays an important role in transporting hundreds of thousands of employees daily and millions of visitors to the Nation's Capital annually. It is critical that the Authority prioritize projects that support the safe operation of the transit system.

Wireless Service Extension.—The Committee provides another 1-year extension for the wireless service requirement in the authorization statute. The Committee reminds WMATA of its direction to provide the House and Senate Committees on Appropriations with a quarterly report 90 days after enactment and continuing on a quarterly basis detailing its progress installing wireless service. The Committee directs WMATA to incorporate the installation of wireless infrastructure into any anticipated track and station closures and regularly scheduled maintenance where feasible to expedite provision of wireless service.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

Section 160 exempts authority previously made available for programs of the FTA under section 5338 of title 49, United States Code, from the obligation limitations in this act.

Section 161 allows funds provided in this act for fixed-guideway capital investment projects that remain unobligated by September 30, 2023 to be available for projects to use the funds for the purposes for which they were originally provided.

Section 162 allows funds appropriated before October 1, 2019 that remain available for expenditure to be transferred to the most recent appropriation heading.

Section 163 sets conditions for the processing of FFGAs.

Section 164 prohibits the use of funds to implement or to further new CIG policies such as those detailed in the June 29, 2018 FTA "Dear Colleague" letter.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

PROGRAM DESCRIPTION

The Saint Lawrence Seaway Development Corporation [SLSDC] is a wholly-owned government corporation established by the Saint Lawrence Seaway Act of May 13, 1954 (33 U.S.C. 981). The Saint Lawrence Seaway [Seaway] is a vital transportation corridor for the international movement of bulk commodities, such as steel, iron, grain, and coal, serving the North American region that contains one-quarter of the United States' population and nearly one-half of the Canadian population. SLSDC is responsible for the operation, maintenance, and development of the United States' portion of the Seaway between Montreal and Lake Erie.

OPERATIONS AND MAINTENANCE (HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2019	$36,000,000
Budget estimate, 2020	28,000,000
Committee recommendation	36,000,000

PROGRAM DESCRIPTION

The Harbor Maintenance Trust Fund [HMTF] was established by the Water Resources Development Act of 1986 (Public Law 99–662). Since 1987, the HMTF has supported the operations and maintenance of commercial harbor projects maintained by the Federal Government. Appropriations from the HMTF and revenues from non-Federal sources finance the operation and maintenance of those portions of the Seaway for which SLSDC is responsible.

COMMITTEE RECOMMENDATION

The Committee recommends $36,000,000 for the operations, maintenance, and capital asset renewal activities of SLSDC, of which not less than $16,000,000 is provided for capital asset renewal activities. This amount is $8,000,000 more than the budget request and equal to the fiscal year 2019 enacted level.

The Committee directs SLSDC to continue to submit an annual report to the House and Senate Committees on Appropriations, not

later than April 30, summarizing the activities of the Asset Renewal Program during the immediate preceding fiscal year.

Over 41 million tons of cargo moved through the Seaway during the 2018 navigation season, the highest figure since 2007. This growth is encouraging for both the long- and short-term impacts that the Seaway will have on the regional economy and jobs. The Committee has provided a total of $184,000,000 for capital asset renewal activities since fiscal year 2009 in order to address SLSDC's existing capital backlog and to best prepare to accommodate this future growth. These previously provided resources will permit SLSDC to complete two major projects in fiscal year 2019—the delivery of a new ice-class tugboat and the installation of hands-free mooring technology at all remaining locks. These improvements are expected to increase the number of vessels worldwide that can traverse the Seaway by tenfold. The Committee encourages SLSDC to continue to invest resources provided for capital asset renewal activities to improve and expand its operations.

MARITIME ADMINISTRATION

PROGRAM DESCRIPTION

The Maritime Administration [MARAD] is responsible for programs authorized by the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1101 et seq.). MARAD is also responsible for programs that strengthen the U.S. maritime industry in support of the Nation's security and economic needs. MARAD prioritizes the Department of Defense's [DoD] use of ports and intermodal facilities during DoD mobilizations to guarantee the smooth flow of military cargo through commercial ports. MARAD manages the Maritime Security Program, the Voluntary Intermodal Sealift Agreement Program, and the Ready Reserve Force, which assure DoD access to commercial and strategic sealift and associated intermodal capacity. MARAD also continues to address the disposal of obsolete ships in the National Defense Reserve Fleet that are deemed a potential environmental risk. Further, MARAD administers education and training programs through the U.S. Merchant Marine Academy [USMMA] and six State maritime schools that assist in providing skilled merchant marine officers who are capable of serving defense and commercial transportation needs. The Committee continues to fund MARAD in its support of the United States as a maritime Nation.

MARITIME SECURITY PROGRAM

Appropriations, 2019	$300,000,000
Budget estimate, 2020	300,000,000
Committee recommendation	300,000,000

PROGRAM DESCRIPTION

The Maritime Security Program [MSP] provides resources to maintain a U.S.-flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S.-flag ship operators engaged in U.S. foreign trade. Participating operators are required to keep the vessels in active commercial service

and provide intermodal sealift support to DoD in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $300,000,000 for the MSP. This amount is equal to the budget request and equal to the fiscal year 2019 enacted level. The Committee recommendation does not rescind unobligated balances as proposed in the budget request.

OPERATIONS AND TRAINING

Appropriations, 2019	$149,442,000
Budget estimate, 2020	135,217,000
Committee recommendation	142,619,000

PROGRAM DESCRIPTION

The Operations and Training appropriation primarily funds the salaries and expenses for MARAD headquarters and regional staff in the administration and direction for all MARAD programs. The account includes funding for the U.S. Merchant Marine Academy, port and intermodal development, cargo preference, international trade relations, deep-water port licensing, maritime environmental and technical assistance, the short sea transportation program, and administrative support costs.

COMMITTEE RECOMMENDATION

The Committee recommends $142,619,000 for Operations and Training. The following table provides funding levels for activities within this account:

	2020 Request	2020 Recommendation
USMMA Operations	$77,944,000	$73,351,000
USMMA Capital Improvement and Facilities Maintenance and Repair, Equipment	4,000,000	8,000,000
MARAD Headquarters	53,273,000	51,268,000
Marine Enviro. & Tech. Assistance	.....	3,000,000
Short Sea Transportation Program (Marine Highways)	.....	7,000,000
Total	135,217,000	142,619,000

Sexual Assault and Sexual Harassment [SASH] at USMMA.—While the most recent preliminary survey results of SASH for the 2017–2018 academic year indicate a reduction in unwanted sexual contact at the USMMA, significant work remains to be done in order to create a culture intolerant of sexual harassment, sexual assault, and victim blaming, as well as to improve midshipmen's confidence in senior leadership. The survey found that the unwanted sexual contact prevalence rate dropped from 18.4 percent in 2016 to 10.8 percent for females. The rate for males increased from 0.8 percent in 2016 to 1.4 percent.

The location and timing of incidents is relatively consistent, with roughly 70 percent of incidents taking place on academy grounds and over 50 percent occurring after duty hours, either on a weekend or holiday. Since most incidents occur on academy grounds, where local law enforcement do not have jurisdiction to bring charges, Congress authorized the Secretary in section 3506 of Pub-

lic Law 115–232 to relinquish jurisdiction over parts of the USMMA grounds to New York State. This will allow local law enforcement to prosecute SASH crimes that occur on campus. The Committee directs the Secretary to file such notice of relinquishment within 60 days of enactment of this act.

The rate of incidents occurring during sea-year training dropped from 35 percent in 2016 to 21 percent indicating that the revised Sea Year Shipboard Compliance regime has made progress towards improving midshipmen conditions during this critical training period. The Committee is pleased that the Academy now has a 24/7 global hotline and has equipped midshipmen with GPS communications devices for their time at sea. Similar to previous years, the Committee directs the Secretary to provide the annual report required by section 3507 of Public Law 110–417 to the House and Senate Committees on Appropriations no later than January 12, 2020. The Committee further directs USMMA to fully implement all recommendations from past studies, reports, and action plans using a risk-based prioritized approach, and directs MARAD to fully staff the Sexual Assault Prevention and Response Office and to meet all staffing and training needs.

The Committee is also deeply disturbed by the OIG's report of sexual assault by members of the men's soccer team, which occurred on a bus, and, according to some witnesses, occurred repeatedly and in the presence of Academy coaches. While such cases of systemic abuse are rare, they have occurred at USMMA, and therefore the Committee directs MARAD to provide specialized SASH training for USMMA's athletics faculty, staff, and midshipmen.

United States Merchant Marine Academy Capital Improvements Plan [CIP].—The Committee directs the Administrator to provide an annual report by March 31, 2020, on the current status of the CIP. The delivery of this report in a timely manner is essential to the Committee's oversight and funding determinations for the future fiscal years. The report should include: a list of all projects that have received funding and all proposed projects that the Academy intends to initiate within the next 5 years; cost overruns and cost savings for each active project; specific target dates for project completion; delays and the cause of delays; schedule changes; up-to-date cost projections for each project; and any other deviations from the previous year's CIP. The Committee encourages the Academy to consider its ability to sequence and manage contracts as it establishes its capital priorities.

Master Installation Plan.—The Committee is aware of MARAD's efforts to develop a new master installation plan for the USMMA to assess, prioritize, and sequence the remaining facility and renovation needs of the campus. A revised master plan will provide the USMMA the opportunity to re-evaluate the modernization of its core infrastructure, simulation systems, training facilities, classrooms (including equipage), and information technology needs. The plan should examine the Academy's administration of CIP and facilities, maintenance, repair, and equipment [FMRE], including quality control, personnel limitations, contracting mechanisms, and financial management processes, and make recommendations to improve internal capacity and project management and execution. MARAD should engage with all relevant stakeholders in developing

the master installation plan. This plan should in no way impede progress on current and planned CIP and FMRE projects. Congress has provided over $274,000,000 to improve the safety, security, and quality of academic life on campus since 2001 and expects such resources to be obligated for such purposes in a timely manner. The Committee directs MARAD to provide the plan to the House and Senate Committees on Appropriations upon completion.

Environment and Compliance.—The Committee directs MARAD to notify the House and Senate Committees on Appropriations not less than 3 business days before any grant, contract, or cooperative agreement is announced by the Department or MARAD for the maritime environment and technology assistance program as authorized by 46 U.S.C. 50307.

Centers of Excellence for Domestic Maritime Workforce Training and Education.—The Committee is aware of the shortage of qualified U.S. maritime workers, who are required to have specialized technical skills, training, and licensing. While the USMMA and the six State Maritime Academies [SMAs] provide the core of the merchant mariner workforce, community and technical colleges across the country also provide critical training for the maritime workforce. The fiscal year 2018 National Defense Authorization Act authorizes Federal designation of community and technical college centers of excellence [COEs] to help provide technical education and training programs that will secure the talent pipeline for the Nation's maritime workforce. MARAD may use up to $2,000,000 of the funds provided for MARAD operations to assist these community and technical colleges COEs in expanding their capacity to provide maritime and marine technology workforce training.

STATE MARITIME ACADEMY OPERATIONS

Appropriations, 2019	$345,200,000
Budget estimate, 2020	242,280,000
Committee recommendation	342,280,000

PROGRAM DESCRIPTION

The Committee provides funding for the six State Maritime Academies [SMAs] to support the training and education of the Nation's marine transportation work force. Funding provided supports financial assistance for the SMAs as well as upkeep, maintenance and operation of the school's training ships.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $342,280,000 for State Maritime Academy Operations. The following table provides funding levels for activities within this account.

	2020 Request	2020 Recommendation
Schoolship Maintenance and Repair, Training Vessel Sharing	$30,080,000	$30,080,000
NSMV Schoolship Construction	205,000,000	300,000,000
Student Incentive Program	2,400,000	2,400,000
Fuel Assistance Payments	1,800,000	3,800,000
Direct Payments for SMAs	3,000,000	6,000,000
Total	242,280,000	342,280,000

National Security Multi-Mission Vessel [NSMV].—The Committee is disappointed in the Administration's proposal to build "a new smaller capacity training ship scaled to meet the at sea training needs of the smaller SMAs". The budget request is antithetical to years of planning and design work for the NSMV program and fails to take into consideration the number of students requiring at-sea training and the number of cruises that each SMA can take per year. The Committee recommendation prohibits the Department from spending any funds on planning, design, or construction work for a smaller capacity training ship. Instead, the Committee recommendation includes $300,000,000 for a third new special purpose NSMV to replace school ships currently in service. The Committee directs MARAD to replace current SMA training vessels with a new NSMV based on the planned end-of-service-life of existing training vessels, with preference based on meeting training capacity needs, as delineated in the conference report to the Consolidated Appropriations Act, 2019. The Committee expects the Secretary to prioritize oversight of the construction vessel managers [VCM], and prevent any cost escalation or delays in delivery. The Committee also expects the Department and the VCM to achieve cost savings through the use of a single shipyard for all NSMVs. MARAD should provide quarterly updates to the House and Senate Committees on Appropriations on the construction of the NSMVs.

Ship-Sharing.—According to MARAD, the first NSMV will be constructed and delivered in time for the May, 2023 summer training cruise. Until delivery of the NSMVs, the SMAs will continue to rely on the existing training vessels, of which one has an end-of-service life of December 2019, another has a propulsion engine that is no longer supported by the manufacturer, and another has limited capacity far below the training demands. As a result, SMAs will continue to rely on one another to provide space on available ships, which leads to significant costs for critical training. The Committee recommendation includes $8,080,000 to support the cost of sharing training ships and the Committee directs MARAD to work with the SMAs to determine how to best allocate resources to ensure that all training needs are met. In addition, the Committee directs MARAD to submit a 5-year training ship recapitalization plan, including necessary maintenance and repair, in conjunction with an assessment of training needs for the SMAs and expected ship sharing costs. The Committee directs the plan to be submitted to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

Protection and Indemnity [P&I] Marine Insurance.—The Committee is aware of the need for the current training vessels to seek P&I marine insurance since these vessels operate as dormitories, classrooms, and training laboratories. The Committee supports MARAD's desire to obtain such insurance on behalf of the SMAs, but is concerned that the agency has moved forward with paying for such insurance from the direct payments provided to the SMAs, which are intended for campus operations. Therefore, the bill includes language allowing MARAD to provide P&I insurance through the schoolship maintenance and repair line item and the Committee prohibits MARAD from reducing direct payments pro-

vided to the SMAs without consulting the House and Senate Committees on Appropriations.

ASSISTANCE TO SMALL SHIPYARDS

Appropriations, 2019	$20,000,000
Budget estimate, 2020	.....
Committee recommendation	20,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes $20,000,000 for assistance to small shipyards. This level of funding is equal to the fiscal year 2019 enacted level, and $20,000,000 above the President's request. Funding for this program is intended to help small shipyards improve the efficiency of their operations by providing funding for equipment and other facility upgrades. The funding recommended by the Committee will help improve the competitiveness of our Nation's small shipyards, as well as workforce training and apprenticeships in communities dependent upon maritime transportation.

SHIP DISPOSAL

Appropriations, 2019	$5,000,000
Budget estimate, 2020	5,000,000
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

The Ship Disposal account provides resources to dispose of obsolete merchant-type vessels of 150,000 gross tons or more in the National Defense Reserve Fleet. MARAD contracts with domestic shipbreaking companies to dismantle these vessels in accordance with guidelines established by the Environmental Protection Agency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $5,000,000 for MARAD's Ship Disposal program. This level of funding is equal to the fiscal year 2019 enacted level and the budget request.

MARITIME GUARANTEED LOAN PROGRAM [TITLE XI]

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2019	$3,000,000
Budget estimate, 2020	.....
Committee recommendation	3,000,000

PROGRAM DESCRIPTION

The Maritime Guaranteed Loan program was established pursuant to title XI of the Merchant Marine Act of 1936, as amended.

The program provides for a full faith and credit guarantee by the U.S. Government of debt obligations issued by: (1) U.S. or foreign ship-owners for the purposes of financing or refinancing either U.S.-flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; and (2) U.S. shipyards, for the purpose of financing advanced shipbuilding technology of privately owned general shipyard facilities located in the United States. Under the Federal Credit Reform Act of 1990, appropriations to cover the estimated costs of a project must be obtained prior to the issuance of any approvals for title XI financing.

COMMITTEE RECOMMENDATION

The Committee provides an appropriation of $3,000,000 for administrative expenses of the maritime guaranteed loan title XI program. This level of funding is $3,000,000 above the President's budget request and equal to the fiscal year 2019 enacted level. The Committee rejects the budget request to move Title XI to the Office of the Secretary.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Appropriations, 2019	$292,730,000
Budget estimate, 2020	.....
Committee recommendation	91,600,000

PROGRAM DESCRIPTION

The Port Infrastructure Development program is authorized in section 50302 of title 46, United States Code to provide grants for the improvement of port facilities.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $91,600,000 for the port infrastructure development program, which is $201,130,000 below the enacted level and $91,600,000 above the budget request.

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Section 170 authorizes MARAD to furnish utilities and to service and make repairs to any lease, contract, or occupancy involving Government property under the control of MARAD. Rental payments received pursuant to this provision shall be credited to the Treasury as miscellaneous receipts.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The Pipeline and Hazardous Materials Safety Administration [PHMSA] was established within the Department of Transportation on November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108–426). PHMSA is responsible for the Department's pipeline safety program as well as oversight of hazardous materials transportation safety operations. The agency is dedicated to safety, including the elimination of transportation-related deaths and injuries associated with hazardous materials and pipeline transportation, and to promoting transportation solutions, which enhance communities and protect the environment.

OPERATIONAL EXPENSES

Appropriations, 2019	$23,710,000
Budget estimate, 2020	24,215,000
Committee recommendation	24,215,000

PROGRAM DESCRIPTION

This account provides funding for program support costs for PHMSA, including policy development, civil rights, management, administration, and other agency-wide expenses.

COMMITTEE RECOMMENDATION

The Committee recommends $24,215,000 for this account, of which $1,500,000 shall be for Pipeline Safety Information Grants to Communities. The Committee's recommendation is equal to the budget request and $505,000 more than the fiscal year 2019 enacted level.

Tank Car Phaseout.—The FAST Act provides a schedule for the phaseout of certain rail tank cars used to transport Class 3 flammable materials, and, in August 2016, PHMSA published a final rule to codify these requirements. The FAST Act also requires the Secretary to report on industry-wide progress with modifying rail tank cars in order to comply with those applicable deadlines. The Secretary is directed to continue to comply with this reporting requirement. Further in September 2018, the Bureau of Transportation Statistics reported that 20 percent of all tank cars transporting Class 3 flammable liquids in 2016 met the new requirements. The Committee encourages the Department to continue to work with industry stakeholders to ensure progress and to promote acceleration of the tank car phaseout process.

Unlocatable Pipe Research.—The Committee is encouraged by PHMSA's ongoing efforts to address safety and damage prevention issues surrounding unlocatable plastic pipe and the resultant excavation hazards. In order to ensure the continued safe transportation of natural gas and the reduction of pipeline damage incidents, the Committee encourages the agency to continue to research and analyze the deployment of related technologies in this area.

Real-Time Emergency Response Information.—In January 2017, PHMSA published an advance notice of proposed rulemaking to require Class 1 railroads, which transport hazardous materials, to generate accurate, real-time train information in an electronic format that could be shared with emergency responders and law enforcement personnel. Through the advance notice of proposed rulemaking process, stakeholders across the safety, security, and railroad sectors identified industry- and geographic-specific barriers to the statutory requirements for real-time emergency response. The Committee recognizes that in order for PHMSA to adequately address these concerns, some statutory changes may need to be considered. As a result, the Committee directs the agency to work with the respective authorizing committees of jurisdiction to address any statutory barriers, if warranted, that prevent PHMSA from moving forward with a final rule.

HAZARDOUS MATERIALS SAFETY

Appropriations, 2019	$58,000,000
Budget estimate, 2020	53,000,000
Committee recommendation	60,000,000

PROGRAM DESCRIPTION

PHMSA oversees the safety of more than 1 million hazardous materials shipments daily within the United States, using risk management principles and security threat assessments in order to fully review and reduce the risks inherent in hazardous materials transportation.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $60,000,000 for hazardous materials safety, of which $7,600,000 shall remain available until September 30, 2022. The Committee recommendation includes $1,000,000 for the Community Safety Grant Program. The amount provided is $7,000,000 more than the administration's budget request and $2,000,000 more than the fiscal year 2019 enacted level.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

Appropriations, 2019	$165,000,000
Budget estimate, 2020	149,000,000
Committee recommendation	165,000,000

PROGRAM DESCRIPTION

The Office of Pipeline Safety [OPS] promotes the safe, reliable, and sound transportation of natural gas and hazardous liquids through the Nation's more than 2.6 million miles of privately-owned and operated pipeline.

COMMITTEE RECOMMENDATION

The OPS has the important responsibility of ensuring the safety and integrity of the pipelines, which run through every community in our Nation. Efforts by Congress and the OPS to invest in promising safety technologies, increase civil penalties, and educate communities about the potential risks of pipelines have resulted in a reduction in serious pipeline incidents. It is essential that PHMSA continue to make strides in protecting communities from pipeline failures and incidents. To that end, the Committee recommends an appropriation of $165,000,000 for the OPS. The amount is equal to the fiscal year 2019 enacted level and $16,000,000 more than the budget request. Of the funding provided, $23,000,000 shall be derived from the Oil Spill Liability Trust Fund, $134,000,000 shall be derived from the Pipeline Safety Fund, and $8,000,000 shall be derived from the Underground Natural Gas Storage Facility Safety Account. Some of the funds recommended for research and development, shall be used for the Pipeline Safety Research Competitive Academic Agreement Program to focus on near-term solutions in

order to improve the safety and reliability of the Nation's pipeline transportation system.

Interstate Pipeline Safety.—The Committee is concerned about national reports of emergencies and incidences along interstate pipelines that have resulted in prolonged natural gas outages that have impacted businesses and created unanticipated cost-burdens on States. As the Federal regulator for the safety and integrity of interstate pipelines, PHMSA is responsible for working with natural gas transmission and distribution companies, and State regulators across State boundaries to investigate the source of outages and to identify compliance issues related to the Federal pipeline safety regulations after an emergency or incident. PHMSA may also authorize a State entity to regulate and conduct investigations into pipeline emergencies or incidences within its jurisdiction. However, State regulators operating under such delegated authority are not entitled to pertinent information from another regulator or company outside its boundaries, including information related to supply and demand, which are regulated by the Department of Energy's Federal Energy Regulatory Commission [FERC]. This is particularly complex for interstate pipeline outages or emergencies that require separate investigations, by State regulators, FERC or PHMSA, and where transmission and distribution companies cross State boundaries. The Committee is concerned that without adequate information sharing between regulators, key findings, including precipitating events, contributing factors, underlying conditions, and an analysis of the pipeline system's overall response to an emergency or incident cannot be validated by an independent entity before the respective investigations are complete and made public. In order to improve the safety of interstate pipelines and coordination between State regulators, regulated companies, FERC and PHMSA, the Committee encourages PHMSA to work with State regulators, other Federal agencies, and industry stakeholders to identify administrative and statutory barriers that can impede investigations into emergency incidents and supply disruptions and develop a solution that improves information sharing between regulators and regulated companies during interstate pipeline investigations in order to enhance emergency responses and the regulation of interstate pipeline systems.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2019	$28,318,000
Budget estimate, 2020	28,318,000
Committee recommendation	28,318,000

PROGRAM DESCRIPTION

The Hazardous Materials Transportation Uniform Safety Act of 1990 (Public Law 101–615) 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 periodically update a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommends $28,318,000 for emergency preparedness grants. The recommendation continues to provide PHMSA the authority to use prior year carryover and recaptures for the development of Web-based, off-the-shelf training materials that can be used by emergency responders across the country. The Committee encourages PHMSA to continue to enhance its training curriculum for local emergency responders, including response activities for crude oil, ethanol, and other flammable liquids transported by rail. The Committee also encourages PHMSA to train public sector emergency response personnel in communities on or near rail lines, which transport a significant volume of high-risk energy commodities or toxic inhalation hazards. The Committee continues a provision increasing the funding available for administrative costs from 2 percent to 4 percent in order to address the OIG's recommendations.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2019	$92,600,000
Budget estimate, 2020	92,152,000
Committee recommendation	92,600,000

PROGRAM DESCRIPTION

The Inspector General Act of 1978 (Public Law 95–452) established the Office of Inspector General [OIG] as an independent, objective organization with a mission to: conduct and supervise audits and investigations relating to the programs and operations of the Department; provide leadership and recommend policies designed to promote economy, efficiency, and effectiveness in the administration of programs and operations; prevent and detect fraud, waste, and abuse; and keep the Secretary and the Congress informed regarding problems and deficiencies.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $92,600,000 for the activities of the OIG, which is $448,000 more than the President's budget request and equal to the fiscal year 2019 enacted level.

