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117TH CONGRESS, 1st Session } HOUSE OF REPRESENTATIVES { REPORT 117–99

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2022

JULY 20, 2021.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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

R E P O R T

together with

MINORITY VIEWS

[To accompany H.R. 4550]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Departments of Transportation, Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2022.

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PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2022, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" (PPA) shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) and accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports

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and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill or report language.

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

OPERATING PLANS AND REPROGRAMMING GUIDELINES

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

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

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 60 days after enactment of this Act to establish the baseline for application of reprogramming and transfer authorities provided in this Act. Specifically, each agency must provide a table for each appropriation with columns displaying the budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation both by object class and by PPA. The report also must identify items of special Congressional interest. Should the agency create, alter, discontinue, or otherwise change any program as described in the agency's budget justification, those changes must be a part of the agency's operating plan. Finally, the agency shall submit with the operating plan a summary of the reporting requirements contained in this Act, the House and Senate reports, and the statement of the managers. The summary should include Inspector General and Government Accountability Office reports as well. In certain instances, the Committee may direct the agency to submit a revised operating plan for approval or may direct changes to the operating plan if the plan is not consistent with the directives of the conference report and statement of the managers.

The Committee expects the agencies and bureaus to submit reprogramming requests in a timely manner and to provide a thor-

ough explanation of the proposed reallocations, including a detailed justification of increases and reductions and the specific impact of proposed changes on the budget request for the following fiscal year. Any reprogramming request shall include any out-year budgetary impacts and a separate accounting of program or mission impacts on estimated carryover funds. Reprogramming procedures shall apply to funds provided in this Act, unobligated balances from previous appropriations Acts that are available for obligation or expenditure in fiscal year 2022, and non-appropriated resources such as fee collections that are used to meet program requirements in fiscal year 2022.

The Committee expects each agency to manage its programs and activities within the amounts appropriated by the Congress. The Committee reminds agencies that reprogramming requests should be submitted only in the case of an unforeseeable emergency or a situation that could not have been anticipated when formulating the budget request for the current fiscal year. Except in emergency situations, reprogramming requests should be submitted no later than June 30, 2022. Further, the Committee notes that when an 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 agency to reconcile the House and Senate differences before proceeding and, if reconciliation is not possible, to consider the request to reprogram funds unapproved.

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

CONGRESSIONAL BUDGET JUSTIFICATIONS

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

The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions. The Committee continues the direction that justifications submitted with the fiscal year 2023 budget request by agencies funded under this Act contain the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in the funding table included at the end of this report. Among other items, agencies shall provide a detailed discussion of proposed new initiatives, proposed changes in the agency's financial plan from prior year enactment, detailed data on all programs, and comprehensive information on any office

or agency restructurings. At a minimum, each agency must also provide adequate justification for funding and staffing changes for each individual office and materials that compare programs, projects, and activities that are proposed for fiscal year 2023 to the fiscal year 2022 enacted levels.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this Act. Therefore, the Committee expects that each agency will coordinate with the House and Senate Committees on Appropriations in advance on its planned presentation for its budget justification materials in support of the fiscal year 2023 budget request.

OTHER MATTERS

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

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

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

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

Native plant preference.—In undertaking a land management activity on lands under the jurisdiction of any of the departments or agencies funded by this Act, including maintenance and restoration in response to degradation caused by human activity or natural events (such as fire, flood, or infestation), the Committee continues to direct that it be the policy of the aforementioned agencies that preference shall be made, to the extent practicable, for the use of locally adapted native plant materials.

Federal advertising.—The Committee understands that, as the largest advertiser in the United States, the Federal government should work to ensure fair access to its advertising contracts for small disadvantaged businesses, businesses owned by minorities and women, and local media. As such, the Committee directs each

department and agency funded by this Act to include the following information in its fiscal year 2023 budget justification: expenditures for fiscal year 2021 and 2022, respectively, for all contracts for advertising services of Small Business Administration-recognized socioeconomic subcategory-certified small businesses, as defined in the Small Business Act, and all minority-owned businesses, as well as for local media.