Audit Reports.—The OIG is directed to continue to provide copies of all audit reports to the House and Senate Committees on Appropriations as soon as they are issued and to continue to make the Committees aware immediately of any review that recommends cancellation of, or modifications to, any major acquisition project or grant, or 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.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 180 allows funds for maintenance and operation of 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 not to exceed the rate for an executive level IV.

Section 182 prohibits recipients of funds from disseminating personal information obtained by State Departments of Motor Vehicles in connection to motor vehicle records, with an exception.

Section 183 prohibits funds in this act for salaries and expenses of more than 125 political and Presidential appointees in the Department of Transportation.

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 for expenses incurred for training may be credited to each agency's respective accounts.

Section 185 prohibits the use of funds in this act to make a grant or announce the intention to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations at least 3 full business days before making the grant or the announcement.

Section 186 allows rebates, refunds, incentive payments, minor fees, and other funds received by the Department of Transportation from travel management center, charge card programs, subleasing of building space, and miscellaneous sources, to be credited to appropriations of the Department of Transportation.

Section 187 requires 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 establishes requirements for reprogramming actions by the House and Senate Committees on Appropriations.

Section 189 prohibits funds appropriated in this act to the modal administrations from being obligated for the Office of the Secretary for costs related to assessments or reimbursable agreements unless the obligations are for services that provide a direct benefit to the applicable modal administration.

Section 190 authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code.

Section 191 prohibits the use of funds for any geographic, economic, or other hiring preference pilot program, regulation, or policy unless certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION

The Department of Housing and Urban Development [HUD] was established by the Housing and Urban Development Act (Public Law 89–174), effective November 9, 1965. This Department is the principal Federal agency responsible for programs concerned with the Nation's housing needs, fair housing opportunities, and improving and developing communities.

Rural Areas.—The Committee urges the Secretary to enhance its efforts to provide decent, affordable housing and to promote economic development for rural Americans. When designing programs and making funding decisions, the Secretary shall take into consideration the unique conditions, challenges, and scale of rural areas.

Appropriations Attorneys.—During consideration of the fiscal year 2003 appropriations legislation, it became apparent to the Committee that both the Committee and the Department would be best served if the attorneys responsible for appropriations matters were housed in the Office of the Chief Financial Officer [OCFO]. Since that time, the Committee has routinely received prompt, accurate, and reliable information from the OCFO on various appropriations law matters. For fiscal year 2020, the Committee continues to fund appropriations attorneys in the OCFO and directs HUD to refer all appropriations law issues to such attorneys within the OCFO.

Reprogramming and Congressional Notification.—The Committee reiterates that the Department must secure the approval of the House and Senate Committees on Appropriations for the reprogramming of funds between programs, projects, and activities within each account. Unless otherwise identified in the bill or report, the most detailed allocation of funds presented in the budget justifications is approved, with any deviation from such approved allocation subject to the normal reprogramming requirements. Except as specifically provided otherwise, it is the intent of the Committee that all carryover funds in the various accounts, including recaptures and de-obligations, are subject to the normal reprogramming requirements outlined under section 405. No change may be made to any program, project, or activity if it is construed to be new policy or a change in policy, without prior approval of the House and Senate Committees on Appropriations. The Committee notes its concern about the lack of awareness of section 405 among program offices, and directs the Office of the Chief Financial Officer to develop and issue guidance to program offices on their obligations under this authority. The Committee also directs HUD to include a separate delineation of any reprogramming of funds re-

quiring approval in the operating plan required by section 405 of this act. Finally, the Committee shall be notified regarding reorganizations of offices, programs or activities prior to the implementation of such reorganizations. The Department is directed to submit, in consultation with the House and Senate Committees on Appropriations, current and accurate organizational charts for each office within the Department as part of the fiscal year 2021 congressional justifications. The Committee further directs the Department to submit any staff realignments or restructuring to the House and Senate Committees on Appropriations 30 days prior to their implementation.

Assisting Victims and Survivors of Domestic Violence.—The Committee remains concerned that HUD-assisted residents fleeing domestic violence that are seeking emergency transfers from one HUD-assisted unit or property to another HUD-assisted unit or property still lack clarity on how to effectively transfer to permanent housing. In fiscal year 2019, the Committee directed HUD to report on its efforts to improve the emergency transfer process and describe how communities can design effective emergency transfer models. The Committee believes this work will help assist vulnerable residents in securing safe and stable housing and looks forward to the Department's completion of this work.

Human Capital.—According to HUD's Office of Inspector General, many, if not all, of the Department's top management challenges are affected by its reduced staffing levels. From its peak staffing levels in 1991, HUD's workforce has fallen more than 49 percent. During the 10-year period from 2008 to 2017, HUD lost 18.5 percent of its full-time staff. This human capital loss is the greatest of any cabinet-level department during this time. The low staffing levels will be further impacted by retirements. Nearly a quarter of HUD's staff are currently eligible to retire, and over the next 5 years, 45 percent of HUD's staff will be eligible to retire. In response to this challenge, the Committee is making personnel investments in several key program areas to ensure that HUD has the staff to carry out its mission to meet the housing needs of the Nation, as well as to facilitate community and economic development. The Committee also encourages the Department to continue its efforts to evaluate and assess where staffing levels have an adverse impact on program operations and directs the Department to brief the House and Senate Committees on Appropriations on a quarterly basis on HUD's progress to restore staffing levels and address its administration and human capital challenges.

EXECUTIVE OFFICES

Appropriations, 2019	$14,900,000
Budget estimate, 2020	16,000,000
Committee recommendation	14,217,000

PROGRAM DESCRIPTION

The Executive Offices account provides the salaries and expenses funding to support the Department's senior leadership and other key functions, including the immediate offices of the Secretary, Deputy Secretary, Congressional and Intergovernmental Relations, Public Affairs, Adjudicatory Services, the Center for Faith-Based

and Community Initiatives, and the Office of Small and Disadvantaged Business Utilization.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $14,217,000 for this account, which is $683,000 less than the fiscal year 2019 enacted level and $1,783,000 less than the budget request. The Secretary is directed to submit a spend plan to the House and Senate Committees on Appropriations that outlines how budgetary resources will be distributed among the seven offices funded under this heading.

ADMINISTRATIVE SUPPORT OFFICES

Appropriations, 2019	$541,500,000
Budget estimate, 2020	556,500,000
Committee recommendation	563,378,000

PROGRAM DESCRIPTION

The Administrative Support Offices account is the backbone of HUD's operations, and consists of several offices that aim to work seamlessly to provide the leadership and support services to ensure the Department performs its core mission and is compliant with all legal, operational, and financial guidelines. This account funds the salaries and expenses of the Office of the 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 the Chief Human Capital Officer, the Office of Administration, and the Office of the Chief Information Officer.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $563,378,000 for this account, which is $21,878,000 more than the fiscal year 2019 enacted level and $6,878,000 more than the budget request.

Funds are made available as follows:

	Amount
Office of the Chief Financial Officer	$73,562,000
Office of the General Counsel	103,916,000
Office of Administration	206,849,000
Office of the Chief Human Capital Officer	39,827,000
Office of Field Policy and Management	57,861,000
Office of the Chief Procurement Officer	19,445,000
Office of Departmental Equal Employment Opportunity	4,242,000
Office of the Chief Information Officer	57,676,000

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

Expired Balances Report.—The Committee directs HUD's OCFO to submit a report to the House and Senate Committees on Appropriations within 30 days of enactment of this act on expired balances. The report shall cover fiscal years 2015–2019, and for each fiscal year, identify by account and line item the amount of funding that expired in that fiscal year. Amounts shall include carryover and recaptures in addition to any expiring amounts appropriated for each fiscal year.

Office of the Chief Financial Officer.—The Committee recommendation includes $73,562,000 for the OCFO. Of the amount provided, $19,000,000 is for the financial transformation initiative to strengthen HUD's fiscal capabilities and controls. The Committee also includes language directing HUD to submit an expenditure plan for approval prior to obligating more than 10 percent of the funds provided for this initiative and expects that HUD will engage in frequent and transparent communication with the House and Senate Committees on Appropriations regarding this initiative. Additionally, the Committee is aware that OCFO is in the initial phase of planning a reorganization of the Office's structure. While the Committee has agreed to permit OCFO to absorb aspects of the Office of Business Transformation, it does not at this time provide any approval for a broader, and systemic, reshaping of the organization as a whole.

Appropriations Liaison Division [ALD].—The ALD is intended to coordinate and streamline communications between HUD and the Committees on Appropriations. While the Committee is not approving this reorganization, it recognizes that effective communication within the Department is required to meet this goal. The Committee is concerned that ineffective communication within the Department has resulted in significant delays in information sharing between the Committees and HUD. Therefore, HUD is directed to develop an internal communication plan to address these challenges to ensure the House and Senate Committees on Appropriations receive, in a timely and expeditious manner, the information and technical drafting necessary to carry out oversight and appropriations responsibilities. The Department is reminded that it does not have Congressional approval to restructure or alter ALD or any division within OCFO without prior approval from the House and Senate Committees on Appropriations.

Office of Administration.—The Committee recommendation does not include the proposed consolidation of the Office of Administration, the Office of the Chief Human Capital Officer, and the Office of Procurement into a single funding line. The Committee notes that prior to fiscal year 2014, the funding for the Office of Administration and the Office of the Chief Human Capital Officer was provided through a single appropriation and was separated into two separate accounts at the request of the Department. While the Committee has not included the request to consolidate the funding for these offices into a single appropriation, the Committee is supportive of the broader work the Office of Administration is undertaking to streamline operations across these offices and believes these efforts will improve the efficiency and effectiveness of these offices and the Department overall. The Committee encourages the Office of Administration to continue these efforts.

Office of Disaster and Emergency Management.—As part of the National Disaster Recovery Framework, HUD fulfills the Housing Recovery Support Function, which requires the Department to coordinate recovery and preparedness activities with Federal, State, and local partners and to facilitate the delivery of Federal funding to implement sustainable and resilient housing solutions for disaster-affected areas. To facilitate this work, HUD established an Office of Disaster and Emergency Management, which is designed to comprehensively address disaster preparedness, response, and recovery management, including issues related to housing, economic development, infrastructure, community planning, and capacity building across HUD programs. However, very little has been done to fully operationalize this office. In fiscal year 2019, the Committee directed HUD to report to the House and Senate Committees on Appropriations on its efforts to operationalize this office in order to improve the overall Departmental response to emergencies and disasters, including preparedness and mitigation from future disasters. This report found that a number of staffing and capacity issues remain outstanding and need to be addressed before the Office can be fully operationalized, including: (1) identifying what office within HUD is most effective for centralized coordination; (2) addressing leadership and employee skill gaps and staffing levels; (3) identifying key functions and aligning key offices to perform those functions; and, (4) determining what additional resources, if any, are needed. The Committee directs the Department to resolve these outstanding issues and to submit for approval a resource allocation plan to the House and Senate Committees on Appropriations within 30 days from the enactment of this act and to fully operationalize this office within 120 days after approval of the resource allocation plan. To ensure sufficient management and execution of duties, the Committee recommendation includes 5 additional full-time equivalent positions for the Office of Disaster and Emergency Management.

Office of Field Policy and Management [OFPM].—The Committee maintains language directing HUD to continue supporting the existing Promise Zone designations for the length of their agreements. To realize the full potential of these designations, the Committee directs OFPM to work with designees to ensure the provision of any OMB-requested data for an effective evaluation of the initiative.

PROGRAM OFFICES

Appropriations, 2019	.....
Budget estimate, 2020	$826,900,000
Committee recommendation	844,000,000

Note: This is a new account requested as part of the fiscal year 2020 President's Budget Request. In fiscal year 2019, the funding for the six offices that make up this account were appropriated in separate accounts and totaled $822,144,000.

PROGRAM DESCRIPTION

The Program Offices [PO] account is a new account in fiscal year 2020. It consolidates into a single account the separate accounts that fund the salaries and expenses of six program offices, including the Offices of: Public and Indian Housing, Community Planning and Development, Housing, Policy Development and Research, Fair

Housing and Equal Opportunity, and Lead Hazard Control and Healthy Homes.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $844,000,000 for this account, which is $21,856,000 more than the fiscal year 2019 enacted level for these offices and $17,100,000 more than the budget request.

Funds are made available as follows:

	Amount
Office of Public and Indian Housing	$225,000,000
Office of Community Planning and Development	123,000,000
Office of Housing	387,000,000
Office of Policy Development and Research	28,000,000
Office of Fair Housing and Equal Opportunity	72,000,000
Office of Lead Hazard Control and Healthy Homes	9,000,000

Office of Public Housing and Voucher Programs [OPHVP].—The Committee is aware that over the last several years, OPHVP has taken on additional workload including: a doubling of the project-based voucher program, an appropriation of over 100,000 special purpose vouchers, implementation of the Housing Opportunity Through Modernization Act, and other regulatory actions. The appropriations provided to programs under the oversight of the OPHVP account for over half of the total funding provided to HUD. To ensure sufficient oversight and management of these programs, the Committee directs HUD to prioritize the hiring and backfilling of 20 additional full-time equivalent positions for the Office of Public Housing and Voucher Programs. The Department is directed to inform the House and Senate Committees on Appropriations within 15 days of enactment of this act regarding how it is implementing the Committee's hiring direction.

Office of Native American Programs [ONAP].—Of the amounts provided for the Office of Public and Indian Housing, no less than $200,000 is for travel related to the provision of training, technical assistance, oversight, and management of Indian housing. The Committee directs HUD to prioritize the hiring and backfilling of 5 additional full-time equivalent positions for the ONAP. The Department is directed to inform the House and Senate Committees on Appropriations within 15 days of enactment of this act regarding how it is implementing the Committee's hiring direction.

Public Housing Agency [PHA] Regulatory Relief.—The Committee remains concerned about the growing demand placed on small-and medium-sized PHAs, and agencies that only administer a section 8 or section 9 program, and continues to urge HUD to eliminate excessive paperwork and administrative requirements and develop opportunities that achieve new efficiencies in management and operations for small- and medium-sized PHAs.

Oversight and Management of Community Development Block Grant Disaster Recovery Funds.—The Committee directs HUD to prioritize the hiring and backfilling of 10 additional full-time equivalent positions to support Community Development Block Grant Disaster Recovery grants within the Office of Grant Programs. The Department is directed to inform the House and Senate Commit-

tees on Appropriations within 15 days of enactment of this act regarding how it is implementing the Committee's hiring direction.

Real Estate Assessment Center.—The Committee rejects the President's proposal to transfer Real Estate Assessment Center Financial and Physical Assessment services, including personnel, to the Working Capital Fund, and maintains these resources within the Offices of Public and Indian Housing, Community Planning and Development, and Housing.

New Housing in High Cost Metropolitan Areas.—The Committee is concerned that a combination of income concentration and housing supply constraints in high-productivity metropolitan areas has created entry limits harmful to geographic and economic mobility. Upward price pressure on rents resulting from such conditions imposes a greater financial burden on Federal taxpayers through rental assistance programs that respond to private market rents. The Committee directs the Department to report to the House and Senate Committees on Appropriations no later than 90 days after the date of enactment of this act, identifying metropolitan areas where such conditions are most prevalent and recommending best practices for localities and States to help encourage the production of new housing in high-cost metropolitan areas.

Consolidated Plans and Manufactured Housing.—The Committee recognizes that manufactured housing is a significant source of unsubsidized affordable housing in the country and that nearly 18 million Americans live in manufactured homes. Making manufactured housing more available is an important tool to increase the overall supply of affordable housing. The Committee directs the Department to issue guidelines to jurisdictions on how to assess the potential inclusion of residential manufactured homes in a community's comprehensive housing affordability strategy and community development plans required under part 91 of title 24, Code of Federal Regulations.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

PROGRAM DESCRIPTION

The Working Capital Fund [WCF] promotes economy, efficiency, and accountability. Amounts transferred to the Fund are for Federal shared services used by offices and agencies of the Department, and are derived from centralized Salaries and Expenses accounts.

COMMITTEE RECOMMENDATION

The Committee recommendation provides the Secretary with the authority to transfer amounts provided in this title for salaries and expenses, except those for the Office of Inspector General, to this account for the purpose of funding centralized activities. The Department is required to centralize and fund from this account any shared service agreements executed between HUD and another Federal agency. For fiscal year 2020, the Department is permitted to only centralize and fund from this account: financial management, procurement, travel, relocation, human resources, printing,

records management, space renovation, furniture, and supply services. The Committee does not expand the authority, as proposed in the budget request, to include Real Estate Assessment Center [REAC] physical or financial assessment services, budget formulation, or any other activity not expressly permitted in this paragraph. The Committee expects that, prior to exercising discretion to centrally fund an activity, the Secretary shall have established transparent and reliable unit cost accounting for the offices and agencies of the Department that use the activity and shall have adequately trained staff within each affected office and agency on resource planning and accounting processes associated with the centralization of funds to this account.

Prior to exercising its authority to transfer funds for activities beyond what is required for shared service agreements, the Committee expects HUD to establish a clear execution plan for centralizing the additional activities and to properly vet that plan with the House and Senate Committees on Appropriations prior to transferring such funds into the WCF. Financial management, procurement, travel, and relocation costs for services provided to the Office of the Inspector General are covered by the OCFO.

HUD shall include in its annual operating plan a detailed outline of its plans for transferring budgetary resources to the WCF in fiscal year 2020.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriations, 2019	$22,598,000,000
Budget estimate, 2020	22,243,500,000
Committee recommendation	23,833,000,000

PROGRAM DESCRIPTION

This account provides funding for the Section 8 tenant-based [voucher] program. Section 8 tenant-based housing assistance is one of the principle appropriations for Federal housing assistance, serving approximately 2.2 million families. The program also funds incremental vouchers for tenants who live in properties where the owner has decided to leave the Section 8 program. The program provides for the replacement of units lost from the assisted housing inventory through its tenant protection vouchers. Under these programs, eligible low-income individuals and families pay 30 percent of their adjusted income for rent, and the Federal Government is responsible for the remainder of the rent, up to the fair market rent or some other payment standard. Finally, this account provides funding for administrative fees for public housing agencies [PHAs], mainstream vouchers, Housing and Urban Development Veterans Supportive Housing [HUD–VASH] programs, and other incremental vouchers for vulnerable populations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $23,833,000,000 for fiscal year 2020, including $4,000,000,000 as an advance appropriation to be made available on October 1, 2020. This amount is

$1,589,500,000 more than the budget request and $1,235,000,000 more than the fiscal year 2019 enacted level.

Contract Renewals.—The Committee recommends $21,502,000,000 for the renewal costs of Section 8 vouchers, which is $1,386,459,000 more than the budget request and $1,189,000,000 more than the fiscal year 2019 enacted level.

The Section 8 rental assistance program is a critical tool that enables more than 2 million low-income individuals and families to access safe, stable, and affordable housing in the private market. In recognition of the Section 8 program's central role in ensuring housing for vulnerable Americans, the Committee recommendation and existing reserves will provide sufficient resources to ensure that no current voucher holders are put at risk of losing their housing assistance. It also supports the first time renewal of incremental vouchers that were funded in prior years, including HUD–VASH vouchers. The Committee will continue to monitor leasing data to make sure residents are protected.

Tenant Protection Vouchers.—The Committee recommendation includes $75,000,000 for tenant protection vouchers. These vouchers are provided to public housing residents whose buildings have health or safety issues, or whose projects are being demolished. However, the largest share of these vouchers is provided to tenants living in properties with expiring HUD assistance who may face rent increases if their owners opt out of HUD programs. In these instances, the vouchers ensure continued affordability of tenants' housing.

Administrative Fees.—The Committee recommends $1,977,000,000 for administrative fees. The Committee notes that these funds are critical to the execution and success of the voucher program. These funds are used for a diverse range of activities and critical functions such as: property inspections; case management, including tenant screening, income recertification, and emergency transfers; landlord outreach; issuing new vouchers upon program turnover; and assisting tenants in locating housing.

The Committee is concerned that where there is a significant fluctuation in local rental market conditions, HUD's published fair market rents do not reflect the increased need in rental subsidy and the associated operating costs. As a result, some PHAs are conducting independent market surveys to more accurately reflect local market conditions for HUD's review and consideration. However, some rental market surveys can be costly and an unviable option for PHAs that lack the expertise and capacity. This is particularly true for smaller PHAs in markets where the local fair market rents are outpacing HUD's annual determination of FMRs.

Section 811 Mainstream Vouchers.—The Committee recommendation includes $218,000,000 to continue the rental assistance and administrative costs of this program.

Tribal-VASH.—The Committee recommendation includes $1,000,000 for the renewal of rental assistance and associated administrative costs for the Tribal HUD–VASH demonstration. Due to the long-standing underutilization of this demonstration, the Committee believes that the unused prior year funding, in combination with this additional funding, will be sufficient to fully renew existing grants. The Committee will continue to assess fund-

ing needs for this demonstration as it completes its work on final fiscal year 2020 appropriations. The Committee encourages HUD to use its existing reallocation authority where necessary to ensure these funds can be utilized to the greatest extent possible.

HUD–VASH.—The Committee again rejects the budget proposal to prematurely end funding for new VASH vouchers and includes $40,000,000 for this purpose. These vouchers have been critical to reducing veterans' homelessness by 49 percent since 2010. It is vital that all funds directed to this program are accounted for and used efficiently. As such, the Committee directs HUD to make public the need for additional HUD–VASH funding and reasons for unused funds, which should also include an evaluation of the effectiveness of the program and distribution of resources. The Committee continues to encourage the Department to use existing authority to recapture HUD–VASH voucher assistance from PHAs that voluntarily declare that they no longer have a need for that assistance, and reallocate it to PHAs with an identified need. The Committee directs HUD to expedite this process, ensuring that communities that have successfully ended veterans' homelessness enable other communities to assist this population. The Committee encourages the Department to prioritize, as part of this reallocation, PHAs that project-base a portion of their HUD–VASH vouchers.

Family Unification Program [FUP].—The Committee includes $20,000,000 for new FUP vouchers for youth exiting foster care and at risk of homelessness. To ensure that vouchers are available where youth need assistance, the Committee enables HUD to provide a portion of the vouchers outside of a competitive NOFA process to PHAs that have partnered with public child welfare agencies [PWCAs] and have identified eligible youth. The housing assistance, as authorized under Section 8(x) of the 1937 Housing Act, combined with access to supportive services through partnerships with the local PCWA will enable youth to remain stably housed and achieve self-sufficiency. The Committee also continues language permitting the Secretary to recapture voucher assistance from PHAs that no longer have a need for that assistance, and reallocate to it to PHAs with an identified need.

Tenant Protections for Victims of Domestic Violence.—The Committee is aware that PIH Notice 2017–08 required public housing agencies to adopt Emergency Transfer Plans by June 14, 2017, in accordance with HUD's Final Rule for the Violence Against Women Act 2013. These Emergency Transfer Plans define who is eligible for an emergency transfer, identify documentation requirements, outline confidentiality protections, and describe how an emergency transfer may be facilitated. As the covered housing provider for emergency transfers within a community, PHAs serve as the primary contact for HUD-assisted individuals or families seeking an emergency transfer, including those receiving assistance in privately-owned HUD-assisted properties. The Committee understands that in some communities, tenants that are victims of domestic violence, dating violence, sexual assault, or stalking request emergency transfers under VAWA, but are unable to internally transfer to a safe unit immediately, given a limited availability of housing stock within a PHA's jurisdiction or a victim's consider-

ation of safe housing. Where some communities may have access to rapid rehousing assistance, others are unable to assist VAWA victims with transfers or relocations to safe housing in a reasonable time period. To further assist these communities, section 41411 of the Violence Against Women Act of 2013 (Public Law 113–4) directed the Secretary to establish policies and procedures for which a VAWA victim seeking an emergency transfer may receive a tenant protection voucher [TPV]. The Committee is concerned that the Department has not made such a policy or established a procedure for PHAs to administer TPVs for HUD-assisted VAWA victims, should TPVs be available for this purpose. As a result, the Committee directs HUD to consult with PHAs, other covered housing providers, and advocates on how TPVs can be administered to HUD-assisted tenants seeking emergency transfers under VAWA, including how the Department can operationalize the use of TPVs for this purpose. The Committee further directs HUD to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the results of that consultation. This report shall also include the estimated need for and cost of making TPVs available for this purpose.

HOUSING CERTIFICATE FUND

(INCLUDING RESCISSIONS)

PROGRAM DESCRIPTION

Until fiscal year 2005, the Housing Certificate Fund 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

The Committee has included language that will allow unobligated balances from specific accounts to be used to renew or amend project-based rental assistance contracts.

PUBLIC HOUSING CAPITAL FUND

Appropriations, 2019	$2,775,000,000
Budget estimate, 2020	.....
Committee recommendation	2,855,000,000

PROGRAM DESCRIPTION

This account provides funding for the modernization and capital needs of PHAs (except Tribally Designated Housing Entities), including management improvements, resident relocation, and homeownership activities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,855,000,000 for the Public Housing Capital Fund, which is $2,855,000,000 more than the budget request and $80,000,000 more than the fiscal year 2019 enacted level.

Of the amount made available under this account, up to $14,000,000 is to support the ongoing financial and physical assessment activities performed by the Real Estate Assessment Center [REAC] and up to $1,000,000 is for the cost of administrative and judicial receiverships.

Safety and Security in Public Housing.—The Committee's recommendation includes $50,000,000 for emergency capital needs, of which at least $10,000,000 is to be used for safety and security measures in public housing. The Committee has included this specific set-aside because there are PHAs facing safety and security issues that rely on these funds to protect their tenants. The Committee believes that the level of funding recommended will support both repairs from disasters and safety and security improvements.

The Committee is concerned that HUD has failed to update the annual funding notification and application process to reflect legislative changes made through annual appropriations acts to award these funds. Currently, HUD does not consider a PHA's need in the award of funding, instead it allocates funding through a national lottery, and thereafter, subject to availability of resources, considers allocations based on a first-come first-serve basis. The Committee believes that this approach does not ensure that PHAs across the country, who have identified safety and security needs, benefit from these funds. Therefore, the Committee directs the Department to update PIH Notice 2016–03 to first award funds based on need regionally, and then award any remaining funds nationally. The amending, or superseding, of PIH Notice 2016–03 should also reflect legislative changes relevant to the availability of funds that the Committee first included in fiscal year 2017. Further, the Committee is aware that HUD prevents PHAs that have previously received safety and security funding for a development, but which have additional needs for different safety and security improvements within the same development, from applying for funding. The Committee believes this policy does not take into account the needs of public housing developments that may require new investments to keep properties and residents safe and secure. Therefore, the Committee directs HUD, in its update of the implementing Notice, to allow PHAs to be eligible for safety and security grants for a development that previously received funding, if the PHA is proposing an activity or acquisition of an item that was not funded under a previously awarded safety and security grant. The Committee continues to direct the Department to fund eligible safety and security projects as quickly as possible. The Committee continues language clarifying that unused funds from the emergency set-aside shall be used to address safety and security needs of PHAs and the residents who live in these properties.

Quality Assurance of Physical Inspections.—The Committee remains concerned about the physical quality of some HUD-subsidized properties across the country, including incidences of unaddressed or untimely responses to health-related hazards in HUD-assisted housing. The Committee notes HUD's recent steps to address the quality of its physical inspections, but has concerns about the prioritization of such changes.

The first change HUD made was reducing the number of days it gives PHAs and property owners advance notification for inspec-

tions to 14-days. The Department's intent behind reducing the advance notification to 14-days is to limit the number of last minute, and primarily cosmetic, repairs in order to more accurately capture the physical condition of the property at the time of inspection. To date, HUD has conducted very few physical inspections under the notification change and as such, little is known about the efficacy or any unintended consequences of this policy change. However, the Committee is aware of concern among PHAs that manage large developments that the notification period does not provide sufficient time for tenant notifications or pre-inspections for 100 percent of units for tenant-caused hazards, particularly where maintenance staff are limited across a PHA's portfolio. Therefore, the Committee directs HUD to submit to the House and Senate Committees on Appropriations within 30 days of enactment of this act a report on HUD's experiences with this policy change. The report should cover at least the following data points for public housing, multifamily housing, and combined: the number of inspections carried out under the 14-day notice; the number of properties rescheduling their initial inspection; the number of properties receiving a default score of zero; the percentage change, relative to the prior 12-month period, of properties passing or failing their inspection; and the identification of any unintended consequences.

The Department has also begun work on a 2-year demonstration to review and replace the current inspection process into one model that improves confidence, emphasizes the health and safety of residents, and reduces complexity. HUD has determined that the current inspection process does not always give reasonable assurance or evidence of a property's condition, identify the extent of health and safety conditions affecting residents, or accurately score properties with poor, if not failing, unit conditions. The Committee believes this effort is a worthwhile endeavor and that the inspection process is due for a comprehensive review and update. However, the Committee is troubled that the Department does not intend to address how the inspection scoring process is weighted until the end of this multi-year demonstration, allowing properties to pass an inspection where units have failed to meet the minimum inspection standards, despite HUD identifying this as a central and fundamental failure of the current inspection process. Currently, the combined scores from common areas, building exteriors, and site conditions are weighted more than the conditions of dwelling units or building systems, such as elevators, heating and cooling, electrical and fire protection, and sanitation. The Committee believes the Department has the authority and ability to adjust how the inspection criteria is weighted, and adjusting the weighting should be incorporated into the updated standards and criteria for the inspection process prior to rolling out the multi-year demonstration. The Department has already determined that the post-demonstration inspection process will consolidate inspection criteria into three areas [dwelling units, inside the property, and outside the property], weighting dwelling unit conditions at 50 percent of the overall score and will incorporate a requirement to fail the overall property inspection if the dwelling units do not meet the minimum physical condition standards. Given the tools available to the Department, and recent actions taken to improve the quality of in-

spections, the Committee is perplexed about HUD's decision to reduce the advance notification for inspections, but not take immediate action to alter how inspections are weighted in order to prioritize the health and safety of residents. Therefore, the Committee directs that HUD submit a report to the House and Senate Committees on Appropriations within 15 days of enactment of this act that identifies the process for establishing a new scoring weight as part of the current inspection process, and identifies the statutory and regulatory barriers, if any, that would need to be addressed before undergoing such change.

As part of the fiscal year 2017 Appropriations Act, this Committee directed GAO to undertake a review of REAC's policies and processes. GAO completed their work and published a report in March of this year. In the report, GAO makes 14 recommendations to HUD to improve REAC's physical inspection process as well as its selection, training, and monitoring of contract and quality assurance inspectors. GAO's report also notes that in January of 2017, an internal HUD taskforce made 8 recommendations to enhance and improve the inspection process, but that as of December 2018, HUD had not implemented any of the 8 recommendations. The Committee notes that one of those recommendations from January 2017 was to, "[i]ncrease the scoring weights of units and reexamine point deduction caps." The Committee directs HUD to submit a report to the House and Senate Committees on Appropriations a report within 30 days of enactment of this act that identifies the status of HUD's implementation of the 14 recommendations identified by GAO and the 8 recommendations identified by HUD in January 2017, and to update the House and Senate Committees on Appropriations quarterly during fiscal year 2020 on its progress to implement these 22 recommendations.

The Committee directs the Department to submit to the House and Senate Committees on Appropriations 30 days after enactment of this act, a report identifying how funds provided for REAC, including any carryover balances, will be utilized during fiscal year 2020. The Committee also directs the Department to submit to the House and Senate Committees on Appropriations within 90 days of enactment of this act a report on REAC inspections of all HUD assisted and/or insured properties. This report shall include: the percentage of all inspected properties that received a REAC-inspected score of less than 65 since calendar year 2013; the number of properties in which the most recent REAC-inspected score represented a decline relative to the previous REAC score; a list of the 10 metropolitan statistical areas with the lowest average REAC-inspected scores for all inspected properties; and a list of the 10 States with the lowest average REAC-inspected scores for all inspected properties. The Committee encourages the Department to work with the House and Senate authorizing committees on enforcement actions, including civil monetary penalties, that HUD can take to ensure PHAs and landlords maintain the physical quality of HUD-assisted units.

The Committee continues to support efforts to quickly issue tenant protection vouchers to ensure affected residents are expeditiously securing housing that meets HUD's decent, safe and sanitary standards. The Committee reiterates that failure to maintain

the physical condition of HUD-assisted properties results in a loss of critical affordable housing and tenant protection vouchers are of questionable value to families that encounter a lack of affordable housing in their communities. As such, the Committee directs HUD to remind PHAs of the importance of working in coordination with State housing finance agencies and regional stakeholders to identify opportunities for the preservation and expansion of local affordable housing, particularly in areas where there is a known low vacancy or where the PHA is pursuing a Section 18 demolishment or disposition action.

Lead-Based Paint, Mold, and Other Environmental Hazards.—The agreement includes $40,000,000 to help PHAs address lead-based paint and other environmental hazards in public housing units. In fiscal year 2019 the Committee provided $25,000,000 to help PHAs address lead-based paint hazards in public housing units, to ensure the physical condition of units meet the criteria set forth in HUD's amended blood lead level standards. This funding was competitively awarded to PHAs for lead inspections, risk assessments, interim controls and abatements, and will provide greater protections for children under the age of 6 living in public housing and builds on the $25,000,000 that was provided in fiscal year 2017. While this funding continues to be critical for making improvements to public housing, the Committee remains concerned that HUD has limited its overall impact through the Notice of Funding Availability. Specifically, while HUD has allowed PHAs that are in troubled status or under the direction of HUD or a court-appointed receiver to compete for funding, PHAs that are under the direction of a monitor are ineligible to apply for the funding. Additionally, HUD has disqualified PHAs with unresolved violations of the Lead Safe Housing or Lead Disclosure Rules, and prohibited the use of funding to satisfy related violations or settlement agreements with HUD, the Department of Justice and the Environmental Protection Agency. This, combined with setting an arbitrary cap on the amount of a grant to $1,000,000, discouraged and prohibited many PHAs with lead-hazard reduction needs that exceed this amount from applying for, or receiving funding. The Committee reminds the Department that the intent of this funding is to help PHAs come into compliance with Federal statute and regulation in order to improve the living conditions of public housing residents. The Committee prohibits the Department from deeming any PHA that is under the direction of a monitor as ineligible to apply for or receive funding, provided the agency is in compliance with any current Memorandum of Agreement or Recovery Agreements. The Committee also prohibits HUD from deeming any PHA that has a violation or violations of the Lead Safe Housing or Lead Disclosure Rules and who present documentation establishing they are working in good faith to resolve such findings by meeting any deadlines they were required to reach under the terms of a settlement agreement, consent decree, voluntary agreement, or similar document as of the date of application, as ineligible to apply for or receive funding.

The Department is also prohibited from precluding funds from being used to carryout work to settle an outstanding violation. The Committee continues to expect the Department to work with PHAs

to ensure that the initiative reflects the unique needs of the industry and strongly encourages HUD to work with PHAs, their maintenance staff, and tenants to help ensure potential lead-based paint risks are identified and addressed expeditiously.

The Committee continues to hear reports of mold, and other environmental hazards including carbon monoxide, radon, and pests, affecting the health and wellbeing of public housing residents, often causing or worsening allergies, asthma and other respiratory illnesses, and poisoning or loss of life. Mold, for example, can be not only the result of improper or inadequate ventilation in the home, but also a result of a damaged roof, leaking pipes, or contaminated building materials that require removal or special handling. Other environmental hazards can be a result of improper installation of appliances, inadequate ventilation, or unsealed surfaces and structures. The Committee is aware of the growing number of units identified with mold and other environmental hazards and the presence of hazards in common areas that are uncovered during the annual physical inspection of public housing properties and is concerned about this growing problem. As a result, the agreement includes up to $15,000,000 to help PHAs address mold and other environmental hazards in public housing, including testing and abatement and building improvements in order to improve the health and safety conditions of residents.

The Committee believes that HUD's oversight of the physical condition of the Nation's public housing stock lacks standard guidance and best practices for PHAs to deploy in order to prevent or effectively address mold and other environmental hazards in public housing and directs the Office of Public and Indian Housing to work with the Office of Lead-Hazard Control and Healthy Homes to develop guidance and conduct webinars on effective solutions to addressing mold and other environmental hazards in public housing within 120 days of enactment of this act.

Public Housing Receiverships.—The Committee directs the Department to report quarterly during fiscal year 2020 to the House and Senate Committees on Appropriations on the status of public housing agencies under receivership, including factors that informed the receivership such as physical and financial scores, deficiencies with internal controls, and other information demonstrating why HUD believes PHAs are unable to effectively oversee their business operations. This report shall also include an identification of funding resources and technical assistance provided to the PHA for the purpose of transitioning out of receivership, and future steps HUD will take to address deficiencies in an effort to return the respective PHAs to local control.

The Committee is concerned that some PHAs have recently exited receivership despite health, safety, and security conditions for residents remaining a problem. One such PHA is the East St. Louis Housing authority, which exited receivership in 2017 after 32 years of direct HUD control. The Committee directs HUD to submit a report to the House and Senate Committee on Appropriations on what actions HUD took during the receivership to improve the security of HUD-assisted properties and safety conditions for residents. The Committee further directs HUD to evaluate how it can improve a PHA's transition out of receivership to ensure residents

are living in decent, safe, and sanitary housing and to report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on changes that can be made to improve conditions for residents affected by receivership changes, while also ensuring PHAs are able to return to local control in a timely manner.

Mobility and Relocation Specialists.—The Committee is aware of reports that HUD is not providing sufficient oversight of and continued access to mobility and relocation specialists for public housing residents who are required to involuntarily relocate from their current public housing unit, as a result of health and safety conditions or the demolishment or disposition of a public housing unit. The Committee directs HUD to take appropriate action to ensure public housing residents being relocated have access to mobility and relocation specialists until their relocation to suitable replacement housing is complete.

ConnectHome.—The ConnectHome initiative provides a platform for collaboration among local governments, PHAs, Internet service providers, philanthropic foundations, nonprofit organizations, and other relevant stakeholders to work together to produce local solutions for narrowing the digital divide in communities across the Nation served by HUD. The Committee encourages the Department to continue to partner with these entities to help identify ways residents living in public housing can connect to broadband infrastructure through technical assistance and digital literacy training, and to work with its partners to take steps to expand the number of participating communities.

PUBLIC HOUSING OPERATING FUND

Appropriations, 2019	$4,653,116,000
Budget estimate, 2020	2,863,000,000
Committee recommendation	4,650,000,000

PROGRAM DESCRIPTION

This account provides funding for the payment of operating subsidies to approximately 3,100 PHAs (except tribally designated housing entities) with a total of approximately 1.2 million units under management in order to augment rent payments by residents in order to provide sufficient revenues to meet reasonable operating costs.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $4,650,000,000 for the public housing operating fund, which is $1,787,000,000 more than the budget request and $3,116,000 less than the fiscal year 2019 enacted level.

Shortfall Funding.—The Committee has included funding this fiscal year to mitigate the risk of financial insolvency among PHAs. The Committee directs that the allocation of these funds shall first be prioritized to PHAs with 249 or fewer public housing units that are determined to be insolvent and have less than 1-month of reserves before allocating funds to larger PHAs. The Committee prioritizes very small and small PHAs for these funds given that these PHAs comprise over 75 percent of all PHAs and are unlikely

to be able to avail themselves of other mitigation strategies relative to larger PHAs. The Committee recognizes that financial reporting is not static and that PHAs in special circumstances, such as those undergoing Rental Assistance Demonstration [RAD] conversions or utilizing fungibility authority, are subject to temporary fluctuations in operating expenses. Therefore, the Committee directs HUD to take these special circumstances into account in their assessment of insolvent PHAs and allocation of funding.

Enterprise Income Verification System.—The Committee is aware that Executive Order 13828 highlights the importance of investing in tools to reduce inaccuracies in payments. The Committee is supportive of efforts to reduce improper payments and encourages HUD to ensure that PHAs have access to upfront income verification tools that provide current employment and income verification information.

Operating Fund Web Portal.—The Operating Fund Web Portal is a web-based platform that will enable PHAs to submit operating fund data to HUD, view such data, and make changes longitudinally. The portal will also enable HUD to reduce the risks associated with the current formula processes by providing for fully auditable data submissions, and provide greater transparency to PHAs regarding the basis of funding and reduce the risk of errors associated with the operating fund formula process. The Committee directs HUD to continue working on the full development and implementation of this tool in order to automate the operating fund formula process, as well as improve cash management reporting and compliance. The Committee further directs HUD to report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on the progress made during fiscal year 2020 and to identify additional actions to be taken in outyears to complete work on the portal.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriations, 2019	$150,000,000
Budget estimate, 2020	
Committee recommendation	100,000,000

PROGRAM DESCRIPTION

The Choice Neighborhoods initiative provides competitive grants to transform distressed neighborhoods into sustainable, mixed-income neighborhoods with co-location of appropriate services, schools, public assets, transportation options, and access to jobs or job training. Choice Neighborhoods grants fund the preservation, rehabilitation, and transformation of public and HUD-assisted housing, as well as their neighborhoods. Grantees include PHAs, tribes, local governments, and nonprofit organizations. For-profit developers may also apply in partnership with another eligible grantee. Grant funds can be used for resident and community services, community development and affordable housing activities in surrounding communities. Grantees undertake comprehensive local planning with input from residents and the community.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $100,000,000 for the Choice Neighborhoods Initiative. This amount is $50,000,000 less than the fiscal year 2019 enacted level and $100,000,000 more than the budget request. Of the total amount provided, not less than $50,000,000 shall be awarded to projects where PHAs are the lead applicant, and no more than $5,000,000 may be used for planning, including planning and action, grants. The Committee continues to direct the Secretary to give priority consideration to grantees that have been previously awarded planning grants when making implementation grant awards.

SELF-SUFFICIENCY PROGRAMS

Appropriations, 2019[1]	.....
Budget estimate, 2020[2]	.....
Committee recommendation	$130,000,000

[1] The total appropriations for these programs which was represented in a different account structure was $130,000,000.

[2] The total budget request for these programs that currently are represented in other account amount to $90,000,000.

PROGRAM DESCRIPTION

The Family Self-Sufficiency [FSS] program provides funding to Public Housing Authorities [PHAs] to fund FSS Coordinators to help Housing Choice Voucher, project-based Section 8, and Public Housing residents achieve self-sufficiency and economic independence. The Resident Opportunities and Self-Sufficiency [ROSS] program provides funding to PHAs, public housing resident associations, Native American tribes, and non-profit organizations to fund Service Coordinators to assist households with employment and educational opportunities. The Jobs Plus Initiative provides grants to PHAs, which are required to partner with Department of Labor jobs centers, and provides public housing residents with case managers to assist in job placement.

COMMITTEE RECOMMENDATION

The Committee recommendation consolidates the FSS, ROSS, and Jobs Plus programs into this new account. Previously, the ROSS and Jobs Plus programs were funded as part of the Public Housing Capital Fund, and the FSS program was under its own account. The Committee recommends a total appropriation of $130,000,000 for these self-sufficiency programs in fiscal year 2020. The overall appropriation amount is equal to the fiscal year 2019 enacted level, and $40,000,000 more than the budget request for these three programs. The Committee recommendation includes $80,000,000 for the FSS program, $35,000,000 for the ROSS program, and $15,000,000 for the Jobs-Plus initiative.

Family Self-Sufficiency Program.—The Committee strongly supports the FSS program, which provides public housing and Section 8 residents with the tools to improve their economic stability, financial management skills, and ultimately achieve self-sufficiency. The Committee notes the passage of the Economic Growth, Regulatory Relief, and Consumer Protection Act of 2019, which will strengthen the FSS program by consolidating duplicative programs,

broadening supportive services, and giving local entities flexibility to pursue innovative approaches. The Department shall prioritize the renewal of all existing coordinators and encourages the participation of new coordinators once the renewal need is met. As the program expands, the Committee expects HUD to continue to provide technical assistance and training as appropriate in order to share best-practices. Further, the Committee strongly encourages the Department to continue work with PHAs and property owners, including those converting existing FSS programs through the Rental Assistance Demonstration, to ensure compliance with reporting and other programmatic requirements.

Easing Barriers to FSS Participation.—In order to facilitate increased participation by families, the Committee seeks to reduce barriers that can arise from understaffed FSS programs or delays in family enrollment. For the purposes of the NOFA for this program, the Committee directs HUD to use PIH Information Center data from the 12-month period immediately preceding the issuance of the NOFA when calculating the number of new or additional FSS coordinators for which a PHA is eligible to apply. The Committee further directs that for new families enrolling in the FSS program in 2020, the income and rent amounts to be used in the "Program Contract of Participation" shall be taken from the amounts on the last reexamination or interim determination before the family's initial participation in the FSS program.

FSS Performance Metrics.—The Committee has long-supported this program and the important role it can play in the lives of families receiving HUD rental assistance. The Committee has also long-advocated for effective performance measures that will enable the Department to promote best practices across local programs and maximize the number of families that achieve self-sufficiency. HUD notes that there is tremendous variation in the Individual Training and Services Plan goals of individual FSS participants. It is precisely these differences that can make it challenging to condense the program into only a few performance metrics for participating entities. Recognizing this challenge, HUD regulations [24 CFR 984.102] stipulate that, "The Department will measure the success of a local FSS program not only by the number of families who achieve self-sufficiency, but also by the number of FSS families who, as a result of participation in the program, have family members who obtain their first job, or who obtain higher paying jobs; no longer need benefits received under one or more welfare programs; obtain a high school diploma or higher education degree; or accomplish similar goals that will assist the family in obtaining economic independence." However, the performance metric system the Department has established only considers three factors for which it intends to base funding decisions—earnings, graduation from the program, and program participation. PHAs and other stakeholders have raised concerns about the potential unintended consequences of these metrics on small vs. large PHAs, rural vs. metropolitan areas, and statewide vs. local programs, among other concerns. Given these concerns and the very limited scope of the performance metrics, funding decisions should not be informed by these metrics at this time. Therefore, the Committee includes a di-

rective in the bill preventing HUD from basing funding decisions on the performance metric system.

FSS Authorization Changes.—HUD has not yet proposed regulations to implement the changes made by the Family Self-Sufficiency Act and enacted in Section 306 of Public Law 115–174. The Committee directs HUD to complete and release revisions to the FSS regulations no later than 90 days after enactment of this act.

FSS Data.—The Committee directs HUD to include in its annual budget submission to Congress data showing FSS participation, escrow accumulation, and graduation rates for the FSS program, including data from participating entities without coordinator grants.

NATIVE AMERICAN PROGRAMS

[INCLUDING TRANSFER OF FUNDS]

Appropriations, 2019[1]	$820,000,000
Budget estimate, 2020	600,000,000
Committee recommendation	820,000,000

[1] The fiscal year 2019 Appropriations represents funding for the combined activities of the Indian Housing Block Grant and the Indian Community Development Block Grant program.

PROGRAM DESCRIPTION

This account funds the Indian Housing Block Grant Program [IHBG], as authorized under title I of the Native American Housing Assistance and Self-Determination Act of 1996, and the Indian Community Development Block Grant Program [ICDBG], authorized under title I of the Housing and Community Development Act of 1974. The IHBG program provides a funding allocation on a formula basis to Indian Tribes and their tribally designated housing entities to help address the housing needs within their communities. The ICDBG program provides Indian Tribes the opportunity to compete for funding to address tribal community development needs.

COMMITTEE RECOMMENDATION

The Committee recommendation restructures the major programs administered by HUD's Office of Native American Programs [ONAP] into a single account. The table below provides funding levels for activities within this account. The recommended funding level for these combined activities is equal to the amount provided in fiscal year 2019 and $220,000,000 more than the budget request.

	Request	Recommendation
Native American Housing Block Grants—Formula	$598,000,000	$646,000,000
Title VI Loan Program	2,000,000	2,000,000
Native American Housing Block Grants—Competitive		100,000,000
Indian Community Development Block Grants		65,000,000
Training and Technical Assistance		7,000,000
Total	600,000,000	820,000,000

Competitive Grants.—IHBG is a vital resource for Tribal governments to address the dire housing conditions in Indian Country, as the quality of and access to affordable housing remains in a critical state for many Tribes across the country. Native Americans living in Tribal areas are nearly twice as likely to live in poverty com-

pared to the rest of the Nation. As a result, the housing challenges on Tribal lands are daunting. According to the American Housing Survey data for 2013, 16 percent of homes on American Indian reservations and off-reservation trust land are overcrowded, compared to 2 percent of households nationwide. In addition to being overcrowded, 34 percent of Native American housing units suffer from one or more physical deficiencies compared to only 7 percent for U.S. households, on average. To assist Tribes with these daunting housing challenges, the Committee recommendation includes $100,000,000 for competitive grants in addition to the formula funding in order to assist areas with greater need.

Coordinated Environmental Reviews for Tribal Housing and Related Infrastructure.—The construction of new Tribal housing often requires multiple Federal partners to provide assistance to develop the basic infrastructure necessary to support housing development. The lack of water, sewer, power, and roadway infrastructure adds to the overall complexity and cost of housing development and triggers different environmental review requirements for each Federal funding source. This results in multiple inefficient and costly reviews that delay housing development projects and acts as a hindrance to leveraging other investments.

As a result, since fiscal year 2015, the Committee has directed HUD to collaborate with its Federal agency partners, including the Departments of Interior, Agriculture, Commerce, Energy, Health and Human Services, Transportation, and the Environmental Protection Agency, to develop a coordinated environmental review process to simplify and streamline Tribal housing development and its related infrastructure needs. The Committee believes that eliminating unnecessary Federal barriers to housing development is an essential component to facilitate an effective use of Federal funding, while also balancing the need to ensure appropriate and necessary environmental protections.