Targeted investments in impoverished areas.—The Committee supports targeted investments in impoverished areas, including areas of persistent poverty. To understand how programs funded through the departments and agencies funded by this Act are serving these particular areas, House Report 116–106 directed such departments and agencies to submit a report on the percentage of funds allocated by each program in fiscal years 2017, 2018, and 2019 and estimates for fiscal year 2020 that serve populations living in persistent poverty counties or census tracts. House Report 116–452 further directed such departments and agencies to update the information with the data for the next fiscal year upon completion of the initial report required by House Report 116–106.

The Committee is disappointed that DOT and HUD have not completed the report required by House Report 116–106. The Committee understands that DOT is working with its operating administrations to gather, compile, and analyze this information from multiple systems and that there are some limitations on the available data based on the programs administered by some operating administrations. The Committee directs DOT to continue this work, and directs DOT to brief the House and Senate Committees on Appropriations on its findings no later than 30 days after the completion of the report required by House Report 116–106. The Committee notes with further disappointment that HUD did not provide a briefing to the House and Senate Committees on Appropriations on its efforts to comply with House Report 116–106 as requested by the Committee in April 2021. The Committee directs HUD to complete the report required by House Report 116–106, and directs HUD to brief the House and Senate Committees on Appropriations on its findings no later than 30 days after the completion of the report required by House Report 116–106. Further, if DOT and HUD have not submitted the reports required by House Report 116–106 within 60 days of enactment of this Act, then the Committee directs DOT and HUD to brief the House and Senate Committees on Appropriations no later than 90 days after enactment of this Act on the status of their respective reports.

Promoting land use policies and affordable housing development.—The Committee is concerned with urban sprawl, overwhelming traffic, and lack of housing supply in job-rich areas. Therefore, the Committee encourages HUD to consult with DOT and issue joint non-binding guidance outlining voluntary best practices for land use policies to increase the supply of affordable and market-rate housing. This guidance should provide recommendations for local, regional, and state land use agencies to improve their land use and zoning, such as increasing density, reducing minimum lot sizes, creating by-right development for multi-family homes, streamlining or shortening the permitting processes, eliminating impact fees, or allowing accessory dwelling units, in order to achieve affordable, economically vital, and sustainable commu-

nities and encourage efficient land use patterns. This guidance should also focus on providing best practices to local land use agencies and transit agencies who work together to promote transit-oriented development, and should consider best practices among urban, suburban, and rural communities. The Committee urges the Departments to use all tools available to encourage a "complete streets'" approach to transportation policy and design.

Building design.—Since World War II, the United States has favored investment in virtual space over physical places, individual autonomy over community, and globalization over local prosperity. As a result, some cities are sprawling, fragmented, carbon-producing, inequitable, unsustainable, and disconnected, and prefer individual mobility over human flourishing. Few buildings are carefully considered and those that are tend to be for the wealthiest. The Committee encourages design professionals, social scientists, health experts, industry, academia, and the Federal government to collaborate on mechanisms that promote cost-effective design best practices. This partnership could yield walkable, mixed-use, culturally rich, diverse, resilient, sustainable, healthy, and vibrant communities that empower all people to have lives of meaning and purpose. The Committee encourages HUD and DOT to coordinate with programs focused on community and livability at the Department of Agriculture and the Department of Health and Human Services to establish a new framework for design and building. HUD and DOT should convene a summit with other agencies and outside leaders in planning, architecture, and health to create a new framework for community livability, with a focus on new concepts for design, funding, and partnerships at the local and state levels.

Website modernization.—By law, all agency websites and applications must be mobile device-friendly, consistent in appearance, searchable, accessible to individuals with disabilities, secure, and designed around user goals, needs, and behaviors. The Committee reminds the agencies funded by this Act of their obligation to comply with the 21st Century Integrated Digital Experience Act (P.L. 115–336), especially after the COVID–19 pandemic revealed the value and necessity of reliable on-line information and transactions.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, fiscal year 2021	$126,174,000
Budget request, fiscal year 2022	143,030,000
Recommended in the bill	143,030,000
Bill compared with:	
Appropriation, fiscal year 2021	+16,856,000
Budget request, fiscal year 2022	– – –

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

Immediate Office of the Deputy Secretary.—The Immediate Office of the Deputy Secretary has primary responsibility to assist the Secretary in the overall planning, direction, and control of depart-

mental affairs. The Deputy Secretary serves as the chief operating officer of DOT.