In response, HUD established a working group to identify a baseline assessment of cross-agency environmental review requirements and developed a series of short- and long-term recommendations. In December 2015, the working group reported to the House and Senate Committees and determined that no single effort or legislative change would ensure a coordinated and simplified environmental review process and that an on-going effort between agencies to discover commonalities and foster collaborative relationships was required. Despite additional directives from this Committee to continue this work, little progress has been made since 2017. In fact, the staff designated to lead this effort at HUD have been detailed to other responsibilities.

The lack of sustained attention to this requirement is unfortunate. Given the Administration's persistent efforts to implement environmental streamlining initiatives across the spectrum of the Federal Government programs, this is one sector where substantial progress could have been made with the support of Tribal governments and members of Congress. Therefore, the Committee directs HUD to establish and lead a Tribal Housing and Related Infrastructure Interagency Task Force within the calendar year, which includes the previous participating working group agency partners. The task force shall address and implement the working group rec-

ommendations to continue the review of related environmental laws and authorities to identify opportunities for greater efficiencies; explore whether environmental reviews could be expedited if agencies which fund similar types of projects developed aligned categorical exclusions; and identify specific regulatory and policy improvements. The Committee expects routine reports to the House and Senate Committees on Appropriations on task force meetings, action items, goals and recommendations.

Technical Assistance.—Limited capacity hinders the ability of many Tribes to effectively address their housing needs. The Committee recommendation includes $7,000,000 for technical assistance needs in Indian Country to support the IHBG program, as well as other HUD programs, in order to meet the needs of Native American families and Indian Country. The Committee expects HUD to use the technical assistance funding provided to aid Tribes with capacity challenges, especially Tribes receiving small grant awards. The funding should be used for training, contract expertise, and other services necessary to improve data collection, increase leveraging, and address other needs identified by Tribes. The Committee also expects that these technical assistance funds will be provided to organizations with experience in providing technical assistance that reflects the unique needs and culture of Native Americans.

Title VI Credit Subsidy Model.—The Title VI Loan Guarantee program enables Tribes to leverage their block grant funds and encourages private lenders to finance Tribal housing development activities. The Committee appreciates the efforts of the Department and OMB to update the credit subsidy model. Because of these efforts, HUD is able to nearly double the value of loans guaranteed through this program without the need for additional credit subsidy. The Committee encourages HUD and OMB to continue efforts to further improve and update the credit subsidy model.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2019	$1,440,000	$553,846,154
Budget estimate, 2020	2,500,000	1,000,000,000
Committee recommendation	1,600,000	1,000,000,000

PROGRAM DESCRIPTION

This program provides access to private financing for Indian families, Indian Tribes, and their tribally designated housing entities that otherwise could not acquire housing financing because of the unique status of Indian trust land. HUD continues to be the largest single source of financing for housing in Tribal communities. This program makes it possible to promote sustainable reservation communities by providing access to financing for higher income Native Americans to achieve homeownership within their Native communities. As required by the Federal Credit Reform Act of 1990, this account includes the subsidy costs associated with the loan guarantees authorized under this program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $1,100,000 in credit subsidy to support a loan level of $1,000,000,000. In addition the recommendation provides an additional $500,000 for administrative contract expenses, for a total appropriation of $1,600,000. This funding level is $160,000 more than the fiscal year 2019 enacted level and $900,000 less than the budget request.

Oversight and Management.—In response to the Committee's direction, in August of 2018 the HUD Office of Inspector General [OIG] reported on ONAP's use of administrative contract expenses, management processes, and information technology systems to the House and Senate Committees on Appropriations. The OIG found that ONAP's Office of Loan Guarantee [OLG] operated without adequate oversight of the Section 184 program, inappropriately closed 6 out of 10 prior audit recommendations from 2015, was unable to fully account for the use of administrative expenses, and had nearly $2,300,000 in unobligated balances in the administrative contract expense fund. The OIG memorandum states, "Since HUD had not taken corrective actions to properly address audit recommendations in the 3 years since the issues were identified, the program has been allowed to operate without adequate oversight, statutory authority, and internal written policies and procedures, increasing the risk of waste, fraud and abuse." Clearly, these findings are deeply disturbing at best. The Committee directs HUD to report quarterly to the House and Senate Committee on Appropriations on the steps it is taking to implement corrective actions to the seven open OIG recommendations. The Committee is sympathetic to ONAP's staffing challenges and in response to OIG recommendation 1G, the Committee recommendation includes language in the 'Program Offices' account directing HUD to prioritize the hiring and backfill of ONAP staff, as well as additional resources to increase overall staffing levels to hire a full time OLG Director. Further, the Committee encourages HUD to continue to work with the authorizing committees to enact statutory indemnification authority.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriations, 2019	$2,000,000
Budget estimate, 2020	.....
Committee recommendation	1,745,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $1,745,000 for the Native Hawaiian Housing Block Grant Program, which is $255,000 less than the fiscal year 2019 enacted level and $1,745,000 more than the budget request.

The Committee is extremely disappointed at DHHL's repeated failure to meet acceptable performance targets for the expenditure of federally appropriated funds, and its failure to adjust program delivery models to meet the housing needs of low-income Native Hawaiians. While the underlying State constitutional mandate to return Native Hawaiians to the Hawaiian homelands is and should always be the mission of the organization, that does not in any way preclude DHHL from developing affordable, multi-family rental housing for the estimated 34,100 low-income Native Hawaiians who cannot afford traditional or sweat equity homeownership opportunities. This type of residential density will also allow for more efficient use of infrastructure such as roads, sewer, and water lines. Further, DHHL is encouraged to also address the rehabilitation of unsafe and unsanitary housing conditions of low-income Kapuna housing on Hawaiian homelands for which there is also great need.

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

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriations, 2019	$393,000,000
Budget estimate, 2020	330,000,000
Committee recommendation	330,000,000

PROGRAM DESCRIPTION

The Housing Opportunities for Persons With AIDS [HOPWA] program provides States and localities with resources and incentives to devise long-term, comprehensive strategies for meeting the housing and supportive service needs of persons living with HIV/AIDS and their families.

By statute, 90 percent of formula-appropriated funds are distributed to qualifying States and metropolitan areas on the basis of the number of living HIV and living AIDS cases, as well as poverty and local housing cost factors. The remaining 10 percent of funds are awarded through a national competition, with priority given to the renewal of funding for expiring agreements consistent with appropriations act requirements.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $330,000,000 for the HOPWA program. The recommended amount is equal to the budget request, and $63,000,000 less than the fiscal year 2019 en-

acted level. The Committee continues to include language requiring HUD to allocate these funds in a manner that preserves existing HOPWA programs, to the extent that those programs are determined to be meeting the needs of persons with HIV/AIDS.

COMMUNITY DEVELOPMENT FUND

Appropriations, 2019[1]	$3,365,000,000
Budget estimate, 2020	.....
Committee recommendation	3,325,000,000

[1] In fiscal year 2019, the Committee provided $65,000,000 for the Indian Community Development Block Grant [ICDBG] under this account heading. For fiscal year 2020, ICDBG activities have been transferred to and fully funded at fiscal year 2019 levels in the new Native American Programs account.

PROGRAM DESCRIPTION

Under title I of the Housing and Community Development Act of 1974, as amended, the Department is authorized to award block grants to units of general local government and States for the funding of local community development programs. A wide range of physical, economic, and social development activities are eligible, with spending priorities determined at the local level, but the law enumerates general objectives which the block grants are designed to fulfill, including adequate housing, a suitable living environment, and expanded economic opportunities, principally for persons of low- and moderate-income. Grant recipients are required to use at least 70 percent of their block grant funds for activities that benefit low- and moderate-income persons.

Funds are distributed to eligible recipients for community development purposes utilizing the higher of two objective formulas, one of which gives somewhat greater weight to the age of housing stock. Of the funds appropriated, 70 percent are distributed to entitlement communities and 30 percent are distributed to nonentitlement communities after deducting designated amounts for insular areas.

COMMITTEE RECOMMENDATION

The Committee provides $3,325,000,000 for Community Development Fund. The recommended amount is $3,325,000,000 above the budget request and $40,000,000 below the fiscal year 2019 enacted level. The Community Development Block Grant program [CDBG] funding provides States and entitlement communities with resources that allow them to undertake a wide range of community development activities, including public infrastructure improvements, housing rehabilitation and construction, job creation and retention, and public services that primarily benefit low- and moderate-income persons. The Committee strongly rejects the administration's proposal to eliminate this critical infrastructure program. Since 2005, CDBG has assisted nearly 1.5 million homeowners with services such as rehabilitation, downpayment assistance, and lead abatement; it has helped create or retain over 400,000 jobs; and has benefited over 45 million people through infrastructure improvements. Every dollar of CDBG Federal investment leverages nearly four additional dollars in non-CDBG funding. Urban and rural communities, including communities in which residents experience economic hardship, rely on this funding to serve their most

vulnerable residents. This program is vital to our Nation's downtown and neighborhood revitalization efforts, and the Committee believes that every effort must be made to protect this essential funding mechanism. HUD's own fiscal year 2020 performance plan shows that eliminating CDBG as well as the HOME Investment Partnerships program ultimately reduces the number of housing units the Department expects to make healthy, physically safe and lead-safe by two-thirds. This essential resource for State and local governments lies at the heart of HUD's community development mission and eliminating it would have a real and significant negative impact on the lives of millions of low- and moderate-income Americans.

The flexibility associated with CDBG enables State and local governments to tailor solutions to effectively meet the unique needs of their communities. The Committee notes the importance of States and local grantees meeting the program's three national objectives, as they utilize the program's resources to address a wide range of community needs. As HUD works with communities to determine eligible activities that meet the national objective of benefiting low- and moderate-income persons, the Committee encourages the Department to extend flexibility to rural communities with less than 1,000 residents to use alternate sources of data to establish Low-Moderate Income Survey Data when American Community Survey [ACS] data is considered by the CDBG applicant to be unreliable.

To ensure the program remains flexible, but also accountable and transparent, the Committee recommendation continues provisions in bill language that prohibit any community from selling its CDBG award to another community and that any funding provided to a for-profit entity for an economic development project funded under this act undergo appropriate underwriting. The Committee has included these provisions to address concerns raised about how program dollars have been used and to mitigate risks associated with these concerns.

The Committee recommendation includes $25,000,000 for grants to States to enable communities to assist individuals recovering from substance abuse as authorized by Section 8071 of the SUPPORT for Patients and Communities Act.

Partnerships Between Grantees and Project Resource Providers.—The Committee strongly supports communities that are facilitating partnerships between CDBG recipients and non-profit organizations that provide tools, equipment, or other resources to other nonprofit or volunteer organizations assisting in the completion of community development, revitalization, or rehabilitation projects authorized under the CDBG program. In fiscal year 2019, the Committee directed HUD to provide clarifying guidance to CDBG recipients about how they can facilitate these partnerships and to issue a report at the end of the fiscal year that identifies opportunities and challenges for Federal, State, and local governments to partner with nonprofit organizations to complete community development, revitalization, and rehabilitation projects.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2019		$300,000,000
Budget estimate, 2020		
Committee recommendation		300,000,000

PROGRAM DESCRIPTION

Section 108 of the Housing and Community Development Act of 1974, as amended, authorizes the Secretary to issue Federal loan guarantees of private market loans used by entitlement and non-entitlement communities to cover the costs of acquiring real property, rehabilitation of publicly owned real property, housing rehabilitation, and other economic development activities.

COMMITTEE RECOMMENDATION

The Committee recommendation provides a loan level guarantee of $300,000,000 which is equal to the fiscal year 2019 enacted level and $300,000,000 above the budget request. The Committee requires HUD to collect fees to offset credit subsidy costs such that the program operates at a zero credit subsidy cost.

This program enables CDBG recipients to use their CDBG dollars to leverage financing for economic development projects, community facilities, and housing rehabilitation programs. Communities are allowed to borrow up to five times their most recent CDBG allocation.

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriations, 2019	$1,250,000,000
Budget estimate, 2020	
Committee recommendation	1,250,000,000

PROGRAM DESCRIPTION

Title II of the National Affordable Housing Act, as amended, authorizes the HOME Investment Partnerships Program [HOME]. This program provides assistance to States and local governments for the purpose of expanding the supply and affordability of housing to low- and very low-income people. Eligible activities include tenant-based rental assistance, acquisition and rehabilitation of affordable rental and ownership housing, and housing construction. To participate in the HOME program, State and local governments must develop a comprehensive housing affordability strategy. There is a 25 percent matching requirement for participating jurisdictions, which can be reduced or eliminated if they are experiencing fiscal distress.

COMMITTEE RECOMMENDATION

The Committee does not support the elimination of this program as proposed in the budget request and recommends an appropriation of $1,250,000,000 for the HOME program. This amount is equal to the fiscal year 2019 enacted level and $1,250,000,000, more than the budget request.

Affordable Housing Needs.—Communities across the country are facing an affordable housing crisis as rents are on the rise nationally, low- and moderate-incomes are relatively stagnant, and the production of affordable housing units lags far behind the need. Between 2001 and 2015, the share of overburdened renter households that spent more than half of their income on rent increased 42 percent. The HOME program is the sole Federal assistance program at HUD targeted to help State and local participating jurisdictions leverage public and private resources to develop and sustain affordable housing opportunities for low-income individuals and families. The program is an essential tool to address the shortfall of a market driven economy that is ill equipped to bridge the lack of profitability in affordable housing development and traditional private sector housing financing mechanisms. In most cases, the HOME program provides the necessary public gap financing to facilitate private sector investment in affordable housing enabling significant leverage capacity of public and private resources. In fact, the programs leverage capacity grew from $4.32 for every Federal dollar in 2017 to an average of $7.85 in 2018. For rental projects specifically, this amount was even higher, leveraging $8.67 for every HOME dollar. The Committee supports innovative projects that combine public and private capital, and directs HUD to continue to work to expand the supply and affordability of housing for low-income and very low-income people.

Reconciling Income Guidelines for Disabled Veterans.—There are 4.7 million veterans with disabilities and 1.5 million veterans living in poverty in the United States. However, connecting veterans to affordable housing opportunities based on their disability and/or income status can be difficult. Many multifamily affordable housing developments are financed with a combination of HOME funds and the Department of the Treasury's Low Income Housing Tax Credits [LIHTC]. However, the income guidelines for HUD's HOME program and LIHTC vary, and reconciling the two program's requirements can be challenging. As such, the Committee directs the Department to revive the interagency Rental Policy Working Group with the Department of Treasury to determine policies that align HUD and LIHTC guidelines to address the housing needs of low-income disabled veterans.

Environmental Reviews.—The Committee is concerned that grantees of HUD's community development programs must navigate inconsistent environmental reviews processes, especially between the HOME and Housing Trust Fund [HTF] programs. These inconsistencies have led to project delays and grantee confusion when trying to comply with Federal regulations. Therefore, the Committee directs HUD to provide a briefing to the House and Senate Committees on Appropriations 60 days after enactment of this act on how HUD will align the environmental review process required under the HOME and HTF programs. Within 365 days after enactment of this act, HUD is directed to issue regulations aligning the environmental regulations for the HOME and HTF programs.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriations, 2019	$54,000,000
Budget estimate, 2020	
Committee recommendation	54,000,000

PROGRAM DESCRIPTION

The Self-Help and Assisted Homeownership Opportunity Program provides funding for several programs, including the Self-Help Homeownership Opportunity Program [SHOP], which assists low-income homebuyers who are willing to contribute "sweat equity" toward the construction of their houses. These funds increase nonprofit organizations' ability to leverage funds from other sources. This account also includes funding for the Capacity Building for Community Development and Affordable Housing Program, as well as assistance to rural communities, as authorized under sections 6301 through 6305 of Public Law 110–246. These programs assist in the development of the capacity of nonprofit organizations to carry out community development and affordable housing projects. This account also provides funding for the rehabilitation and modification of the homes of veterans, who are low-income or disabled, as authorized by section 1079 of Public Law 113–291.

COMMITTEE RECOMMENDATION

The Committee recommends $54,000,000 for the Self-Help and Assisted Homeownership Opportunity Program, which is equal to the fiscal year 2019 enacted level and $54,000,000 more than the budget request. The Committee rejects the Administration's proposal to eliminate this account. The Committee recommendation includes $10,000,000 for SHOP, as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996; $35,000,000 for capacity building, as authorized by section 4(a) of the HUD Demonstration Act of 1993; $5,000,000 to carry out capacity building activities in rural communities; and $4,000,000 for a program to rehabilitate and modify housing for veterans, who are low-income or disabled. The Committee notes that funding for technical assistance is being provided under the Office of Policy Development and Research and directs that funds available for the Section 4 program be used solely for capacity building activities.

Funding for the Rural Capacity Building Program for Community Development and Affordable Housing is intended for truly national organizations. For the purposes of the National Rural Capacity Building Notification of Funding Availability [NOFA], the Committee directs HUD to define an eligible national organization as "a nonprofit entity, which has ongoing experience in rural housing, including experience working with rural housing organizations, local governments, and Indian tribes, as evidenced by past and continuing work in one or more States in eight or more of HUD's Federal regions."

Assistance for Low-Income and Disabled Veterans.—The Veterans Housing Rehabilitation and Modification pilot program awards grants to nonprofit organizations to rehabilitate or modify the primary residences of disabled, low-income veterans in order to improve accessibility and to assist some of the 4.7 million veterans in

the United States with a service-connected disability and the nearly 1.5 million living in poverty. After 4 years of appropriations and repeated Congressional directives, the Committee is pleased that HUD awarded the first round of funding in fiscal year 2018 and has published a NOFA in fiscal year 2019 for the remaining $10,200,000 in available resources in a timely manner and expects additional funding in this and any future year appropriations to receive similar due diligence.

HOMELESS ASSISTANCE GRANTS

Appropriations, 2019	$2,636,000,000
Budget estimate, 2020	2,598,600,000
Committee recommendation	2,761,000,000

PROGRAM DESCRIPTION

The Homeless Assistance Grants Program provides funding to break the cycle of homelessness and to move homeless persons and families to permanent housing. This is done by providing rental assistance, emergency shelter, transitional and permanent housing, prevention, rapid re-housing, and supportive services to homeless persons and families or those at risk of homelessness. The emergency solutions grant program is a formula grant program, while the Continuum of Care and Rural Housing Stability Programs are competitive grants. Homeless assistance grants provide Federal support to the Nation's most vulnerable populations. These grants assist localities in addressing the housing and service needs of a wide variety of homeless populations while developing coordinated Continuum of Care [CoC] systems that ensure the support necessary to help those who are homeless attain housing and move toward self-sufficiency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,761,000,000 for Homeless Assistance Grants in fiscal year 2020. This amount is $162,400,000 above the budget request, and $125,000,000 above the fiscal year 2019 enacted level.

The Committee recommendation includes at least $2,344,000,000 to support the CoC program, including the renewal of existing projects, and the Rural Housing Stability Assistance Program. Based on the renewal burden, HUD may also support planning and other activities authorized by the HEARTH Act. The recommendation also includes at least $280,000,000 for the emergency solutions grants program.

The Committee continues to support HUD's efforts to leverage existing housing resources, such as Section 8 and Family Unification Program vouchers, to serve people experiencing homelessness and supports replacing existing, underperforming projects with new projects.

Continuum of Care Notification of Funding Availability [NOFA].—The annual CoC NOFA competition is one of HUD's most complex, if not the most complex, competition. It provides grant funds to over 7,300 projects serving homeless families and individuals. The process of submitting and reviewing applications requires thousands of hours of staff time from both local CoCs and

HUD staff. While the Committee applauds the Department's ability to successfully carryout this endeavor every year, the Committee is concerned that given the time consuming effort the annual NOFA requires of local CoCs and HUD staff, that as a result, less time is spent on identifying and implementing efficient and effective solutions to homelessness. Considering the fact that over 90 percent of projects funded through the NOFA competition are for renewal of existing grants, the Committee believes that shifting the NOFA from an annual competition, to a multi-year cycle will enable financial and staff resources to be more effectively utilized to address the goal of ending homelessness. Therefore, the Committee directs HUD to submit to the House and Senate Committees on Appropriations within 60 days of enactment of this act, a report that identifies a plan for conducting a multi-year NOFA, including any necessary legislative changes that would be required to implement this shift. As part of improvements to the CoC NOFA, the Committee further directs the Office of Special Needs Assistance program to work with the Office of Policy Development and Research to assess the merits or concerns of including bonus points in the CoC NOFA for CoCs that partner with their local Public Housing Agency [PHA] to establish wait list preferences at the PHA for homeless families and individuals. The Department shall submit the results of this assessment to the House and Senate Committees on Appropriations within 60 days of enactment of this act.

Addressing the Needs of Victims and Survivors of Domestic Violence.—Victims and survivors of domestic violence and assault, particularly women and children, often flee unsafe circumstances and seek refuge through emergency shelter or transitional housing programs in order to avoid homelessness. The Committee recognizes the nexus between experiences of domestic violence and homelessness, as well as how access to housing and services can serve as an effective bridge between a person leaving an abusive and dangerous environment to finding stable housing. While permanent housing serves as a stable platform for preventing and ending cycles of homelessness among survivors, and rapid rehousing has been shown to be an effective method for providing shorter term assistance, the Committee is also aware that in some communities well-designed transitional housing programs have also been effective in meeting the needs of this population. Although HUD does not penalize effective transitional housing projects that serve survivors of domestic violence through its CoC grant competition, the Committee is concerned that transitional housing service providers and CoCs lack the information necessary to make informed funding recommendations that reflect the needs of survivors at the local level. Therefore, the Committee continues to direct the Department to issue clarifying guidance on how transitional housing can be an appropriate model and an eligible and effective use of funding through the CoC grant competition. The Committee also continues to direct the Department to coordinate with the Department of Justice Office on Violence Against Women [OVW] on opportunities in communities where CoC program resources can be used with OVW's transitional housing grants to ensure that survivors of domestic and dating violence, sexual assault, and stalking have access to safe and affordable housing and services. The Committee

continues to encourage the Department to renew transitional housing projects for domestic violence survivors that have been shown to effectively address survivors' safety and client choice and to continue funding CoC projects serving domestic violence survivors that allow program participants to obtain permanent housing through tenant-based rental assistance and supportive services. The Committee recommendation also includes $50,000,000 in competitive CoC grants for rapid re-housing projects and supportive service projects providing coordinated entry, and other critical activities in order to assist survivors of domestic violence, dating violence, and stalking. The Committee includes language requiring that such projects be eligible for renewal under the continuum of care program, subject to the same terms and conditions as other renewal applicants. The Committee expects HUD to work with Continuums of Care to ensure that such projects do not supplant projects eligible for renewal as part of the 2021 continuum of care grant competition.

Data on Youth Homelessness.—The Committee believes an accurate count is critical to understanding the scale of youth homelessness. While the Annual Homelessness Assessment Report [AHAR] provides Congress and the public with meaningful information on the progress to end homelessness, other Federal agencies have youth-specific data that can help communities better understand the scope of youth homelessness and housing instability in their area. The Committee continues to direct HUD to incorporate additional Federal data on youth homelessness into the AHAR.

Comprehensive Interventions to Prevent and End Youth Homelessness.—The Committee recommendation includes $80,000,000 to continue implementation of comprehensive approaches to serving homeless youth, of which up to $5,000,000 shall be used to provide technical assistance to grantees. The Committee applauds HUD's decision to use a portion of its technical assistance funding to support the 100-Day Challenge Initiative, a program that helps communities accelerate efforts to prevent and end youth homelessness. By offering local service providers the opportunity to come together to identify impediments and establish goals, the 100-Day Challenge leaves communities better prepared to confront youth homelessness in a comprehensive manner. The program also lays the groundwork for participants seeking to apply for a Youth Homelessness Demonstration Grant award.

Clarifying Eligibility and Documentation Requirements for Homeless Youth.—The Committee continues to include language that waives the requirement for youth ages 24 and under to provide third-party documentation to receive housing and supportive services within the Continuums of Care. The Committee strongly believes documentation requirements should not be a basis for denying access to necessary services. The Committee believes the Department shares the goal of effectively addressing youth homelessness and ensuring that no eligible youth go unserved where there is the local capacity to house and/or provide services. Therefore, the Committee encourages the Department to continue to clarify program requirements through guidance, notice and webcasts as appropriate.

Annual Homeless Assessment Report [AHAR].—The Committee continues to direct HUD to incorporate additional Federal data on homelessness into the AHAR. This information is important to ensure that communities develop and implement policies that respond to local needs. To support continued data collection and AHAR, the Committee has included $7,000,000 to support AHAR data collection and analysis. The Department shall submit the AHAR report to the House and Senate Committees on Appropriations by August 29, 2020.

Housing and Services for Victims of Human Trafficking.—The Trafficking Victims Protection Act of 2000 (22 U.S.C. 7101 et. seq.), as amended by section 224 of Public Law 114–22 (22 U.S.C. 7105(b)(2)(A)), authorizes the Attorney General to make grants to develop, expand, or strengthen victim service programs for victims of human trafficking, including programs that provide housing. To comply with this act, the Department of Justice entered into a Memorandum of Understanding with HUD to help address the housing needs of human trafficking victims. On July 2, 2019, HUD published a Notice of Funding Availability [NOFA] to make $13,500,000 available for grants to eligible organizations to implement and provide housing and trauma-informed, victim-centered services to victims of human trafficking. HUD modified the NOFA on August 26, 2019, before subsequently withdrawing it on September 9, 2019, without any advance notice to applicants or to the House and Senate Committees on Appropriations. The Committee strongly supports providing resources for victims of human trafficking in accordance with the statute, and is concerned about the lack of transparency and abrupt cancellation of this NOFA. As such, the Committee directs HUD to republish the NOFA for these funds as authorized under 22 U.S.C. 7105(b), and expects the Department to do so expediently.

Connecting Families with Supportive Services.—The Committee directs that any program receiving funding through the continuum of care program, and which provides housing or services to families with children and youth, will designate a staff person to be responsible for ensuring that children and youth being served in the program are enrolled in school and connected to appropriate services in the community, including child care, early education, K–12 education, home-visiting, and other child health and wellness programs. The Committee further directs HUD to report on the implementation of this direction, including any related HUD collected data such as data points on training and family participation, within 1 year of enactment of this act.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriations, 2019	$11,747,000,000
Budget estimate, 2020	12,021,000,000
Committee recommendation	12,560,000,000

PROGRAM DESCRIPTION

Section 8 Project-Based Rental Assistance provides a rental subsidy to a private landlord that is tied to a specific housing unit, as

opposed to a voucher, which allows a recipient to seek a unit, subject primarily to certain rent caps. Amounts in this account include funding for the renewal of and amendments to expiring Section 8 project-based contracts, including Section 8, moderate rehabilitation, and single room occupancy housing. This account also provides funds for contract administrators.

The Section 8 Project-Based Rental Assistance [PBRA] program supports an estimated 17,400 contracts with private owners of multifamily housing. Through this program, HUD and private sector partners support the preservation of safe, stable and sanitary housing for more than 1.2 million low-income households. Without PBRA, many affordable housing projects would convert to market rates with large rent increases that current tenants would be unable to afford.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $12,560,000,000 for the annual renewal of project-based contracts, of which up to $345,000,000 is for the cost of contract administrators. The recommended level of funding is $813,000,000 above the amount provided in fiscal year 2019 and is $539,000,000 above the budget request. The funding recommendation provides sufficient resources to fully renew all existing affordable housing contracts.

Performance-Based Contract Administrators.—Performance-based contract administrators [PBCAs] are typically PHAs or State housing finance agencies. They are responsible for conducting on-site management reviews of assisted properties; adjusting contract rents; and reviewing, processing, and paying monthly vouchers submitted by owners, among other tasks. The Committee notes that PBCAs are integral to the Department's efforts to be more effective and efficient in the oversight and monitoring of this program, reduce improper payments, protect tenants and ensure properties are well maintained. The Committee is concerned that proposals to reduce the scope of work performed by PBCAs, diminish the applicability of Federal law, or consolidate PBCAs into regional awards versus State-by-State will have a detrimental effect on the oversight of these HUD-assisted properties and the individuals and families that rely on this critical source of affordable housing. The Committee recognizes that as HUD continues the complicated task of developing a PBCA procurement solicitation, it has been able to engage with PBCAs to renegotiate current contracts lowering fees while ensuring all important tasks are included. The Committee directs HUD to ensure that the solicitation does not impede HFAs from bidding on state-based contracts.

Oversight of Property Owners.—The Committee places a priority on providing access to safe, sanitary, and affordable housing to those most in need. If owners fail to uphold these standards, HUD should hold them accountable. The Committee continues to include a general provision requiring the Department to take specific steps to ensure that serious defects are quickly addressed. This provision requires the Secretary to take explicit actions if an owner fails to maintain its property, including imposing civil monetary penalties, securing a different owner for the property, or transferring the Section 8 contract to another property.

Managing Troubled Properties.—The Committee is deeply troubled by reports of tenants enduring deplorable living conditions that risk their health and safety, as a result of delayed or inaccurate REAC inspections of troubled properties, and HUD's inability to track property owners under litigation for failure to maintain decent, safe, and sanitary housing. Further, the Committee is concerned with HUD's management challenges assisting and monitoring these properties due to a lack of coordination with local field offices and units of local government, or an awareness of local code violations or tenant complaints which could result in significant unenforced code violations. In fiscal year 2019, the Committee directed HUD to analyze the feasibility of developing a process by which PBCAs can conduct a survey of tenants living in properties under a housing assistance payment contract in order to identify persistent problems with either physical conditions or property management. Additionally, within 180 days of enactment of this act, HUD shall issue guidance to local field staff to improve collaboration and leverage local and regional coordination between and among field offices and units of local government (including building inspectors) to monitor and assist troubled properties, enforce corrective actions as necessary, and hold owners accountable for meeting contractual terms and conditions.

Rental Assistance Demonstration.—The Rental Assistance Demonstration [RAD] was established in fiscal year 2012 to enable public housing properties, as well as other HUD-assisted properties, to convert to a Section 8 contract. Initially, HUD-assisted multifamily housing properties only had the option to convert to project-based vouchers [PBV] before subsequent changes in fiscal year 2015 gave owners the choice to convert properties to project-based vouchers or a project-based rental assistance [PBRA] contract. The Committee recognizes that the pre-2015 adaptors of RAD lacked a choice between PBV and PBRA, but notes that enabling these owners to now take advantage of the choice between PBV and PBRA contracts may have unintended consequences for the PHAs that currently oversee these properties as well as the tenants that reside in these units. Therefore, the Committee encourages HUD to review the implications of permitting pre-2015 adaptors of RAD II to switch their Section 8 assistance to PBRA, and if such an approach would not adversely affect either PHAs or tenants, to include such as proposal as part of the Department's fiscal year 2021 budget request, which would include a description of the benefits to tenants.

HOUSING FOR THE ELDERLY

Appropriations, 2019	$678,000,000
Budget estimate, 2020	644,000,000
Committee recommendation	696,000,000

PROGRAM DESCRIPTION

This account provides funding for housing for the elderly pursuant to section 202 of the Housing Act of 1959. Under this program, the Department provides capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for seniors, as well as project-based rental assistance contracts [PRACs] to support the operational costs of such units. Tenants living in section

202 supportive housing units can access a variety of community-based services in order to continue living independently in their communities and effectively age in place.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $696,000,000 for the Section 202 program. This amount is $18,000,000 more than the amount provided in fiscal year 2019 and $52,000,000 more than the budget request. The Committee's recommendation includes $579,000,000 for the costs associated with fully funding all annual PRAC renewals and amendments; $107,000,000 for service coordinators and the continuation of existing congregate service grants, including $4,000,000 for new service coordinator grants; and $10,000,000 for Aging-in-Place Home Modification grants. The Committee recommendation does not include authority or funding for the renewal of any rental assistance contracts which contain a term of longer than 12 months.

Aging-in-Place Home Modification Grants.—The Committee recommendation includes funding for additional Aging-in-Place Home Modification grants in order to enable low-income seniors to remain in their homes through low-cost, high-impact home modifications. The intended beneficiaries of these grants has always been low-income senior homeowners. It is disappointing that the Department has been slow to follow the Committee's direction to implement the program accordingly. In response, the Committee has included language clarifying its intent for the use of these funds as well as those appropriated in fiscal year 2019. In designing the Notice of Funding Availability for this program, HUD is directed to take into account successful models of low-barrier, participant-led, holistic approaches to aging in place, including Johns Hopkins University's Community Aging in Place—Advancing Better Living for Elders program and the Community Aging in Place program of the Maine State Housing Authority. The Committee further directs HUD to track the outcomes of seniors whose homes have been modified in order to better understand the effectiveness of this funding in reducing at-home falls, hospitalizations, and emergency response calls, as well as improving independence and tenure in home over time.

Service Coordinators.—Service coordinators are responsible for connecting senior residents to supportive services offered by community agencies in order to further those seniors' independence and to assist them with aging in place. The Service Coordinator grant program pays the salaries and fringe benefits of service coordinators, as well as related program administrative costs. Annual extensions of these grants are provided only when there is no other funding source available at elderly housing developments. As the physical repair needs of aging elderly housing developments have begun to increase, however, the percentage of grantees that can offset service coordination costs from other funding sources has declined. Retention rates for service coordinators have also declined as educational requirements for the position have increased but salaries have not. This turnover not only disrupts the ability of the Department to provide grants that are utilized each year, but also breaks needed continuity in low-income elderly households' access

to supportive services. The Committee encourages the Department to continue its ongoing work to improve retention rates through increasing salaries for service coordinators, where justified. To assist with these efforts, the Committee provides $103,000,000 for the renewal of service coordinator grants. This additional funding should be used to minimize dependence on annual offsets to maintain the program. The Committee also provides an additional $4,000,000 for new service coordinator grants so that low-income elderly residents of additional properties can benefit from the assistance of service coordinators.

The Committee is also concerned that the Department remains unable to identify or locate service coordinators who serve assisted elderly housing developments, but are compensated through the operational budgets of the property rather than a Service Coordinator grant. This deficiency was identified in a report by the Government Accountability Office, in which it was estimated that roughly half of Section 202 properties had a service coordinator, but found the Department's data to be less than reliable for budget-based service coordinators. The Department has stated that it is working with relevant properties to be able to identify and locate budget-based service coordinators with confidence as soon as possible through the Standards for Success reporting program. The Committee directs the Department to complete these efforts within 30 days of enactment of this act and to report annually on the percentage of eligible elderly housing developments with service coordinators. This information should include the percentage that receive support from Service Coordinator grants and those compensated through operating budgets.

Capital Advances.—In fiscal years 2018 and 2019, the Committee provided a total of $156,000,000 for the construction of new units to assist low-income elderly households. The Department released a Notice of Funding Availability in April 2019 containing $50,000,000 of these funds. The Committee directs the Department to make the remaining $106,000,000 provided in fiscal years 2018 and 2019 available within 60 days of enactment of this act and to award all remaining funding from those fiscal years with 180 days of enactment of this act.

Supportive Housing Demonstration.—In fiscal year 2014, the Department was provided $22,500,000 to develop a demonstration to produce evidence of the effectiveness of an enhanced supportive services model for elderly households and to determine the value of enhanced service coordination paired with affordable housing for seniors. In January 2017, three-year demonstration grants were awarded to 80 senior housing developments to provide a full-time service coordinator and a part-time preventative health nurse on-site. However, the Department has thereafter failed to provide the required reporting on the progress of this demonstration program. This information is needed to better understand the impact that service coordinators have on seniors' ability to age in place and on preventing unnecessary heath care utilization. The Committee directs the Department to resume providing regular reporting on the progress and status of this demonstration to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

Project Rental Assistance [PRA].—The PRA demonstration being conducted under the Section 811 program has shown tremendous promise as a significantly more cost-effective model for the creation of new assisted supportive housing units. While that program has demonstrated initial success with housing for persons with disabilities, it is unclear whether the program would be as successful serving other vulnerable populations, such as the elderly. The Committee directs the Department, upon completion of the Phase II Evaluation of the PRA demonstration, to examine this program and determine whether this demonstration could effectively create new units for low-income seniors under the Section 202 program. The Committee directs the Department to report on the results of that review within 180 days of the completion of the Section 811 PRA Phase II Evaluation. This report should examine: the potential impacts on seniors, including any changes to their quality of life, health, or housing; economic aspects, including any projected changes to the cost of creating a new assisted supportive housing unit for the elderly; and any potential challenges to implementation.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriations, 2019	$184,155,000
Budget estimate, 2020	157,000,000
Committee recommendation	184,155,000

PROGRAM DESCRIPTION

This account provides funding for housing for persons with disabilities pursuant to section 811 of the Cranston-Gonzalez National Affordable Housing Act of 1990. Traditionally, the Section 811 program provided capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for persons with disabilities, as well as project-based rental assistance contracts [PRACs] to support the operational costs of such units. Since fiscal year 2012, HUD has transitioned to providing project rental assistance to State housing finance agencies or other appropriate entities, which act in partnership with State health and human services agencies to provide supportive services, as authorized by the Frank Melville Supportive Housing Investment Act of 2010 (Public Law 111–374).

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $184,155,000 for the Section 811 program. This amount is $27,155,000 more than the budget request and equal to the fiscal year 2019 enacted level. This level of funding, in addition to residual receipts, recaptures, and other unobligated balances, will support all PRAC renewals and amendments while also providing up to $22,155,000 for the creation of new affordable housing for persons with disabilities.

Project Rental Assistance [PRA].—The PRA demonstration seeks to create new assisted supportive housing units for extremely low-income people with disabilities without providing funding for the construction of new units. A total of $238,000,000 was awarded to 28 States in order to conduct this demonstration over a five-year period. Preliminary evaluations of this program have shown signifi-

cant cost-savings in the creation of new units for people with disabilities. The Office of Policy Development and Research is evaluating this program in two phases and was expected to release the final Phase II Evaluation in early 2019. However, the Department has not yet produced that report. The second evaluation has three components: (1) an analysis of the implementation of the PRA demonstration; (2) an assessment of the effects of the PRA demonstration on participants' quality of life, housing, and health; and (3) an economic analysis to measure the costs of housing and supportive services provided and to compare those costs to benefits resulting from the demonstration. It is essential that the Committee receive the Phase II Evaluation as soon as possible in order to better understand the potential significant savings stemming from this demonstration. Therefore, the Committee directs the Department to produce and release this report within 30 days of enactment of this act.

Capital Advances.—In fiscal years 2018 and 2019, the Committee provided a total of $112,755,000 for the creation of new units to assist low-income individuals and families with disabilities. However, the Department has not yet announced the availability of any of those funds. There is significant demand for the creation of new units under the Section 811 program. In 2015, 1.39 million very low-income households with worst case housing needs included at least one non-elderly person with a disability. This number increased by 28 percent between 2013 and 2015. The Committee directs the Department to make all of the funding provided in fiscal years 2018 and 2019 available within 60 days of enactment of this act and to award that funding with 180 days of enactment of this act.

HOUSING COUNSELING ASSISTANCE

Appropriations, 2019	$50,000,000
Budget estimate, 2020	45,000,000
Committee recommendation	45,000,000

PROGRAM DESCRIPTION

The Housing Counseling Assistance program provides comprehensive housing counseling services to eligible homeowners and tenants through grants to non-profit intermediaries, State government entities, and other local and national agencies. Eligible counseling activities include: pre- and post-purchase education, personal financial management, reverse mortgage product education, foreclosure prevention and mitigation, and rental counseling.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $45,000,000 for the Housing Counseling Assistance program, of which not less than $3,000,000 shall be for the training of housing counselors in order to ensure that all individuals who currently provide housing counseling services required under or in connection with a HUD program are certified pursuant to the requirements of 12 U.S.C. 1701x. This appropriation is equal to the budget request and $5,000,000 less than the fiscal year 2019 enacted level. This funding will help to provide individuals and families across the country

with sound advice to make more informed housing decisions, improve their financial situation, and meet their homeownership goals over time. Specifically, it will support competitive counseling grants and training activities. The network of HUD-approved housing counseling organizations provides a wide variety of counseling services, including assistance with preventing foreclosure and homelessness. In addition, the administrative contract support funding includes resources for financial audits and technical assistance. The Committee continues language requiring HUD to obligate counseling grants within 180 days of enactment of this act, as well as permitting HUD to publish multi-year NOFAs, contingent on annual appropriations. This should result in administrative savings for both HUD and its grantees.

Eviction Counseling.—The Committee remains concerned about the short- and long-term effects of evictions on families and individuals. The Committee directs HUD to continue to work with housing counseling organizations to improve the assistance offered to renters at risk of eviction. The Committee is disappointed that HUD has not yet provided the report detailing their efforts to improve these processes and augment the services offered by housing counselors. The Committee directs HUD to produce this report within 30 days of enactment of this act.

Program Administration.—In September 2018, the HUD Office of Inspector General [IG] released an audit which found that the Office of Housing Counseling's agency approval and performance review processes were not being adequately performed. The IG recommended that HUD: (1) determine whether housing counseling agencies, which were reapproved without performance reviews, were properly qualified to provide services; (2) develop and implement updated standard operating procedures for performance reviews and agency approvals; and (3) ensure that the new management system being developed permits adequate programmatic oversight. The Committee is concerned that housing counseling agencies could have been permitted to provide services to families and individuals without sufficient qualifications and directs HUD to report on its progress to comply with the recommendations of the IG audit and its potential implementation of a risk-based management system within 90 days of the enactment of this act.

RENTAL HOUSING ASSISTANCE

Appropriations, 2019	$5,000,000
Budget estimate, 2020	3,000,000
Committee recommendation	3,000,000

PROGRAM DESCRIPTION

This account provides amendment funding for housing assisted under the Rental Housing Assistance Payments (Section 236) program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $3,000,000 for HUD-assisted, State-aided, noninsured rental housing projects, consistent with the budget request and $2,000,000 less than the fiscal year 2019 enacted level. The Committee recommendation in-

cludes a provision which allows for the conversion of these projects through the Rental Assistance Demonstration to long-term Section 8 contracts at no additional cost. The Committee notes that all of the Rent Supplement program properties have been converted, ending that program, and that the conversion of the remaining projects within the Section 236 program will lead to the elimination of that program as well by the end of fiscal year 2020.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriations, 2019	$12,000,000
Budget estimate, 2020	12,000,000
Committee recommendation	13,000,000

PROGRAM DESCRIPTION

The National Manufactured Housing Construction and Safety Standards Act of 1974, as amended by the Manufactured Housing Improvement Act of 2000, authorizes the Secretary to establish Federal standards for the construction, design, safety, and performance of manufactured homes. All manufactured homes are required to meet these Federal standards, and fees are charged to producers to cover the costs of administering the Act.

COMMITTEE RECOMMENDATION

The Committee recommends $13,000,000 to support the manufactured housing standards programs, of which $13,000,000 is expected to be derived from fees collected and deposited into the Manufactured Housing Fees Trust Fund account [Trust Fund]. No direct appropriation is provided. The total amount recommended is $1,000,000 more than the budget request and the fiscal year 2019 enacted level. The Committee recommendation directs that not more than $5,740,000 shall be for monitoring of manufacturers' compliance with construction and safety standards by third-party inspection agencies.

Originally, HUD's partnership payments to States were based on new homes produced in States and new homes shipped into States. The Manufactured Housing Improvement Act of 2000 changed this formula by requiring HUD to pay States at rates not less than the amount paid in 2000. While beneficial to some States, this has created inequitable payments over time when compared to potential current payments based on anticipated workload from actual production and shipments. As the manufactured housing industry continues to recover from the economic crisis, HUD has recognized that additional payments need to be made to States and has published a proposed rule (81 FR 91083) in order to provide for a more equitable guarantee of minimum funding and to base such payments upon participation in the production or siting of new manufactured homes. The Committee directs HUD to publish a final rule on this matter within 180 days of enactment of this Act and provides additional appropriations to make those increased payments based on anticipated workload from actual production and shipments.

The Committee continues to permit the Department to collect fees from program participants in the dispute resolution and installment programs, as mandated by the Manufactured Housing

Improvement Act of 2000. These fees are to be deposited into the Trust Fund and may be used to support the manufactured housing standards programs, subject to the overall funding limitation placed on this account.

Congressional Justification.—The Committee again notes with disappointment the lack of detail and program cost-estimates in the Office of Manufactured Housing Programs' [OMHP] fiscal year 2020 written budget justification. The Committee directs OMHP to provide detailed Congressional justifications of its annual budget requests, including anticipated payments for each of the following: State Administrative Agencies, Monitoring Manufacturer's Compliance with Construction and Safety Standards, Oversight of Model Installation Standards, Administration of the Dispute Resolution Program, Coordination of Activities of the Manufactured Housing Consensus Committee, and Meetings with Partners in the Federal Manufactured Housing Program.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2019	$1,000,000	$400,000,000,000	$130,000,000
Budget estimate, 2020	1,000,000	400,000,000,000	150,000,000
Committee recommendation	1,000,000	400,000,000,000	130,000,000

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2019	$1,000,000	$30,000,000,000
Budget estimate, 2020	1,000,000	30,000,000,000
Committee recommendation	1,000,000	30,000,000,000

PROGRAM DESCRIPTION

The Federal Housing Administration [FHA] fund covers the mortgage and loan insurance activity of HUD mortgage/loan insurance programs. These include the mutual mortgage insurance [MMI] fund, cooperative management housing insurance [CMHI] fund, general insurance [GI] fund, and the special risk insurance [SRI] fund. For presentation and accounting control purposes, these are divided into two sets of accounts based on shared characteristics. The unsubsidized insurance programs of the mutual mortgage insurance fund and the cooperative management housing insurance fund constitute one set; and the general risk insurance and special risk insurance funds make up the other.

COMMITTEE RECOMMENDATION

The Committee has included the following amounts for the Mutual Mortgage Insurance Program account: a limitation on guaranteed loans of $400,000,000,000, a limitation on direct loans of $1,000,000, and $130,000,000 for administrative contract expenses. For the GI/SRI account, the Committee recommends $30,000,000,000 as a limitation on guaranteed loans and a limita-

tion on direct loans of $1,000,000. The Committee does not include the authority for HUD to charge a fee to provide additional funds for FHA's administrative costs as proposed in the budget request. However, the Committee supports the goal of improving FHA's system automation, risk management, and quality control efforts and has included funding in the Information Technology Fund account for these purposes.

Home Equity Conversion Mortgages [HECM].—The Committee urges the Department to take appropriate actions to ensure transparency and improve the resolution of defaulted and foreclosed FHA Home Equity Conversion Mortgage loans which have been assigned to HUD in order to improve program performance and loss mitigation results for borrowers. The Committee is concerned that HUD has not taken the necessary steps to build on its existing loss mitigation authorities through programs such as the cash for keys, in order to mitigate the risk of HECM loans held before January 1, 2016. Further, HUD lacks the necessary data sharing and public reporting on the HECM portfolio, including loan performance and sales. To ensure transparency, the Committee directs FHA to make public data tables used to compile the annual actuarial review, complete with a data element dictionary. All personal identifying information shall be removed from this data to ensure appropriate privacy. The Committee also directs HUD to reinstate online publishing of the HECM Single-Family Data Report. The Committee encourages HUD to include FHA loan-level origination and performance data, including servicing and termination information as part of this report. HUD shall brief the House and Senate Committees on Appropriations on its proposed actions and timelines for implementation within 90 days of enactment of this act.

Reporting on Distressed Assets.—In order to provide public transparency on the management of taxpayer assets through the sale of Secretary-held residential loans, HUD regularly published a "Report to the Commissioner on Post-Sale Reporting Distressed Asset Stabilization Program [DASP]" between 2012 and 2016. These reports included data on outcomes and resolutions of distressed loans sold under DASP, including the structure of loan modifications and demographic and geographic information about the borrowers. In an effort to further the Department's mission of sustainable homeownership, as well as its responsibilities to taxpayers, the Committee directs the Secretary to publish online, within 60 days of enactment of this act, a similar report or reports showing the post-sale status of all loans sold through HUD's Single Family Asset Sales program, including both forward loans and HECM loans since January 2017, and to publish online similar reports on a semi-annual basis thereafter.

Data Collection to Improve Transparency.—The Committee recognizes that properly structured downpayment assistance programs can provide a valuable resource to qualified borrowers who face the barrier of initial cash investment. Further, the Committee recognizes that more granular data on downpayment assistance providers would help HUD provide better oversight of the program and improve overall program performance. While HUD currently requires mortgagees to obtain tax identification numbers for nonprofit downpayment assistance providers, it does not require the

same information be collected if the provider is a government entity. The Committee believes that the uniform collection of tax identification numbers for both non-profit and governmental entities has the potential to improve FHA's oversight of downpayment assistance programs. Therefore, the Committee encourages HUD to require that mortgagees obtain and provide to HUD the tax identification number of a governmental entity when a governmental entity provides downpayment assistance in the form of a gift or a second mortgage.