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

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

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

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

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

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

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

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

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $143,030,000 for the salaries and expenses of the offices comprising the Office of the Secretary of Transportation.

The following table provides funding levels for each office within this account:

	Request	Recommended
Secretary	$3,513,000	$3,513,000
Deputy Secretary	1,254,000	1,254,000
Under Secretary for Policy	14,069,000	14,069,000
Executive Secretariat	2,116,000	2,116,000
Intelligence, Security, and Emergency Response	14,821,000	14,821,000

	Request	Recommended
Chief Information Officer	19,747,000	19,747,000
Public Affairs	3,095,000	3,095,000
Budget	18,291,000	18,291,000
General Counsel	26,159,000	26,159,000
Governmental Affairs	3,791,000	3,791,000
Administration	34,899,000	34,899,000
Public Engagement	1,275,000	1,275,000
Total	143,030,000	143,030,000

Cross-modal coordination for safety.—The Committee is aware of a need for improved coordination among modes and the important role it plays in safety oversight, especially where there is an adoption of cross-modal technology that can transform the transportation network. In addition to the work of the Highly Automated Safety Systems Center of Excellence (HASS–COE), the Committee directs the Secretary to establish a Department-wide holistic approach to road safety in order to ensure that agencies with responsibilities for road safety coordinate their expertise, resources, and approach.

GAO reports on equity.—Inequitable access to transportation in communities nationwide, particularly historically marginalized communities, results in inequitable access to jobs, health care, and educational opportunities. Nationwide, different states and localities approach such inequitable access in a variety of ways. Understanding the differences in approach and outcomes is an important first step to addressing inequality in transportation systems. As a result, the Committee directs GAO to examine (1) policies and procedures DOT has established to define and promote transportation equity, including processes and outcomes from surface transportation projects that have resulted in equitable outcomes for disadvantaged groups or communities; (2) how DOT incorporates equity into its considerations of distribution of resources to states and other grantees; and (3) goals, targets and metrics that DOT has established to measure transportation equity and assess whether Federal surface transportation funding has reduced disparities and improved transportation equity.

In addition, the benefits and costs of many transportation projects, including their proximity to affordable housing, are usually determined by decisions made during state and local planning processes. As result, by the time construction on a transportation project begins, it is often too late to mitigate any inequities that may result for affected communities. The Committee directs GAO to examine how equity issues are considered during the surface transportation planning process, including (1) actions taken by states, local governments, regional transportation planning agencies, and MPOs to identify existing surface transportation disparities and steps taken to address these disparities, (2) processes states, local governments, regional transportation planning agencies, and MPOs use to identify, collect, and integrate input about proposed transportation projects from potentially affected communities; (3) policies states, local governments, regional transportation planning agencies, and MPOs have in place to require amendments to proposed plans to address disparities and issues related to inequities in communities potentially affected by a plan; and (4) the extent to which DOT and HUD coordinate on the planning of Fed-

erally-funded transportation projects and affordable housing initiatives.

The Committee directs the GAO to design and initiate such audits to fully address these issues, and to establish a schedule for such reporting with Committee staff within 6 months of beginning the audits.

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

Transportation accessibility.—The Committee continues to direct the Secretary of Transportation, in coordination with the Administrators of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), to establish mode-specific accessibility performance measures to be used by states, metropolitan planning organizations, and transit agencies to assess the degree to which the surface transportation system, including public transportation, provides transportation connections to economic opportunities, including job concentration areas, health care services, child care services, and education and workforce training services, particularly for disadvantaged populations, and to publish its final rule on such performance measures no later than one year after enactment of this Act. The Committee recognizes the ongoing work by DOT to improve accessibility and mobility services and supports the goals of the Coordinating Council on Access and Mobility (CCAM) within FTA.

Highway-rail grade crossing safety.—Highway-rail grade crossing collisions are the second leading cause of all rail-related fatalities in the United States. As noted throughout this report, several operating administrations play a role in addressing this important safety issue. The Committee recommendation provides funding to assist states and communities with improving highway-rail grade crossing safety through the FHWA under section 130(e) of title 23, United States Code, and the Federal Railroad Administration (FRA) through the consolidated rail infrastructure and safety improvements and passenger rail improvement, modernization, and expansion competitive grant programs. In addition, the Committee recommendation supports the continuation of a public education campaign by the National Highway Traffic Safety Administration on highway-rail grade crossing safety and FRA's efforts to gather and analyze data, improve outreach and partnerships, assist communities in identifying Federal funding opportunities, and conducting research and development.

Workforce development.—The Committee notes that in 2019, GAO concluded that DOT lacked a strategic framework in its work-

force development plan. The lack of a strategic framework has a damaging impact on the long-term adoption of electric vehicle and alternative energy technologies. The committee also notes GAO's conclusion that the Bureau of Labor Statistics does not track occupational projections relating to public transportation, which makes it difficult to understand changes and emerging needs in this area. Emerging technologies have the potential to revolutionize the market, but the workforce transition, and the corresponding safety issues must be identified and addressed across DOT's system architecture. Within 120 days of enactment of this Act the agency shall provide a report to the House and Senate Committees on Appropriations on the steps it is taking to address the findings in GAO Report 19–290.

Infrastructure coordinator.—Mexico is the third largest trading partner for the United States. The Committee continues to support strengthening the coordination between DOT and other relevant Federal agencies to improve freight infrastructure development at the southwest border, which is critical to maintaining this bilateral trade relationship. The Committee commends DOT for designating the Office of International Transportation and Trade (OITT) in OST to lead departmental efforts to coordinate border transportation infrastructure initiatives and projects with Mexico. The Committee directs OITT to work with the General Services Administration (GSA), the Department of Homeland Security (DHS), and other relevant agencies to facilitate more efficient development of infrastructure projects.

Ports of entry (POE).—The Committee directs DOT to coordinate with the Office of Management and Budget, GSA, and DHS, including U.S. Customs and Border Protection, regarding its efforts in support of those entities in opening and closing POEs 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, safety, and input from stakeholders transporting commercial goods when making operational changes to POEs. The Committee directs DOT to brief the House and Senate Committees on Appropriations no later than 60 days after enactment of this Act on its efforts in this regard.

Value capture.—The Committee is aware that both FTA and FHWA have issued extensive guidance on value capture techniques, the use of a portion of increased property values created as a result of public infrastructure investment. Because value capture strategies are usually part of a mixed funding and financing package, the Committee believes that value capture can be a tool for economic development and as a non-Federal source of funding for transportation infrastructure, such as transit and passenger rail projects. The Committee encourages DOT to continue to support state and local governments exploring the use of value capture strategies.

Climate change and transportation.— According to the Environmental Protection Agency (EPA) the transportation sector accounts for almost 30 percent of United States greenhouse gas (GHG) emissions. The Committee recognizes the urgent necessity of reducing such emissions in order to mitigate the impacts of global climate

change. The Committee encourages DOT to integrate considerations of climate impacts centrally into all aspects of transportation planning and funding, including but not limited to, innovative electric powered, zero-emissions transit systems such as aerial gondolas and tramways, monorails, and people movers, and, no later than 18 months after enactment of this Act, directs the Secretary to submit to the House and Senate Committees on Appropriations a report outlining DOT's plans to reduce GHG emissions in line with the United States Nationally Determined Contribution (NDC) under the UN Framework Convention on Climate Change.

Distressed coal communities.—To diversify and enhance economic opportunities, the Committee directs the Secretary to prioritize discretionary funding to distressed counties within the Central Appalachian region to help communities and regions that have been affected by job losses in coal mining, coal power plant operations, and coal-related supply chain industries due to the economic downturn of the coal industry.