HUD-Federal Financing Bank Risk Sharing.—In fiscal year 2014, HUD and the Federal Financing Bank [FFB] launched a risk sharing initiative in order to provide financing for multifamily mortgage loans insured by FHA under its Risk Sharing programs on an interim basis until September 30, 2021. Through this initiative, FFB provides Housing Finance Agencies [HFAs] with upfront financing for affordable multifamily housing developments, which FHA insures through the Multifamily Risk-Sharing Program under section 542 of the Housing and Community Development Act of 1992 (12 U.S.C. 1707). In 3 years, the HUD–FFB risk sharing initiative preserved or produced nearly 25,000 affordable housing units, which included investments in rural and non-metropolitan areas. Though not widely adopted by state HFAs, the initiative also resulted in increased offsetting collections to FHA, reduced administrative costs to the Department and increased public-private partnerships. As HUD continues working with HFAs that have existing HUD–FFB risk sharing agreements in place and submitted loan applications to HUD for financing of additional properties prior to December 31, 2018, the Committee encourages the Department to expedite its review and to keep its stakeholders engaged throughout the process. The Committee recognizes the important role the initiative has played in affordable multifamily housing development and that other financing options remain available to HFAs. The Committee encourages HUD to work with HFAs under the section 542 authority and continue to encourage innovate financing solutions in order to spur affordable multifamily housing production.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans	Limitation on personnel, compensation and administrative expenses
Appropriations, 2019	$550,000,000,000	$27,000,000
Budget estimate, 2020	550,000,000,000	28,400,000
Committee recommendation	550,000,000,000	29,626,000

PROGRAM DESCRIPTION

The Government National Mortgage Association [Ginnie Mae], through the mortgage-backed securities program, guarantees privately issued securities backed by pools of Government-guaranteed mortgages. Ginnie Mae is a wholly owned corporate instrumentality of the United States within the Department. Its powers are prescribed generally by title III of the National Housing Act, as

amended. Ginnie Mae is authorized by section 306(g) of the act to guarantee the timely payment of principal and interest on securities that are based on and backed by a trust, or pool, composed of mortgages that are guaranteed and insured by the FHA, the Rural Housing Service, or the Department of Veterans Affairs. Ginnie Mae's guarantee of mortgage-backed securities is backed by the full faith and credit of the United States. This account also funds all salaries and benefits funding to support Ginnie Mae.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on new commitments on mortgage-backed securities of $550,000,000,000. This level is the same as the budget request and fiscal year 2019 enacted level. The bill allows Ginnie Mae to use $29,626,000 for salaries and expenses. This is $2,626,000 more than the fiscal year 2019 enacted level and $1,226,000 more than the budget request.

Hiring and Retention.—The Consolidated Appropriations Act of 2017 directed HUD to report on the effects retention plays in carrying out its oversight role and to provide possible solutions to improve staff retention. In February, HUD provided Congress with this report, which recommended an alternative pay scale authority for boosting retention for mission critical positions, but did not include any other recommendations for improving hiring and retention or identify statutory or regulatory barriers to an alternative pay scale. Subsequently, GAO released a report on Ginnie Mae's Risk Management and Staffing-Related Challenges (GAO–19–191) which found that Ginnie Mae overwhelmingly relies on contractors to fulfill its mission critical functions and that the Department has not done a comprehensive workforce analysis to identify how much of Ginnie Mae's contract workforce can be shifted in-house or identified the costs and benefits of doing such a restructure. The Committee is concerned that Ginnie Mae has not identified how the current workforce, both contractors and government employees, meets mission critical functions in oversight, risk management, and compliance and believes this must be completed before Ginnie Mae can develop a plan to fill gaps in hiring and retention. In order to understand the staffing and retention challenges at Ginnie Mae, the Committee directs the Department to conduct an analysis and submit a report to the House and Senate Committees on Appropriations within 120 days of enactment of this act on how the current workforce, contractors, and government employees, meets mission critical functions. Additional information required in the report include an identification of the specific roles that contractors play in Ginnie Mae's core functions, the costs incurred in hiring and supervising such contractors, whether there are statutory or regulatory barriers to shifting these functions to government employees, and the impact on costs and long-term program continuity if these functions are shifted from contractors to government employees.

The Committee recognizes that pay compensation at comparable Federal financial or regulatory institutions exceeds that of Ginnie Mae, but is concerned that the Department has not fully exercised its current authority to reduce barriers to pay compensation or increase retention. In its May report, GAO noted that HUD has ex-

isting authority available to them to improve hiring and retention within Ginnie Mae. The Committee is aware of existing administrative flexibility that Ginnie Mae could pursue, including Critical Position Pay Authority, in order to address gaps in its workforce or improve retention strategies and understands that the Department is working with the Office of Personnel Management and the Office of Management and Budget to explore effective ways to use this alternative pay scale model to improve hiring and retention. The Committee encourages the Department to continue its work in this area and to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on its progress.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriations, 2019	$96,000,000
Budget estimate, 2020	87,000,000
Committee recommendation	96,000,000

PROGRAM DESCRIPTION

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 an appropriation of $96,000,000 for research, technology, and community development activities in fiscal year 2020. This level is equal to the fiscal year 2019 enacted level and $9,000,000 more than the budget request. The Committee recommends $50,000,000 for Core Research and Technology, including: market surveys; research support and dissemination; data acquisition; housing finance studies; research partnerships; and housing technology. In addition, the Committee includes $46,000,000 for Department-wide technical assistance and critical research beyond the core studies. Of this amount, at least $29,750,000 is for technical assistance across HUD programs of which $2,250,000 shall be for targeted technical assistance to public housing agencies under the direction of a federal monitor. The Committee recommendation will continue to support market surveys, such as the American Housing Survey, that are integral to HUD's ability to understand its own programs, and also help enhance public and private entities' knowledge of housing conditions in the United States.

Of the amount provided for critical research beyond the core studies, the recommendation includes up to $750,000 for use by the

Office of Innovation for innovation awards, up to $3,500,000 for cooperative agreement and research partnerships with historically black colleges and universities, and $3,000,000 for an assessment of public housing capital needs.

The recommendation includes continued funding for evaluations of the Moving-to-Work program and expansion; and on-going evaluation and follow-up work related to the Family Options Study, and long-term tracking of the Family Self-Sufficiency program.

The recommendation also includes funding for the following new research and evaluations: an evaluation of the aging-in-place home modification program for low-income senior homeowners, and an assessment of housing search assistance for people with disabilities.

HUD shall include details on its allocation of these resources in its operating plan.

Fair Market Rents [FMRs].—The Committee encourages HUD to identify and implement alternatives to locally funded rent surveys for areas affected by changing economic conditions and natural disasters. In fiscal year 2018, the Committee directed HUD to submit a report describing proposals to update the FMR formula to more accurately reflect the current housing market. In this report, submitted to Congress in September 2018, HUD identified potential causes of inaccuracies in the FMR calculation, including the trend and inflation factors, and the data used for recent mover base rents. However, in this report HUD did not identify a methodology for forecasting local rental market trends for areas of the country that have significantly higher or lower rental growth compared to the national average, which is used in the determination of annual FMRs, resulting in some markets yielding a rent change factor that is 1.9 percent higher or 3.2 percent less than the consumer price index gross rent for the same market for the year. In its forecasting of an inflation factor at the national and regional level, HUD does not have a reliable method for projecting actual inflation for smaller or nonmetropolitan areas of the country that are not captured in annual residential sampling conducted by the Bureau of Labor Statistics. HUD's FMR calculation is also limited by the frequency of data collected on changes in gross rents through the American Community Survey [ACS]. For larger, metropolitan communities, the ACS collects data annually but for communities with populations of less than 65,000, data is collected every 5 years. In using the most recent validated data to determine changes in local gross rents, HUD is limited in using the last year of ACS data collection for that market, which could result in data from 3 years prior. For rapidly changing rental markets, this lag in data availability poses significant challenges for housing providers who are trying to provide HUD-assisted households with rental subsidies that are comparable to local fair market rents. While the Committee recognizes that the results of the analysis will not yield actions that will inform the fiscal year 2020 FMR calculations, it looks forward to the Department engaging the public on proposed adjustments to improve the FMR calculation. The Committee directs HUD to finalize its strategy and review of the notice of proposed rulemaking comments within 120 days of enactment of this act.

The Committee is concerned that the overall challenges in the FMR calculation could have disproportionate impacts on leasing among special populations, including homeless veterans participating in the HUD–VASH program, and directs Policy Development and Research to work with the Office of Public and Indian Housing to submit a report to the House and Senate Committees on Appropriations on HUD–VASH leasing success rates trends in areas that have requested an exception payment standard, submitted a local rent survey, or received approval to administer payments above 110 percent of the FMR. The Committee continues to encourage the Department, to the extent practicable, to work with communities to use local rent survey data made available in the preceding year to inform the calculation of FMRs. The Committee continues to strongly encourage HUD to expedite the process for consideration of FMRs and exception payment standards that are requested by PHAs.

Cold Climate Housing.—The Committee encourages HUD to enter into cooperative agreements with philanthropic entities, other Federal agencies, State or local governments and their agencies, Indian tribes, tribally designated housing entities, or colleges or universities for research into sustainable housing design, development and construction for cold climates.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriations, 2019	$65,300,000
Budget estimate, 2020	62,300,000
Committee recommendation	65,300,000

PROGRAM DESCRIPTION

The fair housing activities appropriation includes funding for both the Fair Housing Assistance Program [FHAP] and the Fair Housing Initiatives Program [FHIP], among others.

FHAP assists State and local fair housing agencies with implementing title VIII of the Civil Rights Act of 1968, as amended, which prohibits discrimination in the sale, rental, and financing of housing and in the provision of brokerage services. The major objective of the program is to ensure prompt and effective processing of title VIII complaints, with appropriate remedies for complaints being provided by State and local fair housing agencies.

FHIP is authorized by section 561 of the Housing and Community Development Act of 1987, as amended, and by section 905 of the Housing and Community Development Act of 1992. This program provides support to public and private organizations for the purpose of eliminating or preventing discrimination in housing, and enhances fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $65,300,000 for the Office of Fair Housing and Equal Opportunity. This amount is $3,000,000 more than the budget request and equal to the fiscal year 2019 enacted level. Of the amounts provided, $23,500,000 is for FHAP, $39,900,000 is for FHIP, including not less than

$7,850,000 for education and outreach programs and not less than $600,000 for Fair Housing Organization Initiatives, and $300,000 is for the creation, promotion, and dissemination of translated materials that support the assistance of persons with limited English proficiency. The Committee also provides $1,600,000 for the National Fair Housing Training Academy and encourages the Department to pursue ways to make the Academy self-sustaining.

Test Coordinator Training.—Testing remains one of the most effective investigative tools and is essential to the successful enforcement of fair housing laws. Those who coordinate testing investigations need specialized training from skilled, experienced professionals in this field. The Committee directs the Department to continue to operate a comprehensive program which provides ongoing training, technical assistance, and resources to test coordinators working in fair housing organizations throughout the country. The Committee also directs the Department not to merge existing test coordinator training with other fair housing activities, including the National Fair Housing Training Academy.

Delays in Grant Awards.—In recent years, the Department has been slow in awarding funds under the FHIP program. The Committee is concerned that these continued delays in the awarding of FHIP grants could undermine fair housing organizations' abilities to effectively address discrimination in their communities. The Committee directs that funding provided for FHIP in fiscal year 2019 be awarded within 90 days of enactment of this act and that funding provided in fiscal year 2020 be awarded within 1 year of enactment of this act.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

Appropriations, 2019	$279,000,000
Budget estimate, 2020	290,000,000
Committee recommendation	290,000,000

PROGRAM DESCRIPTION

Title X of the Housing and Community Development Act of 1992 (Public Law 102–550) established the Residential Lead-Based Paint Hazard Reduction Act, under which HUD is authorized to make grants to States, localities, and Native American Tribes in order to conduct lead-based paint hazard remediation and abatement activities in private, low-income housing. Lead is a significant environmental health hazard, particularly for young children and pregnant women, and exposure can result in neurological damage, learning disabilities, and impaired growth. The Healthy Homes Initiative, which was authorized under sections 501 and 502 of the Housing and Urban Development Act of 1970 (Public Law 91–609), provides grants to remediate hazards in housing that have been scientifically shown to negatively impact occupant health and safety.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $290,000,000 for lead-based paint hazard reduction and abatement activities, of which $45,000,000 is for the Healthy Homes Initiative and

$64,000,000 is for the High Impact Neighborhoods demonstration program. This appropriation is equal to the President's budget request and $11,000,000 more than the fiscal year 2019 enacted level. This overall funding level will support lead-based paint hazard reductions in more than 17,900 units, providing safer homes for over 66,600 low and very-low income families and individuals, including nearly 16,600 children under the age of 6 years old.

The Committee remains committed to protecting children in communities with the highest rates of childhood lead poisoning and the oldest housing stock. Lead-based paint hazards are far more prevalent in older homes and in low-income housing in particular, where maintenance is less robust and paint surfaces are more likely to deteriorate. In order to target funding to those communities, the Committee directs HUD to award no less than $100,000,000 of grants to those jurisdictions with the highest lead-based paint abatement needs. The Committee notes that this set-aside is a minimum floor and encourages HUD to exceed this threshold.

High Impact Neighborhood Demonstrations.—According to the Centers for Disease Control and Prevention, children in at least 4 million U.S. households are exposed to high levels of lead. Exposure to lead hazards at a young age can not only severely inhibit healthy development and compromise learning, but may also permanently jeopardize potential for upward social mobility throughout adulthood. Children who are exposed to lead hazards are seven times more likely to drop out of school and six times more likely to end up in the juvenile justice system.

In an effort to demonstrate the effectiveness of intensive multi-year investments in lead-based paint remediation activities in low-income communities, the Committee provides $64,000,000 for five-year grants in up to 10 communities, with each grantee receiving not less than $6,000,000 and not more than $9,000,000. This funding will support projects to dramatically reduce the presence of lead-based paint hazards in neighborhoods with high reported incidences of elevated blood lead levels in children under the age of 6 years old, as well as high rates of housing stock built before 1940 and low-income families with young children.

The Committee directs the Department to provide training and ongoing technical assistance to grantees throughout the duration of the multi-year grant period in order to assist those communities with fully utilizing the funding awarded as part of this demonstration program. The Committee also directs the Department to evaluate the effectiveness of these intensive multi-year investments in reducing the presence of lead-based paint hazards and the per-unit cost of lead-based paint remediation activities. The Department shall provide a report to the House and Senate Committees on Appropriations discussing its methodology for making these evaluations and the results of those evaluations when each is completed.

The Committee applauds the Department for issuing the Notice of Funding Availability [NOFA] for the High Impact Neighborhoods grant expeditiously in order to help communities target resources to the areas of greatest need in a timely manner. However, the Committee is concerned that the NOFA's eligibility criteria lacked clarity and consistency with the statutory authority. Specifically, the Committee is concerned that the NOFA was unclear on what

entities were eligible to apply for the funding, including entities that are a part of the same state government or general local government, and directs the Department to ensure all future NOFAs explicitly describe all eligible grantees and are consistent with the statute. The Committee notes the goal for the High Impact Neighborhoods grant is to provide resources for innovative capacity building in the intensive reduction of lead hazards, and directs HUD to adjust the weighting criteria to ensure proper consideration is given to applicants that demonstrate such capacity building. The Committee is also aware of jurisdictions with limited staffing, nonetheless in need of intensive lead intervention. To ensure these jurisdictions are not adversely impacted and that resources are directed to communities with the highest need, the Committee further directs HUD to allow program managers to have a 1 year overlap in the period of performance for the oversight of grants funded under this heading.

Grantee Coordination.—Funds received under the Lead-Based Paint Hazard Control grant program may be utilized by grantees to evaluate and address lead-based paint hazards in Section 8 voucher units. The Office of Lead Hazard Control and Healthy Homes [OLHCHH] currently gives preference to grantees that work with public housing agencies to address lead-based paint hazards in those units. The Committee commends HUD for emphasizing this need when awarding these grants and urges HUD to continue to address this need in HUD-assisted housing stock in the private market.

Weatherization Assistance Program.—Funding from HUD's Lead-Based Paint Hazard Control grant program is often used to replace windows in homes that generate lead dust that is harmful to children. These homes are also often eligible for assistance under the Department of Energy's [DOE's] Weatherization Assistance Program [WAP], which will replace those same windows with more energy-efficient ones. However, even with the establishment of DOE's Lead-Safe Weatherization program, many WAP contractors are hesitant to work in units where lead-based paint hazards may be present because of the additional time and cost involved with each project. There is a tremendous opportunity for these programs to complement one another in a manner that saves grantees money and allows for more work to be completed.

The Committee supports OLHCHH's continued participation in the interagency working group on healthy homes and energy. OLHCHH is encouraged to continue to coordinate with DOE and to assist WAP grantees and sub-grantees in partnering with its own grantees to perform window removal and installation work in older low-income housing. HUD is directed to collect information on how many units benefit from this coordination and how much this coordination has reduced costs for hardware and labor. HUD is directed to provide this information to the Senate and House Committees on Appropriations no later than 6 months after the end of each grant cycle on an annual basis.

Eliminating Fall Hazards for the Elderly.—Approximately one-third of adults ages 65 years and older fall each year, and the majority of these falls occur in the home. By 2020, expenditures related to injuries sustained as a result of falls by seniors are pro-

jected to cost nearly $60,000,000,000. According to the Centers for Disease Control and Prevention, medical costs related to these injuries already rank as one of the top twenty most expensive medical costs. The Committee encourages the Department to continue its efforts through the Healthy Homes Initiative to educate residents about the elimination of fall hazards in their homes. Building upon the investments made by this Committee for aging-in-place home modifications, the Committee directs OLHCHH to emphasize fall prevention and management strategies. The Committee encourages interagency coordination, where appropriate, to improve the effectiveness of these initiatives.

Progress on Fiscal Year 2019 Directives.—The Committee is encouraged with the Department's progress on its fiscal year 2019 directives, including: operationalizing a tool that will provide data to permit the Department to better target grant awards to communities most at risk for lead-based paint hazards; issuing clarifying guidance to address noncompliance of grantees with lead-based paint regulations and to determine when enforcement actions should be pursued against grantees; and submitting annual reports mandated by 42 U.S.C. 4856. The Committee directs the Department to complete these directives within 120 days of enactment of this act.

Overdue Report.—The Committee directs the Department to complete the report required by section 312 of Public Law 115–474 within 30 days of enactment of this act. This report should include best practices for improving existing standards and policies with regard to addressing lead-based paint hazards, as well as recommendations for legislation to improve lead-based paint hazard prevention and abatement.

INFORMATION TECHNOLOGY FUND

Appropriations, 2019	$280,000,000
Budget estimate, 2020	280,000,000
Committee recommendation	280,000,000

PROGRAM DESCRIPTION

The Information Technology Fund finances the information technology [IT] systems that support departmental programs and operations, including FHA Mortgage Insurance, housing assistance and grant programs, as well as core financial and general operations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $280,000,000 for the Information Technology Fund for fiscal year 2020, which is equal to the budget request and the fiscal year 2019 enacted level.

Federal Housing Administration [FHA] Information Technology Modernization.—FHA's primary underwriting system is over 40 years old, while its monitoring system, property accounting, and vendor management systems are over 25 years old. These antiquated systems not only make it difficult and expensive for lenders to work with FHA, but more importantly, they undermine the fiscal solvency of the Mutual Mortgage Insurance Fund and create significant risk to the taxpayers. The Committee recommendation includes $20,000,000 to continue the modernization of FHA's IT sys-

tems. The Committee directs these funds to be used for improving single-family insured mortgage processing underwriting and delivery, modernizing the single-family asset management and claims systems, and addressing lender activities and program compliance. These funds may also be used for more immediate IT needs including improvements to: FHA's system interface with the Department of Treasury's Do Not Pay System, FHA's origination systems for HUD IT security policy compliance, and the reverse mortgage system.

HUD Information Technology Modernization.—The Committee remains supportive of HUD's efforts to modernize its IT systems, which are critical to effectively manage its programs. For years, HUD has been hampered by outdated IT systems that are not integrated, which limit its ability to oversee grantees or efficiently manage HUD programs. The Committee is aware that HUD has undertaken efforts to better integrate systems, and encourages HUD to continue prioritizing mission-critical IT systems.

Cybersecurity Modernization.—The Consolidated Appropriations Act of 2018 provided $7,000,000 for cybersecurity improvements, and HUD has since presented a comprehensive Expenditure Plan to the Committee. HUD plans to implement two major projects to address cybersecurity risks: a Continuous Monitoring and Ongoing Authorization project and an agency-wide Enterprise Identity Credential Access Management [eICAM] system. This time-based process allows potential risks to cybersecurity to go undetected for an extended period of time. The proposed continuous monitoring and ongoing authorization project will allow HUD IT staff to be proactive in identifying and responding to security threats. The Committee supports HUD's proposal to integrate the eICAM system to meet Federal regulations, address challenges with authorization and identity management, and reduce maintenance costs. The Committee directs HUD to provide an updated progress report within 180 days of enactment of this act, with an estimated timeline for completion on these two major projects, including the status of key milestones and performance metrics established in the Cybersecurity Expenditure plan.

Unsanctioned Information Technology Development.—The Committee remains concerned about the development of IT systems outside of the Information Technology Fund. While the Committee understands that limited resources may prompt HUD offices to develop solutions with their own resources, the Committee continues to expect OCIO to monitor and oversee the development of any such applications and report to the House and Senate Committees on Appropriations the inventory of IT systems and applications both sanctioned and unsanctioned. The Committee directs the OCIO to monitor the development of new system solutions by every office in HUD to make sure they conform to HUD's enterprise architecture, and will be compatible with systems under development.

Operational Efficiencies.—The Committee remains interested in any cost savings or operational efficiencies that have resulted (or may result) from the Department's modernization efforts and directs HUD to provide an updated report on cost savings and efforts to implement GAO recommendations from the 2013 review of

HUD's IT project management practices within 180 days of enactment of this act.

OFFICE OF INSPECTOR GENERAL

Appropriations, 2019	$128,082,000
Budget estimate, 2020	129,400,000
Committee recommendation	132,489,000

PROGRAM DESCRIPTION

The Office of Inspector General [OIG] conducts independent investigations, audits, and evaluations not only to prevent and detect fraud, waste, and abuse, but also to promote efficiency and effectiveness in the programs and operations of the Department of Housing and Urban Development. This appropriation will finance all salaries and related expenses associated with the operation of the OIG.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $132,489,000 for the OIG, which is $3,089,000 more than the budget request and $4,407,000 more than the fiscal year 2019 enacted level.

Audit Reports.—The Committee expects the OIG to continue providing copies of all audit reports to the Committee immediately after they are issued and to make the Committee aware immediately of any review which recommends significant budgetary savings.

Improving Digital Services.—The Committee is pleased that the OIG recently enhanced its digital services by updating the website to show clear, evident categories of audits and reports, oversight authority, and HUD programs and offices.

Contracting Audits of Annual Financial Statements.—The Committee has included a directive in the bill for the OIG to procure and rely upon the services of an independent external auditor to audit fiscal year 2020 or subsequent financial statements of HUD, including the financial statements of the Federal Housing Administration and the Government National Mortgage Association. This action brings HUD into alignment with most cabinet-level agencies that procure services from external auditors to ensure compliance with Federal audit requirements for annual financial statements.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

(INCLUDING RESCISSIONS)

The Committee recommends administrative provisions. A brief description follows.

Sec. 201. This section promotes the refinancing of certain housing bonds.

Sec. 202. This section clarifies a limitation on the use of funds under the Fair Housing Act.

Sec. 203. This section requires HUD to award funds on a competitive basis unless otherwise provided.

Sec. 204. This section allows funds to be used to reimburse Government-Sponsored Enterprises and other Federal entities for various administrative expenses.

Sec. 205. This section limits HUD's spending to amounts set out in the budget justification.

Sec. 206. This section clarifies expenditure authority for entities subject to the Government Corporation Control Act.

Sec. 207. This section requires quarterly reports on all uncommitted, unobligated and excess funds associated with HUD programs.

Sec. 208. This section exempts GNMA from certain requirements of the Federal Credit Reform Act of 1990.

Sec. 209. This section allows HUD to authorize the transfer of existing project-based subsidies and liabilities from obsolete housing to housing that better meets the needs of the assisted tenants.

Sec. 210. This section reforms certain section 8 rent calculations as related to athletic scholarships.

Sec. 211. This section provides allocation requirements for Native Alaskans under the Indian Housing Block Grant program.

Sec. 212. This section requires HUD to maintain section 8 assistance on HUD-held or owned multifamily housing.

Sec. 213. This section allows PHAs with less than 400 units to be exempt from management requirements in the operating fund rule.

Sec. 214. This section 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 the Quality Housing and Work Responsibility Act of 1998.

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

Sec. 216. This section requires the Secretary to publish all notices of funding availability that are competitively awarded on the Internet.

Sec. 217. This section limits attorney fees and requires the Department to submit a spend plan to the House and Senate Committees on Appropriations.

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

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

Sec. 220. This section places limits on PHA compensation.

Sec. 221. This section requires the Secretary to provide the Committee with advance notification before discretionary awards are made.

Sec. 222. This section prohibits funds to be used to require or enforce the Physical Needs Assessment.

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

Sec. 224. This section prohibits 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.

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

Sec. 226. This section prohibits funds to be used for financial awards for employees subject to administrative discipline.

Sec. 227. This section authorizes the Secretary on a limited basis to use funds available under the "Homeless Assistance Grants" heading to participate in the multiagency Performance Partnership Pilots program.

Sec. 228. This section allows program income to be used as an eligible match for 2015 through 2020 Continuum of Care funds.

Sec. 229. This section permits HUD to provide 1 year transition grants under the continuum of care program.