Nationally significant freight and highway (INFRA) projects.—The Committee is concerned that the competitive grant process for INFRA includes limited transparency into the evaluation process. The Committee directs DOT, within 60 days of announcing fiscal year 2022 INFRA awards, to offer briefings to all applicants that did not receive an award in order to explain the factors that negatively impacted the application and to make recommendations for improving the application for future grant rounds. Further, within 60 days of announcing grant awards, DOT is directed to publish on its website a list of all fiscal year 2022 applications received along with the names of the applicant organizations and the funding amounts requested. More transparency will allow sponsors to improve applications in future competitions. Further, the Committee encourages DOT to give priority consideration to projects which address freight capacity on interstates where truck traffic is growing at a faster pace than passenger vehicle traffic.

Coordination with the National Transportation Safety Board (NTSB).—The Committee is pleased by the periodic and productive meetings between the technical and managerial staff of the Federal Aviation Administration (FAA) and Pipeline and Hazardous Materials Safety Administration (PHMSA) and their respective investigative NTSB offices regarding open NTSB safety recommendations. These meetings are beneficial for maintaining focus on developing and implementing effective responses to these recommendations, especially the aviation, highway, rail, and pipeline recommendations on the NTSB's Most Wanted list. The Committee recognizes that most operating administrations meet with the NTSB and encourages these same operating administrations to form strong partnerships with the NTSB in order to further DOT's primary mission of safety.

Green infrastructure for rail or multi-modal transportation hubs.—The Committee encourages the Secretary to allow slow green infrastructure on or near rail or multi-modal transportation hubs to be eligible for Federal funding administered by DOT. This includes, but is not limited to, activities that would increase green space surrounding the structure such as urban trees, vegetation, and enhanced streetscapes, including energy-efficient lighting. These elements not only provide opportunities to mitigate transpor-

tation pollution, improve air quality, and control storm water runoff but in some cases could also provide or enhance the structure's security elements and help conserve and reduce the structure's energy use. They also serve as a welcoming component for passengers entering or exiting a rail or multi-modal transportation hub.

Major metropolitan cities.—In certain cases, state and regional transportation authorities are controlled by officials with little or no connection to the major urban areas served by their agencies or to the residents of the communities who are directly affected by decisions made by such officials. This can lead to inefficient and undesirable allocations of public resources to the detriment of already marginalized communities. The Committee looks forward to DOT's implementation of Executive Order 13983: Advancing Racial Equity and Support for Underserved Community Through the Federal Government. Subsequently, within 180 days of such implementation, the Committee directs the Secretary to report to the House and Senate Committees on Appropriations on the benefits and obstacles to making direct allocations of funds to major metropolitan cities and local governments.

North-south four-lane highways.—The Committee encourages DOT to work with states on projects to complete north-south four-lane highways, especially in states with no existing north-south four-lane highways and where there are significant freight traffic and safety concerns.

RESEARCH AND TECHNOLOGY

Appropriation, fiscal year 2021	$22,800,000
Budget request, fiscal year 2022	43,363,000
Recommended in the bill	57,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+34,200,000
Budget request, fiscal year 2022	+13,637,000

The Office of the Assistant Secretary for Research and Technology coordinates, facilitates, and reviews the Department's research and development programs and activities; coordinates and develops positioning, navigation, and timing (PNT) technology; maintains PNT policy, coordination, and spectrum management; manages the nationwide differential global positioning system (GPS); and oversees and provides direction to the Bureau of Transportation Statistics (BTS), the Intelligent Transportation Systems Joint Program Office, the University Transportation Centers (UTCs) program, the John A. Volpe National Transportation Systems Center, and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $57,000,000 for research and technology activities.