Sec. 230. This section prohibits the use of funds to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out the final rule entitled, "Affirmatively Furthering Fair Housing" or the notice entitled, "Affirmatively Further Fair Housing Assessment Tool".

Sec. 231. This section maintains current Promise Zone designations and agreements.

Sec. 232. This section prohibits funds from being used to establish preference or bonus points for competitive grant programs for EnVision Center participants.

Sec. 233. This section prohibits funds from being used to make changes to the Annual Contributions Contract that was in effect on December 31, 2017.

Sec. 234. This section prohibits funds from being used to make funding decisions for the Family Self-Sufficiency program based on performance metrics in 2020.

Sec. 235. This section rescinds unobligated balances from various accounts.

Sec. 236. This section addresses the establishment of reserves for public housing agencies designated as Moving to Work agencies.

Sec. 237. This section prohibits funds from being used to make certain eligibility limitations as part of a Notice of Fund Availability for competitive grant awards under the Public Housing Capital Fund.

TITLE III

INDEPENDENT AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriations, 2019	$8,400,000
Budget estimate, 2020	8,400,000
Committee recommendation	9,200,000

PROGRAM DESCRIPTION

The Access Board, formerly known as the Architectural and Transportation Barriers Compliance Board, was established by section 502 of the Rehabilitation Act of 1973 (Public Law 93–112). The Access Board is responsible for developing guidelines under the Americans with Disabilities Act of 1990 (Public Law 101–336), the Architectural Barriers Act of 1968 (Public Law 90–480), and the Telecommunications Act of 1996 (Public Law 104–104). These guidelines ensure that buildings and facilities, transportation vehicles, and telecommunications equipment covered by these laws are readily accessible to and usable by people with disabilities. The Access Board is also responsible for developing standards for accessible electronics and information technology used by Federal agencies under section 508 of the Rehabilitation Act and for medical diagnostic equipment under section 510 of the Rehabilitation Act. The Access Board also enforces the Architectural Barriers Act, ensuring accessibility to a wide range of Federal agencies, including national parks, post offices, social security offices, and prisons. In addition, the Access Board provides training and technical assistance on its guidelines and standards regarding the removal of accessibility barriers to Government agencies, public and private organizations, individuals, and businesses.

The Access Board was given additional responsibilities under the Help America Vote Act of 2002 (Public Law 107–252). The Access Board now serves on the Board of Advisors and the Technical Guidelines Development Committee, which helps the Election Assistance Commission to develop voluntary guidelines and guidance for voting systems, including for accessibility for people with disabilities.

COMMITTEE RECOMMENDATION

The Committee recommends $8,400,000 for the operations of the Access Board. This level of funding is equal to the budget request and the fiscal year 2019 enacted level. The Committee provides an additional $800,000 for the Access Board to study the feasibility of in-cabin wheelchair restraint systems and the ways in which individuals with significant disabilities using wheelchairs, including

power wheelchairs, can be accommodated in commercial aircraft, as required under section 432 of the FAA Reauthorization Act of 2018 (Public Law 115–254).

Research on the Accessibility of Automated Vehicles.—Nearly one in five people in the United States have a disability and face personal challenges regarding access to healthcare, education, housing, or employment. These difficulties are often compounded by a lack of accessible transportation in their communities. As automated driving systems are increasingly incorporated into both personal and commercial vehicles, manufactures could consider significant changes to vehicle design. This presents a unique opportunity to continue to further the economic and social integration of people with disabilities and to reconsider both restraint systems and human-machine interfaces to improve the accessibility of vehicles for people with disabilities. The extent to which people with disabilities can benefit from this transportation will depend on how early vehicle manufacturers take accessibility into consideration in the design process of their vehicles. The Committee directs the Access Board to assist the National Highway Traffic Safety Administration in the development of goals and considerations for future amendments to the Federal Motor Vehicle Safety Standards related to the accessibility of vehicles incorporating automated driving systems. These goals and considerations should ensure that the needs of people with communicative, physical, cognitive, and other disabilities are properly and thoroughly considered.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriations, 2019	$27,490,000
Budget estimate, 2020	28,000,000
Committee recommendation	28,000,000

PROGRAM DESCRIPTION

The Federal Maritime Commission [FMC] is an independent regulatory agency, which administers the Shipping Act of 1984 (Public Law 98–237), as amended by the Ocean Shipping Reform Act of 1998 (Public Law 105–258); section 19 of the Merchant Marine Act of 1920 (41 Stat. 998); the Foreign Shipping Practices Act of 1988 (Public Law 100–418); and Public Law 89–777.

FMC's mission is to foster a fair, efficient, and reliable international ocean transportation system and to protect the public from unfair and deceptive practices. To accomplish this mission, FMC regulates the international waterborne commerce of the United States. In addition, FMC has responsibility for licensing and bonding ocean transportation intermediaries and for ensuring that vessel owners or operators establish financial responsibility to pay judgments for death or injury to passengers, or nonperformance of a cruise, on voyages from United States ports.

COMMITTEE RECOMMENDATION

The Committee recommends $28,000,000 for the salaries and expenses of FMC for fiscal year 2020. This amount is equal to the

President's fiscal year 2020 budget request $510,000 more than the fiscal year 2019 enacted level.

Chassis Report.—The Committee is aware of the benefits of the American freight delivery system, specifically the flexibility and safety benefits that chassis pooling provides to shipping companies, marine terminal operators, ocean carriers, truckers, rail operators, and intermodal equipment providers. However, in an evolving and dynamic industry with a variety of demands on the supply chain based on region, market, and cargo volumes, issues can arise impacting chassis availability. The Committee is aware of various reports as a result of these issues, including: unexpected fees imposed on both truckers and shippers, non-negotiable terms found in chassis contracts and leases, and higher levels of port congestion resulting in insufficient chassis availability. These issues can lead to a lack of competitive market, service disruptions, and increased supply chain costs without any corresponding benefit. The Committee recognizes the efforts FMC has taken to assist with resolving these and other operability issues by engaging industry stakeholders to discuss the causes and effects of chassis shortages and the fundamental importance of maintaining chassis roadability and roadway safety. To that end, the FMC has established Innovation Teams in order to foster commercial solutions to these operational challenges, as well as investigations into ocean carrier and marine terminal demurrage and detention charges. To supplement these efforts, the Committee directs the GAO to study how and under what terms intermodal chassis are provided to shippers within 1 year of the date of enactment of this act. The study should examine competitive conditions in ports as it relates to chassis equipment; the business relationship between ocean carriers and intermodal equipment providers; fees charged for chassis used in the movement of ocean containers; issues related to "street turns"; policies related to per diem and detention fees; roadway safety; the commercial benefits of chassis sharing and pool models; and chassis roadability.

NATIONAL RAILROAD PASSENGER CORPORATION

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2019	$23,274,000
Budget estimate, 2020	23,274,000
Committee recommendation	23,274,000

PROGRAM DESCRIPTION

The Office of Inspector General for Amtrak was created by the Inspector General Act Amendment of 1988. The act recognized Amtrak as a "designated Federal entity" and required the railroad to establish an independent and objective unit to conduct and supervise audits and investigations relating to the programs and operations of Amtrak; recommend policies designed to promote economy, efficiency, and effectiveness in Amtrak, and prevent and detect fraud and abuse; and to provide a means for keeping the Amtrak leadership and the Congress fully informed about problems in

Amtrak operations and the corporation's progress in making corrective action.

COMMITTEE RECOMMENDATION

The Committee recommends $23,274,000 for the Amtrak Office of Inspector General [OIG]. This funding level is equal to the budget request and equal to the fiscal year 2019 enacted level. The Committee retains language that requires the Amtrak OIG to submit a budget request in similar format and substance to those submitted by other executive agencies in the Federal Government.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2019	$110,400,000
Budget estimate, 2020	110,400,000
Committee recommendation	110,400,000

PROGRAM DESCRIPTION

Initially established along with the Department of Transportation, the National Transportation Safety Board [NTSB] commenced operations on April 1, 1967, as an independent Federal agency. The Board is charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in the other modes of transportation—railroad, highway, marine, and pipeline—and issuing safety recommendations aimed at preventing future accidents. Although it has always operated independently, NTSB relied on 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 starting in 1975.

In addition to its investigatory duties, NTSB is responsible for maintaining the Government's database of civil aviation accidents and also conducts special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, 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. NTSB also serves as the "court of appeals" for any airman, mechanic, or mariner whenever certificate action is taken by the FAA or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA.

COMMITTEE RECOMMENDATION

The Committee recommends $110,400,000 for the National Transportation Safety Board, which is equal to the budget request and equal to the fiscal year 2019 enacted level. The Committee has also continued to include language that allows NTSB to make payments on its lease for the NTSB training facility with funding provided in the bill.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriations, 2019	$152,000,000
Budget estimate, 2020	27,400,000
Committee recommendation	152,000,000

PROGRAM DESCRIPTION

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (Title VI of the Housing and Community Development Amendments of 1978, Public Law 95–557). The Neighborhood Reinvestment Corporation, operating under the trade name "NeighborWorks America," helps local communities to establish efficient, effective partnerships between residents and representatives of the public and private sectors. These partnership-based organizations are independent, tax-exempt, nonprofit entities, collectively known as the "NeighborWorks Network." Nearly 250 NeighborWorks organizations serve almost 3,000 urban, suburban, and rural communities in every State, the District of Columbia, and Puerto Rico.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $151,000,000 for NeighborWorks America. The Committee also includes an additional $1,000,000 for the promotion and development of shared equity housing models. This total amount is $124,600,000 more than the budget request and equal to the fiscal year 2019 enacted level. The Committee continues to support the set-aside of $5,000,000 for the multifamily rental housing initiative, which has been successful in developing innovative approaches to producing mixed-income affordable housing throughout the nation. The Committee directs NeighborWorks to provide at least 3 days' advance notice to the House and Senate Committees on Appropriations prior to the announcement of any grant exceeding $50,000 that is awarded to a NeighborWorks Network organization.

Rural Areas.—The Committee commends NeighborWorks' efforts to build capacity in rural areas and urges NeighborWorks to continue those initiatives.

Shared Equity Homeownership.—Shared equity models offer unique opportunities for low- to moderate-income families and first-time homebuyers to purchase housing at a lower cost, while also maintaining those homes' long-term affordability, building the homeowners' assets, and revitalizing the surrounding communities. The Committee recommendation includes $1,000,000 for the promotion and development of shared equity housing models, building upon the $2,000,000 provided in fiscal year 2019. This funding will be used to: increase the capacity of network organizations to develop shared equity models; better understand scalable, sustainable shared equity models; and develop an array of strategies for different housing markets. These investments will also allow for NeighborWorks to increase the total number of and the amount provided for initial seed grants, as well as to offer more extensive technical assistance to interested network organizations in order to help with their strategic planning and development of shared eq-

uity housing. NeighborWorks will also host a shared equity housing symposium and offer scholarships for other national training courses, including to those organizations which have already successfully implemented shared equity models to share their expertise and to discuss how to improve their planning and operations.

NeighborWorks is directed to continue to evaluate strategies undertaken by each organization in order to determine both individual and community-level outcomes, including impacts on resident health, well-being, and financial security. NeighborWorks shall also develop two additional courses on shared equity models to be offered at National Training Institutes. In developing these courses and performing evaluations, NeighborWorks is directed to work with affiliated organizations with extensive experience in offering shared equity homeownership opportunities.

Multilingual Training Courses.—The Committee directs NeighborWorks to survey the NeighborWorks Network to determine whether there is sufficient need for additional professional development and certification training courses for non-profit community development staff to be offered in additional languages. NeighborWorks is encouraged to develop new courses, including translated materials, to meet those needs.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2019	$37,100,000	$1,250,000
Budget estimate, 2020	37,100,000	1,250,000
Committee recommendation	37,100,000	1,250,000

PROGRAM DESCRIPTION

The Surface Transportation Board [STB] was created on January 1, 1996, by the Interstate Commerce Commission Termination Act of 1995 [ICCTA] (Public Law 104–88). The Board is a five-member, bipartisan, decisionally independent adjudicatory body and is responsible for the regulation of the rail and pipeline industries and certain non-licensing regulations of motor carriers and water carriers.

STB's rail oversight activities include rate reasonableness, car service and interchange, mergers, line acquisitions, line constructions, and abandonments. STB's jurisdiction also includes certain oversight of the intercity bus industry, pipeline carriers, intercity passenger train service, rate regulation involving noncontiguous domestic water transportation, household goods carriers, and collectively determined motor carrier rates.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $37,100,000. This funding level is equal to the budget request and equal to the fiscal year 2019 enacted level. Included in the recommendation is $1,250,000 in fees, which will offset the appropriated funding, re-

sulting in final appropriation from the general fund estimated at no more than $35,850,000.

Regulatory Proceedings.—There remain a number of pending regulatory proceedings that would reform existing regulations at the STB. The Committee continues to encourage the STB to provide a timely and decisive regulatory process and encourages the administration to nominate the full complement of board members to the STB as soon as possible.

Movement of Commerce.—The Committee is aware of the STB requesting information from Class I freight railroads regarding concerns of service issues impacting shippers and receivers of certain commerce. The Committee encourages the STB to continue to work with railroads, shippers, and receivers to fully understand the scope of the issue and to fully exercise its authority in order to effectively address these matters.

Cost-Benefit Analysis.—The Committee supports the use of cost-benefit analysis in the rulemaking process for significant regulatory actions as required by current law, recognizing that independent regulatory agencies are generally exempt from Federal requirements to undergo such analysis. The Committee is concerned that the STB may not have the adequate staffing or expertise to undergo such an extensive assessment for all of its rulemaking proceedings. Before the Board decides whether to conduct any such assessments, it should set a threshold for determining which rulemakings should have a cost-benefit analysis. In its future budget requests, the Board should request additional resources to undertake any such assessments.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriations, 2019	$3,600,000
Budget estimate, 2020	730,000
Committee recommendation	3,700,000

PROGRAM DESCRIPTION

The United States Interagency Council on Homelessness [USICH] is an independent agency created by the McKinney-Vento Homeless Assistance Act of 1987 to coordinate and direct the multiple efforts of Federal agencies and other designated groups. USICH was authorized to review Federal programs that assist homeless persons and to take necessary actions to reduce duplication. USICH can recommend improvements in programs and activities conducted by Federal, State, and local government, as well as local volunteer organizations. USICH consists of the heads of 19 Federal agencies, including the Departments of Housing and Urban Development, Health and Human Services, Veterans Affairs [VA], Agriculture, Commerce, Defense [DoD], Education, Labor [DOL], Transportation, and other entities as deemed appropriate.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $3,700,000 for USICH. This amount is $2,970,000 greater than the budget request and $100,000 more than the fiscal year 2019 enacted level. USICH

supports Federal collaboration and implementation of the Federal strategic plan to prevent and end homelessness. The Committee recognizes the complexity of homelessness and the valuable role USICH plays to help communities identify comprehensive and coordinated strategies to prevent and end homelessness. USICH's establishment of criteria and benchmarks for ending homelessness in America has been critical to the progress made nationwide toward this goal. Since 2010, overall homelessness has decreased by more than 13 percent, with chronic homelessness decreasing by 18 percent and family homelessness decreasing by 24 percent. The Committee applauds the work of USICH and recognizes how its support for mayors and governors across the country helps them address the unique drivers of homelessness in their communities. USICH promotes collaborative engagement across government, public housing agencies, homeless service providers, and local partners, which results in more effective alignment of resources, efforts, goals, and measures of success. As challenges to preventing and ending homelessness arise at the local and Federal level, USICH continues to serve as the lead agency for identifying suitable cost-effective solutions. Its work was recognized by GAO in its February 2012 report on ways to reduce duplication, overlap, and fragmentation in the Federal Government. As such, the Committee extended the agency's operating authority through October 1, 2028 in fiscal year 2019. The Committee supports a permanent extension of USICH and encourages the authorizing committees to eliminate the statutory sunset that is harmful to the short- and long-term interagency efforts to prevent and end homelessness for the more than 550,000 individuals and families without stable housing or shelter.

Supporting Transitioning Service Members.—Through local engagement, combined with USICH's efforts to convene the VA and HUD to streamline and triage the VA's case management and housing placements through HUD's housing assistance programs, including the HUD–VASH program, USICH has played a key role in the overall reduction in veteran homelessness by 46 percent since 2010. However, the Committee believes there is more to be done to ensure that those who served our country do not experience homelessness by down-streaming homeless prevention strategies into the DoD discharge process. To that end, in the fiscal year 2017 the Committee directed USICH to collaborate with the DoD and the VA on how the veteran transition process can be improved to minimize the risk of homelessness. In response, USICH released a report to Congress in March of 2018 with methods, strategies, and directives to prevent transitioning service members from experiencing homelessness.

The Committee recognizes the diligent work USICH has performed on this issue and the complexities that exist within interagency collaboration. USICH leads an interagency working group with the DOL, VA, and DoD that was tasked to carry out the directives outlined in the 2018 report to ensure transitioning service members were effectively referred to employment and housing services, a process referred to as a "warm handover". Service members are discharged with the assistance from DoD support staff and referred to VA and DOL liaisons for a seamless transition into civilian life. Specific data points are necessary to determine the out-

comes of this transition initiative which were identified in the 2018 USICH report. DoD and the VA were directed to provide USICH with the following: the numbers and percentages of discharged service members, the percentage of veterans' referrals to transition liaisons, the rate of housing referrals, and the number of service members flagged for referral to VA Homelessness program services. DoD and the VA have failed to meet these basic metric requirements despite repeated requests.

The Committee is gravely concerned with the lack of response and cooperation from DoD and the VA. As such, cross-agency Committee directives are included in the Fiscal Year 2020 reports accompanying the Senate Department of Defense and the Military Construction, Veterans Affairs, and Related Agencies Appropriations Acts to ensure accountability of all Federal agency stakeholders to effectively improve this transition process and minimize veterans experiencing homelessness. Further, the Committee directs USICH to notify the House and Senate Committees on Appropriations should further resistance to achieve this evaluation occur.

Technical Assistance in Providing Transitional Housing for Survivors of Domestic Violence.—Survivors fleeing domestic violence have a significant risk of homelessness. Providing safe and stable housing requires specialized training for Continuums of Care [CoC] due to the traumatic and high-risk situations survivors face. The Committee applauds USICH and their efforts in providing data, technical assistance, and best practices for CoCs administering housing services through their partnership with the Domestic Violence and Housing Technical Assistance Consortium. However, concerns have been raised to the Committee about the intake process for survivors entering a CoC and the lines of questioning within the Homelessness Management Information System [HMIS] intake process.

HMIS gathers local data to analyze housing, service, and client information to assist individuals and families either in homelessness or at risk of homelessness. HMIS has specific guidelines on the necessary questions when determining risk and history of domestic violence, as well as strict regulations to ensure survivors' privacy and safety during the intake process. While significant procedural enhancements have been made to ensure these protections, the Committee recognizes some CoCs lack the appropriate training when addressing crises that should be handled in a sensitive and trauma-informed manner. This can cause a delay in administering services to survivors seeking to escape their dangerous living environments, seeing as clients may not initially appear to require relocation if a service provider is unaware of the abuse indicators during intake. Due to the immense trauma surrounding domestic violence, meticulousness and sensitivity is required to ensure individuals and families can safely and stably relocate.

In working with local entities, USICH can continue to be an effective resource for advocates and service providers, and they are able to ensure the safety and stability of domestic violence survivors remain a high priority during the intake process. The Committee directs USICH to continue collaborating with affected stakeholders to improve the intake methodology and practices for at-risk

populations by providing necessary technical assistance that CoCs can efficiently implement.

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 expenditures for consulting services through procurement contracts where such expenditures are a matter of public record and available for public inspection.

Section 404 prohibits the use of funds for employee training unless such training bears directly upon the performance of official duties.

Section 405 authorizes the reprogramming of funds within a budget account and specifies the reprogramming procedures for agencies funded by this act.

Section 406 ensures that 50 percent of unobligated balances may remain available for certain purposes.

Section 407 prohibits the use of funds for eminent domain unless such taking is employed for public use.

Section 408 prohibits funds in this act to be transferred without express authority.

Section 409 protects employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 410 prohibits the use of funds for activities not in compliance with the Buy American Act.

Section 411 prohibits funding for any person or entity convicted of violating the Buy American Act.

Section 412 prohibits funds for first-class airline accommodation 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 the U.S. law.

Section 414 restricts the number of employees that agencies funded in this act may send to international conferences.

Section 415 prohibits the Surface Transportation Board from charging filing fees for rate or practice complaints that are greater than the fees authorized for district court civil suits.

Section 416 prohibits funds to agencies unless they are in compliance with the Presidential Memorandum—Federal Fleet Performance, dated May 24, 2011.

Section 417 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 418 prohibits funds from denying an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities, or to prevent or impede that Inspector General's access.

Section 419 prohibits funds from being used to pay awards or fees for contractors with poor performance.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports on general appropriations bills identify each Committee amendment to the House bill "which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session."

The Committee is filing an original bill, which is not covered under this rule, but reports this information in the spirit of full disclosure.

The Committee recommends funding for the following programs or activities which currently lack authorization for fiscal year 2020:

TITLE I—DEPARTMENT OF TRANSPORTATION

National Infrastructure Investments
Washington Metropolitan Area Transit Authority
Office of Pipeline Safety, Pipeline and Hazardous Materials Safety Administration
Maritime Administration

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rental Assistance Programs
Indian Housing Block Grants
Indian Housing Loan Guarantee Fund
Native Hawaiian Housing Block Grant
Housing Opportunities for Persons with AIDS
Community Development Fund
Community Development Loan Guarantee
Home Investment Partnerships Program
Choice Neighborhoods Initiatives
Self-Help Homeownership Opportunity Program
Homeless Assistance
Housing for the Elderly
Housing for Persons with Disabilities
FHA General and Special Risk Program Account
GNMA Mortgage Backed Securities Loan Guarantee Program Account
Policy Development and Research
Fair Housing Activities, Fair Housing Program
Lead Hazard Reduction Program
Salaries and Expenses

COMPLIANCE WITH PARAGRAPH 7(C), RULE XXVI OF THE STANDING RULES OF THE SENATE

Pursuant to paragraph 7(c) of rule XXVI, on September 19, 2019, the Committee ordered favorably reported a bill (S. 2520) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2020, and for other purposes, provided, that the bill be subject to amendment and that the bill be consistent with its budget allocation, and provided that the Chairman of the Committee or his designee be authorized to offer the substance of the original bill as a Committee amendment in the nature of a substitute to the House companion measure, by a recorded vote of 31–0, a quorum being present. The vote was as follows:

Yeas	Nays
Chairman Shelby	
Mr. McConnell	
Mr. Alexander	
Ms. Collins	
Ms. Murkowski	
Mr. Graham	
Mr. Blunt	
Mr. Moran	
Mr. Hoeven	
Mr. Boozman	
Mrs. Capito	
Mr. Kennedy	
Mrs. Hyde-Smith	
Mr. Daines	
Mr. Rubio	
Mr. Lankford	
Mr. Leahy	
Mrs. Murray	
Mrs. Feinstein	
Mr. Durbin	
Mr. Reed	
Mr. Tester	
Mr. Udall	
Mrs. Shaheen	
Mr. Merkley	
Mr. Coons	
Mr. Schatz	
Ms. Baldwin	
Mr. Murphy	
Mr. Manchin	
Mr. Van Hollen	

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI OF THE STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include "(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the committee."

In compliance with this rule, no changes to existing law are displayed because this bill proposes no changes.