PNT technologies.—The Committee welcomes the findings in DOT's January 2021 "Complementary PNT and GPS Backup Technologies Demonstration Report" and notes that the National Timing Resilience and Security Act of 2018 (Section 514 of Public Law 115–282) provides for multiple technologies and solutions for GPS backup. To prepare for the implementation of the technologies identified by DOT's report or others the Department, in coordination with the Departments of Defense and Homeland Security and

the National Executive Committee for Space-Based PNT, may subsequently determine are necessary, the Committee directs DOT to develop system requirements for PNT functions that support safety-critical services and to develop standards, test procedures, and monitoring capabilities to ensure that PNT services meet these safety and resilience requirements. The Committee directs DOT to provide its plan to the House and Senate Committees on Appropriations on how it will develop these requirements and standards and implement the technologies within six months after enactment of this Act. The Committee understands the need to develop complementary PNT user adoption approaches, and therefore directs the Secretary to report its findings and recommendations enabling GPS backup and complementary PNT to the Committee within 180 days of providing the requested implementation plan. Further, the Committee provides up to $10,000,000 to assist DOT in carrying out its recommendations.

The Committee also provides $7,000,000, for DOT to engage in Global Navigation Satellite Systems (GNSS) performance monitoring and interference detection capability and to implement Executive Order 13905 and GPS Signal Authentication.

Transportation Research Board (TRB) reports on equity.—The Committee recommendation includes $3,000,000 for a series of studies by the TRB of the National Academy of Sciences to identify, assess, and develop metrics for measuring equity in surface transportation with a particular focus on outcomes. The Committee directs TRB to analyze current data and metrics on equity to establish a baseline of currently available means for measuring equity outcomes, which should be the subject of a first report. Subsequently, the Committee directs TRB to study opportunities to improve data and the use of such data for the development of new metrics on equity and to make recommendations on how those metrics can be integrated into the transportation planning process. The study shall examine data and metrics for measuring equity to address concerns such as infrastructure barriers that cut off individuals and communities from essential jobs and services (including those services that are often rendered inadequate during natural and man-made disasters) and that are needed for the development of strategies to advance outcomes in economic and community development in public transportation-dependent populations. The study shall also consider new and innovative sources of data and analytic methods for measuring equity for such transportation planning and decision-making purposes.

University Transportation Centers (UTCs).—UTCs play a key role in conducting research and development activities. The Committee continues to support UTCs, which are authorized under section 5505 of title 49, United States Code, and funded through FHWA. In addition to the amounts provided under the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act (H.R. 3684), the Committee provides $5,000,000 under this heading for the National Institute for Congestion Reduction and the National Center for Transportation Infrastructure and Durability and Life-Extension for which the Committee provided funds in fiscal year 2018. The Committee directs that of the amounts made available under this heading, no more than $250,000 shall be available for coordination, evaluation, and over-

sight in addition to the amounts provided under 49 U.S.C. 5505(d)(3).

Consistent with the INVEST in America Act, the Committee encourages the Department to solicit applications from UTCs that promote safety and improve the environment with the goal of improving outcomes on equity and resiliency. The goals of equity and resiliency dovetail with research that could be conducted at a UTC designed to serve as a clearinghouse for pandemic related transportation research. In addition, the Committee supports the establishment of a National Center of Excellence for Rural Transportation under the auspices of the UTC program at a university-based transportation research institute with a history of conducting research on rural transportation challenges and with relevant laboratories and facilities necessary to conduct the research.

Bridge clearinghouse.—The Committee directs DOT to work with relevant UTCs to implement an Accelerated Bridge Technologies Clearinghouse to advance new and advanced transportation infrastructure techniques and materials for new innovations in bridge technology. The clearinghouse shall provide a platform for bridge and structure stakeholders to find technically robust and unbiased information and reports that evaluate innovations while facilitating the acceptance and implementation of new bridge and structure materials and technologies. The Committee provides up to $10,000,000 under this heading for such a clearinghouse.

Fair access to science and technology research.—The Committee encourages DOT to continue its efforts towards increasing public access to the results of Federally-funded scientific research. In the fiscal year 2023 budget request, the Committee directs the Department to include progress on the plan published on December 16, 2015.