BUDGETARY IMPACT OF BILL

PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(A), PUBLIC LAW 93–344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount in bill	Committee allocation	Amount in bill
Comparison of amounts in the bill with the subcommittee allocation for 2020: Subcommittee on Transportation and Housing and Urban Development, and Related Agencies:				
Mandatory	.....	.....	.....	.....
Discretionary	74,300	74,300	133,803	[1] 133,803
Security	300	300	NA	NA
Nonsecurity	74,000	74,000	NA	NA
Projection of outlays associated with the recommendation:				
2020	.....	.....	.....	[2] 49,356
2021	.....	.....	.....	40,328
2022	.....	.....	.....	17,372
2023	.....	.....	.....	8,529
2024 and future years	.....	.....	.....	13,103
Financial assistance to State and local governments for 2020	NA	39,608	NA	[2] 35,003

[1] Includes outlays from prior-year budget authority.
[2] Excludes outlays from prior-year budget authority.
NA: Not applicable.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2019 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2020

[In thousands of dollars]

Item	2019 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2019 appropriation	Budget estimate
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	113,910	117,993	113,910	.....	−4,083
Immediate Office of the Secretary	(3,065)	.....	(3,065)	.....	(+3,065)
Immediate Office of the Deputy Secretary	(1,000)	.....	(1,000)	.....	(+1,000)
Office of the General Counsel	(20,428)	.....	(20,428)	.....	(+20,428)
Office of the Under Secretary of Transportation for Policy	(10,331)	.....	(10,331)	.....	(+10,331)
Office of the Assistant Secretary for Budget and Programs	(14,300)	.....	(14,300)	.....	(+14,300)
Office of the Assistant Secretary for Governmental Affairs	(2,546)	.....	(2,546)	.....	(+2,546)
Office of the Assistant Secretary for Administration	(29,244)	.....	(29,244)	.....	(+29,244)
Office of Public Affairs	(2,142)	.....	(2,142)	.....	(+2,142)
Office of the Executive Secretariat	(1,859)	.....	(1,859)	.....	(+1,859)
Office of Intelligence, Security, and Emergency Response	(12,181)	.....	(12,181)	.....	(+12,181)
Office of the Chief Information Officer	(16,814)	.....	(16,814)	.....	(+16,814)
Research and Technology	8,471	22,000	8,000	−471	−14,000
National Infrastructure Investments	900,000	1,000,000	1,000,000	+100,000	.....
National Surface Transportation and Innovative Finance Bureau	5,000	4,000	5,000	.....	+1,000
Nationally Significant Freight Projects	.....	1,035,000	.....	.....	−1,035,000
Financial Management Capital	2,000	2,000	2,000	.....	.....
Cyber Security Initiatives	15,000	15,000	15,000	.....	.....
Office of Civil Rights	9,470	9,000	9,470	.....	+470
Transportation Planning, Research, and Development	7,879	8,000	7,879	.....	−121
Working Capital Fund	(319,793)	.....	(319,793)	.....	(+319,793)
Minority Business Resource Center Program	500	.....	.....	−500	.....
Small and Disadvantaged Business Utilizaton and Outreach	3,488	3,000	3,488	.....	+488
Payments to Air Carriers (Airport & Airway Trust Fund)	175,000	125,000	162,000	−13,000	+37,000
Working Capital Fund (legislative proposal) (reappropriation)	.....	12,000	.....	.....	−12,000
Total, Office of the Secretary	1,240,718	2,352,993	1,326,747	+86,029	−1,026,246

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2019 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2020—Continued

[In thousands of dollars]

Item	2019 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2019 appropriation	Budget estimate
Federal Aviation Administration					
Operations	10,410,758	10,340,000	10,540,511	+129,753	+200,511
Air traffic organization	(7,841,720)	(7,777,357)	(7,925,734)	(+84,014)	(+148,377)
Aviation safety	(1,336,969)	(1,327,779)	(1,359,607)	(+22,638)	(+31,828)
Commercial space transportation	(24,949)	(25,598)	(26,040)	(+1,091)	(+442)
Finance and management	(816,398)	(784,832)	(800,646)	(−15,752)	(+15,814)
NextGen	(61,258)	(60,145)	(61,538)	(+280)	(+1,393)
Security and Hazardous Materials Safety	(114,165)	(117,694)	(118,642)	(+4,477)	(+948)
Staff offices	(215,299)	(246,595)	(248,304)	(+33,005)	(+1,709)
Facilities and Equipment (Airport & Airway Trust Fund)	3,000,000	3,295,000	3,153,801	+153,801	−141,199
Research, Engineering, and Development (Airport & Airway Trust Fund	191,100	120,000	194,230	+3,130	+74,230
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,000,000)	(3,000,000)	(3,000,000)	.....	.....
(Limitation on obligations)	(3,350,000)	(3,350,000)	(3,350,000)	.....	.....
Administration	(112,600)	(112,353)	(113,000)	(+400)	(+647)
Airport cooperative research program	(15,000)	(15,000)	(15,000)	.....	.....
Airport technology research	(33,210)	(33,224)	(39,224)	(+6,014)	(+6,000)
Small community air service development program	(10,000)	.....	(10,000)	.....	(+10,000)
Airport Discretionary Grants (General Fund)	500,000	.....	450,000	−50,000	+450,000
Total, Federal Aviation Administration	14,101,858	13,755,000	14,338,542	+236,684	+583,542
Limitations on obligations	(3,350,000)	(3,350,000)	(3,350,000)	.....	.....
Total budgetary resources	(17,451,858)	(17,105,000)	(17,688,542)	(+236,684)	(+583,542)
Federal Highway Administration					
Limitation on Administrative Expenses	(449,692)	(456,797)	(456,797)	(+7,105)	.....
Federal-Aid Highways (Highway Trust Fund):					
(Liquidation of contract authorization)	(46,007,596)	(47,104,092)	(47,104,092)	(+1,096,496)	.....
(Limitation on obligations)	(45,268,596)	(46,365,092)	(46,365,092)	(+1,096,496)	.....
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	.....	.....

Highway Infrastructure Programs (General Fund)	3,250,000	300,000	2,700,000	−550,000	+2,400,000
Administrative Provisions					
Rescission of budget authority (legislative proposal)	.....	−209,722	.....	.....	+209,722
Total, Federal Highway Administration	3,250,000	90,278	2,700,000	−550,000	+2,609,722
Limitations on obligations	(45,268,596)	(46,365,092)	(46,365,092)	(+1,096,496)	.....
Exempt contract authority	(739,000)	(739,000)	(739,000)	.....	.....
Total budgetary resources	(49,257,596)	(47,194,370)	(49,804,092)	(+546,496)	(+2,609,722)
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund) (Liquidation of contract authorization)	(284,000)	(288,000)	(288,000)	(+4,000)	.....
(Limitation on obligations)	(284,000)	(288,000)	(288,000)	(+4,000)	.....
Motor Carrier Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)	(382,800)	(387,800)	(391,136)	(+8,336)	(+3,336)
(Limitation on obligations)	(382,800)	(387,800)	(391,136)	(+8,336)	(+3,336)
Total, Federal Motor Carrier Safety Administration	.....	.....	.....	.....	.....
Limitations on obligations	(666,800)	(675,800)	(679,136)	(+12,336)	(+3,336)
Total budgetary resources	(666,800)	(675,800)	(679,136)	(+12,336)	(+3,336)
National Highway Traffic Safety Administration					
Operations and Research (general fund)	190,000	151,000	194,000	+4,000	+43,000
Operations and Research (Highway Trust Fund) (Liquidation of contract authorization)	(152,100)	(155,300)	(155,300)	(+3,200)	.....
(Limitation on obligations)	(152,100)	(155,300)	(155,300)	(+3,200)	.....
Subtotal, Operations and Research	342,100	306,300	349,300	+7,200	+43,000
Highway Traffic Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)	(610,208)	(623,017)	(623,017)	(+12,809)	.....
(Limitation on obligations)	(610,208)	(623,017)	(623,017)	(+12,809)	.....
Highway safety programs (23 U.S.C. 402)	(270,400)	(279,800)	(279,800)	(+9,400)	.....
National priority safety programs (23 U.S.C. 405)	(283,000)	(285,900)	(285,900)	(+2,900)	.....
High visibility enforcement	(30,200)	(30,500)	(30,500)	(+300)	.....
Administrative expenses	(26,608)	(26,817)	(26,817)	(+209)	.....
Administrative Provision					
Impaired Driving/Rail-Grade funding (Sec. 143) (General Fund)	14,000	.....	.....	−14,000	.....
Child safety and booster seat grants (Sec. 144)	.....	.....	.....	.....	.....
Total, National Highway Traffic Safety Administration	204,000	151,000	194,000	−10,000	+43,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2019 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2020—Continued

[In thousands of dollars]

Item	2019 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2019 appropriation	Budget estimate
Limitations on obligations	(762,308)	(778,317)	(778,317)	(+16,009)	.....
Total budgetary resources	(966,308)	(929,317)	(972,317)	(+6,009)	(+43,000)
Federal Railroad Administration					
Safety and Operations	221,698	213,134	221,698	.....	+8,564
Railroad Research and Development	40,600	19,000	40,600	.....	+21,600
Subtotal	262,298	232,134	262,298	.....	+30,164
Federal-State Partnership for State of Good Repair	400,000	.....	300,000	−100,000	+300,000
Consolidated Rail Infrastructure and Safety Improvements	255,000	330,000	255,000	.....	−75,000
Restoration and Enhancement Grants	5,000	550,000	2,000	−3,000	−548,000
Magnetic Levitation Program	10,000	.....	.....	−10,000	.....
Subtotal	670,000	880,000	557,000	−113,000	−323,000
National Railroad Passenger Corporation:					
Northeast Corridor Grants	650,000	325,466	680,000	+30,000	+354,534
National Network	1,291,600	611,000	1,320,000	+28,400	+709,000
Subtotal	1,941,600	936,466	2,000,000	+58,400	+1,063,534
Administrative Provisions					
Transportation Technology Center financing (legislative proposal)	.....	100,000	.....	.....	−100,000
Rail unobligated balances (rescission) (legislative proposal)	.....	−55,726	.....	.....	+55,726
Total, Federal Railroad Administration	2,873,898	2,092,874	2,819,298	−54,600	+726,424
Federal Transit Administration					
Administrative Expenses	113,165	110,552	113,165	.....	+2,613
Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization)	(9,900,000)	(10,800,000)	(10,800,000)	(+900,000)	.....

(Limitation on obligations)	(9,939,380)	(10,150,348)	(10,150,348)	(+210,968)	.....
Transit Infrastructure Grants	700,000	500,000	560,000	−140,000	+60,000
Technical Assistance and Training	5,000	.....	5,000	.....	+5,000
Capital Investment Grants	2,552,687	1,505,190	1,978,000	−574,687	+472,810
Grants to the Washington Metropolitan Area Transit Authority	150,000	150,000	150,000	.....	.....
Transit Formula Grants (rescission) (legislative proposal)	−46,560	.....	.....	+46,560	.....
Total, Federal Transit Administration	3,474,292	2,265,742	2,806,165	−668,127	+540,423
Limitations on obligations	(9,939,380)	(10,150,348)	(10,150,348)	(+210,968)	.....
Total budgetary resources	(13,413,672)	(12,416,090)	(12,956,513)	(−457,159)	(+540,423)
Saint Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund)	36,000	28,000	36,000	.....	+8,000
Maritime Administration					
Maritime Security Program	300,000	300,000	300,000	.....	.....
Rescission (legislative proposal)	.....	−25,000	.....	.....	+25,000
Operations and Training	149,442	377,497	142,619	−6,823	−234,878
State Maritime Academy Operations	345,200	.....	342,280	−2,920	+342,280
Assistance to Small Shipyards	20,000	.....	20,000	.....	+20,000
Ship Disposal	5,000	5,000	5,000	.....	.....
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses and guarantees	3,000	.....	3,000	.....	+3,000
Port Infrastructure Development Program	292,730	.....	91,600	−201,130	+91,600
Total, Maritime Administration	1,115,372	657,497	904,499	−210,873	+247,002
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund	23,710	24,215	24,215	+505	.....
Hazardous Materials Safety:					
General Fund	58,000	53,000	60,000	+2,000	+7,000
Pipeline Safety:					
Pipeline Safety Fund	134,000	119,000	134,000	.....	+15,000
Oil Spill Liability Trust Fund	23,000	22,000	23,000	.....	+1,000
Underground Natural Gas Storage Facility Safety Fund	8,000	8,000	8,000	.....	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2019 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2020—Continued

[In thousands of dollars]

Item	2019 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2019 appropriation	Budget estimate
Subtotal	165,000	149,000	165,000	.....	+16,000
Emergency Preparedness Grants:					
Limitation on emergency preparedness fund	(28,318)	(28,318)	(28,318)	.....	.....
Total, Pipeline and Hazardous Materials Safety Administration	246,710	226,215	249,215	+2,505	+23,000
Limitations on obligations	(28,318)	(28,318)	(28,318)	.....	.....
Total budgetary resources	(275,028)	(254,533)	(277,533)	(+2,505)	(+23,000)
Pipeline safety user fees	−134,000	−119,000	−134,000	.....	−15,000
Underground Natural Gas Storage Facility Safety Fund user fee	−8,000	−8,000	−8,000	.....	.....
Office of Inspector General					
Salaries and Expenses	92,600	92,152	92,600	.....	+448
General Provisions—Department of Transportation					
Total, title I, Department of Transportation	26,493,448	21,584,751	25,325,066	−1,168,382	+3,740,315
Appropriations	(26,540,008)	(21,875,199)	(25,325,066)	(−1,214,942)	(+3,449,867)
Rescissions	(−46,560)	(−265,448)	.....	(+46,560)	(+265,448)
Limitations on obligations	(59,987,084)	(61,319,557)	(61,322,893)	(+1,335,809)	(+3,336)
Total budgetary resources	(86,480,532)	(82,904,308)	(86,647,959)	(+167,427)	(+3,743,651)
TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Management and Administration					
Executive Offices	14,900	16,000	14,217	−683	−1,783
Administration Support Offices	541,500	556,500	563,378	+21,878	+6,878
Program Office Salaries and Expenses:					
Public and Indian Housing	219,800	206,000	225,000	+5,200	+19,000

Community Planning and Development	112,344	114,000	123,000	+10,656	+9,000
Housing	382,500	398,700	387,000	+4,500	−11,700
Policy Development and Research	26,000	26,000	28,000	+2,000	+2,000
Fair Housing and Equal Opportunity	72,900	73,200	72,000	−900	−1,200
Office of Lead Hazard Control and Healthy Homes	8,600	9,000	9,000	+400	.....
Subtotal	822,144	826,900	844,000	+21,856	+17,100
Total, Management and Administration	1,378,544	1,399,400	1,421,595	+43,051	+22,195
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals	20,313,000	20,115,541	21,502,000	+1,189,000	+1,386,459
Tenant protection vouchers	85,000	130,000	75,000	−10,000	−55,000
Administrative fees	1,886,000	1,738,459	1,977,000	+91,000	+238,541
Sec. 811 vouchers, incremental and renewals	225,000	259,500	218,000	−7,000	−41,500
Incremental VASH vouchers	40,000	.....	40,000	.....	+40,000
Tribal veterans affairs supportive housing renewals	4,000	.....	1,000	−3,000	+1,000
Incremental family unification vouchers	20,000	.....	20,000	.....	+20,000
Mobility Demonstration	25,000	.....	.....	−25,000	.....
Subtotal (available this fiscal year)	22,598,000	22,243,500	23,833,000	+1,235,000	+1,589,500
Advance appropriations	4,000,000	4,000,000	4,000,000	.....	.....
Less appropriations from prior year advances	−4,000,000	−4,000,000	−4,000,000	.....	.....
Rescission (emergency)	.....	−6,000	.....	.....	+6,000
Total, Tenant-based Rental Assistance appropriated in this bill	22,598,000	22,237,500	23,833,000	+1,235,000	+1,595,500
Rental Assistance Demonstration	.....	100,000	.....	.....	−100,000
Public Housing Capital Fund	2,775,000	.....	2,855,000	+80,000	+2,855,000
Public Housing Operating Fund	4,653,116	2,863,000	4,650,000	−3,116	+1,787,000
Choice Neighborhoods	150,000	.....	100,000	−50,000	+100,000
Family Self-Sufficiency	80,000	75,000	.....	−80,000	−75,000
Self-Sufficiency Programs	.....	.....	130,000	+130,000	+130,000
Family Self-Sufficiency	.....	.....	(80,000)	(+80,000)	(+80,000)
ROSS	.....	.....	(35,000)	(+35,000)	(+35,000)
Jobs Plus	.....	.....	(15,000)	(+15,000)	(+15,000)
Native American Housing Block Grants	755,000	600,000	.....	−755,000	−600,000
Native American Programs	.....	.....	820,000	+820,000	+820,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2019 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2020—Continued

[In thousands of dollars]

Item	2019 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2019 appropriation	Budget estimate
Native American Housing Block Grants, Formula	.....	.....	(646,000)	(+646,000)	(+646,000)
Title VI Loan Program	.....	.....	(2,000)	(+2,000)	(+2,000)
Native American Housing Block Grants, Competitive	.....	.....	(100,000)	(+100,000)	(+100,000)
Indian CDBG	.....	.....	(65,000)	(+65,000)	(+65,000)
Training and Technical Assistance	.....	.....	(7,000)	(+7,000)	(+7,000)
Indian Housing Loan Guarantee Fund Program Account	1,440	2,500	1,600	+160	−900
(Limitation on guaranteed loans)	(553,846)	(1,000,000)	(1,000,000)	(+446,154)	.....
Native Hawaiian Housing Block Grant	2,000	.....	1,745	−255	+1,745
Total, Public and Indian Housing	31,014,556	25,878,000	32,391,345	+1,376,789	+6,513,345
Community Planning and Development					
Housing Opportunities for Persons with AIDS	393,000	330,000	330,000	−63,000	.....
Community Development Fund:					
CDBG formula	3,300,000	.....	3,325,000	+25,000	+3,325,000
Indian CDBG	65,000	.....	.....	−65,000	.....
Subtotal	3,365,000	.....	3,325,000	−40,000	+3,325,000
Community Development Loan Guarantees (Section 108):					
(Limitation on guaranteed loans)	(300,000)	.....	(300,000)	.....	(+300,000)
HOME Investment Partnerships Program	1,250,000	.....	1,250,000	.....	+1,250,000
Self-help and Assisted Homeownership Opportunity Program	54,000	.....	54,000	.....	+54,000
Homeless Assistance Grants	2,636,000	2,598,600	2,761,000	+125,000	+162,400
Total, Community Planning and Development	7,698,000	2,928,600	7,720,000	+22,000	+4,791,400
Housing Programs					
Project-based Rental Assistance:					
Renewals	11,502,000	11,676,000	12,215,000	+713,000	+539,000

Contract administrators	245,000	345,000	345,000	+100,000	.....
Subtotal (available this fiscal year)	11,747,000	12,021,000	12,560,000	+813,000	+539,000
Advance appropriations	400,000	400,000	400,000	.....	.....
Less appropriations from prior year advances	−400,000	−400,000	−400,000	.....	.....
Rescission (emergency)	.....	−1,000	.....	.....	+1,000
Total, Project-based Rental Assistance appropriated in this bill	11,747,000	12,020,000	12,560,000	+813,000	+540,000
Housing for the Elderly	678,000	644,000	696,000	+18,000	+52,000
Housing for Persons with Disabilities	184,155	157,000	184,155	.....	+27,155
Housing Counseling Assistance	50,000	45,000	45,000	−5,000	.....
Rental Housing Assistance	5,000	3,000	3,000	−2,000	.....
Manufactured Housing Fees Trust Fund	12,000	12,000	13,000	+1,000	+1,000
Offsetting collections	−12,000	−12,000	−13,000	−1,000	−1,000
Total, Housing Programs	12,664,155	12,869,000	13,488,155	+824,000	+619,155
Federal Housing Administration					
Mutual Mortgage Insurance Program Account:					
(Limitation on guaranteed loans)	(400,000,000)	(400,000,000)	(400,000,000)	.....	.....
(Limitation on direct loans)	(1,000)	(1,000)	(1,000)	.....	.....
Offsetting receipts	−6,930,000	−5,649,000	−5,649,000	+1,281,000	.....
Additional offsetting receipts (Sec. 223)	.....	−20,000	.....	.....	+20,000
Administrative contract expenses	130,000	150,000	130,000	.....	−20,000
General and Special Risk Program Account:					
(Limitation on guaranteed loans)	(30,000,000)	(30,000,000)	(30,000,000)	.....	.....
(Limitation on direct loans)	(1,000)	(1,000)	(1,000)	.....	.....
Offsetting receipts	−620,000	−602,000	−602,000	+18,000	.....
Total, Federal Housing Administration	−7,420,000	−6,121,000	−6,121,000	+1,299,000	.....
Government National Mortgage Association					
Guarantees of Mortgage-backed Securities Loan Guarantee Program Account:					
(Limitation on guaranteed loans)	(550,000,000)	(550,000,000)	(550,000,000)	.....	.....
Administrative expenses	27,000	28,400	29,626	+2,626	+1,226
Offsetting receipts	−104,000	−132,000	−132,000	−28,000	.....
Offsetting receipts	−1,900,000	−1,050,000	−1,050,000	+850,000	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2019 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2020—Continued

[In thousands of dollars]

Item	2019 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2019 appropriation	Budget estimate
Additional contract expenses	1,000	1,000	1,000	.....	.....
Total, Gov't National Mortgage Association	−1,976,000	−1,152,600	−1,151,374	+824,626	+1,226
Policy Development and Research					
Research and Technology	96,000	87,000	96,000	.....	+9,000
Fair Housing and Equal Opportunity					
Fair Housing Activities	65,300	62,300	65,300	.....	+3,000
Office of Lead Hazard Control and Healthy Homes					
Lead Hazard Reduction	279,000	290,000	290,000	+11,000	.....
Cybersecurity and Information Technology Fund	280,000	280,000	280,000	.....	.....
Office of Inspector General	128,082	129,400	132,489	+4,407	+3,089
General Provision—Department of Housing and Urban Development					
Sec. 235 unobligated balances (rescission of emergency funds)	.....	.....	−7,000	−7,000	−7,000
Unobligated balances (rescission)	−99	.....	.....	+99	.....
Total, General Provisions	−99	.....	−7,000	−6,901	−7,000
Total, title II, Department of Housing and Urban Development	44,207,538	36,650,100	48,605,510	+4,397,972	+11,955,410
Appropriations	(49,373,637)	(39,722,100)	(51,658,510)	(+2,284,873)	(+11,936,410)
Rescissions of emergency funding	.....	(−7,000)	(−7,000)	(−7,000)	.....
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	.....	.....
Offsetting receipts	(−9,554,000)	(−7,453,000)	(−7,433,000)	(+2,121,000)	(+20,000)
Offsetting collections	(−12,000)	(−12,000)	(−13,000)	(−1,000)	(−1,000)
(Limitation on direct loans)	(2,000)	(2,000)	(2,000)	.....	.....
(Limitation on guaranteed loans)	(980,853,846)	(981,000,000)	(981,300,000)	(+446,154)	(+300,000)

TITLE III—OTHER INDEPENDENT AGENCIES					
Access Board	8,400	8,400	9,200	+800	+800
Federal Maritime Commission	27,490	28,000	28,000	+510	.....
National Railroad Passenger Corporation Office of Inspector General	23,274	23,274	23,274	.....	.....
National Transportation Safety Board	110,400	110,400	110,400	.....	.....
Neighborhood Reinvestment Corporation	152,000	27,400	152,000	.....	+124,600
Surface Transportation Board	37,100	37,100	37,100	.....	.....
Offsetting collections	−1,250	−1,250	−1,250	.....	.....
Subtotal	35,850	35,850	35,850	.....	.....
United States Interagency Council on Homelessness	3,600	730	3,700	+100	+2,970
Total, title III, Other Independent Agencies	361,014	234,054	362,424	+1,410	+128,370
TITLE IV—GENERAL PROVISIONS—THIS ACT					
Railroad Rehabilitation and Improvement Financing Subsidy Reimbursement	17,000	.....	.....	−17,000	.....
Total, title IV, General Provisions This Act	17,000	.....	.....	−17,000	.....
OTHER APPROPRIATIONS					
SUPPLEMENTAL APPROPRIATIONS FOR DISASTER RELIEF, 2018 (Public Law 115–254 Division I)					
Community Development Fund (emergency)	1,680,000	.....	.....	−1,680,000	.....
ADDITIONAL SUPPLEMENTAL APPROPRIATIONS FOR DISASTER RELIEF ACT, 2019					
DEPARTMENT OF TRANSPORTATION					
Federal Highway Administration					
Emergency Relief Program (emergency)	1,650,000	.....	.....	−1,650,000	.....
Federal Transit Administration					
Public Transportation Emergency Relief Program (emergency)	10,542	.....	.....	−10,542	.....
Total, Department of Transportation	1,660,542	.....	.....	−1,660,542	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2019 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2020—Continued

[In thousands of dollars]

Item	2019 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or −)	
				2019 appropriation	Budget estimate
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Community Planning and Development					
Community Development Fund (emergency)	2,431,000			−2,431,000	
Total, Additional Supplemental Appropriations for Disaster Relief Act, 2019	4,091,542			−4,091,542	
Total, Other Appropriations	5,771,542			−5,771,542	
Grand total	76,850,542	58,468,905	74,293,000	−2,557,542	+15,824,095
Appropriations	(76,292,909)	(61,832,603)	(77,347,250)	(+1,054,341)	(+15,514,647)
Rescissions	(−46,659)	(−265,448)		(+46,659)	(+265,448)
Rescissions of emergency funding		(−7,000)	(−7,000)	(−7,000)	
Emergency appropriations	(5,771,542)			(−5,771,542)	
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)		
Offsetting receipts	(−9,554,000)	(−7,453,000)	(−7,433,000)	(+2,121,000)	(+20,000)
Offsetting collections	(−13,250)	(−13,250)	(−14,250)	(−1,000)	(−1,000)
(Limitation on obligations)	(59,987,084)	(61,319,557)	(61,322,893)	(+1,335,809)	(+3,336)
Total budgetary resources	(136,837,626)	(119,788,462)	(135,615,893)	(−1,221,733)	(+15,827,431)