Modeling and simulation.—The Committee encourages the Assistant Secretary for Research and Technology to support the development of gaming, experimentation, modeling, and simulation (GEMS) approaches to accelerate the design of transportation systems, including but not limited to, computational simulation, data analytics, and digital twins technology, with the objective of improving safety, alleviating congestion and shortening commute times, and enabling a more efficient flow of commercial goods.

Highly Automated Safety Systems Center of Excellence (HASS COE).—As automated systems and technologies become increasingly widespread, the Committee continues to believe that the safety of the traveling public jointly depends on innovation by technology developers and owners and operators coupled with appropriate Federal regulation and effective oversight. The Committee appreciates the progress that the HASS COE has made over the past year, including hiring a Director, and advertising for a Deputy Director of Program Development and Strategy and a Chief Scientist. However, the Committee is unhappy that it has not received an overdue staffing plan for which DOT was directed to provide not later than February 22, 2021, and directs DOT to provide the staffing plan to the House and Senate Committees on Appropriation with all due speed.

The Committee looks forward to the HASS COE being fully staffed and working to develop internal capacity within the Department both by hiring outside staff and training staff already at

DOT. The Committee supports using all available flexibilities to achieve the full-time, technical expertise needed by the Department. Of the amounts provided under this heading, the Committee provides $5,000,000 for the HASS COE.

Autonomous vehicles. (AV)—The Committee recognizes that any amount of AV development and deployment will require DOT to collaborate with private-industry and other academic researchers to ensure the safety of the technology. Amounts made available under this heading are available for the testing of autonomous vehicles. In particular, the Committee is concerned about testing that replicates the GNSS in dense urban environments where the GNSS signal is often hampered by issues of lines of sight, signal multipath, and signal interference, severely disrupting AV operations. The Committee applauds the collaboration between DOT and the military cyber center in Augusta, Georgia, and encourages the continuation of this work in order to design and develop a testing lab which allows the government and industry developers to test hardware and software in a way that mirrors the urban environment.

In addition, rural communities must not be left behind from advancements in AVs. The Committee encourages DOT to contemplate a hybrid approach to allowing business and communities, including rural communities, to engage, prepare for, and benefit from AV deployments. As part of the hybrid approach, the Committee encourages DOT to focus on first and last mile solutions by developing a regional demonstration project designed to demonstrate automated driving system feasibility that incorporates low speed AVs.

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	$1,000,000,000
Budget request, fiscal year 2022	1,000,000,000
Recommended in the bill	1,200,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+200,000,000
Budget request, fiscal year 2022	+200,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $1,200,000,000 for the national infrastructure investments program to support multimodal, multijurisdictional transportation projects that are more difficult to accomplish through traditional transportation pro-

grams. Key tenets of this program include its flexibility and the ability for any public entity to apply directly and not through a state department of transportation. RAISE also fosters collaboration and leverages non-Federal investments from private, state, and local sources. The Committee has consistently heard from communities large and small on the difference RAISE grants have made in improving safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life.

The Committee remains concerned that in the past several years, DOT has moved away from the original intent of the program to fund multi-modal projects and overemphasized funding for road projects. The Committee directs DOT to restore the emphasis on multi-modal, transformative projects that facilitate competitiveness. To address the needs of these projects and to restore the original intent of the program, the Committee raises the maximum grant size to $100,000,000. The Committee reiterates to DOT and to potential applicants that RAISE grants support a broad variety of transportation projects including, but not limited to, highway, bridge, and road projects; public transportation projects; passenger and freight rail projects including high speed rail projects; port infrastructure improvements; intermodal projects, including commercial, transit, and intermodal parking garages; bicycle and pedestrian projects; multimodal infrastructure; and infrastructure reuse projects.

Notice of Funding Opportunity (NOFO).—The Committee applauds DOT for revising the fiscal year 2021 NOFO to include climate change, environmental justice, and racial equity within the existing selection criteria. For fiscal year 2022, the Committee directs the Secretary to consider the impact of a project on improving racial and economic equity and reducing GHG emissions, and directs the Secretary to prioritize such projects in the distribution of funds.

Funding distribution.—The Committee directs DOT to strive for an equitable distribution of funding amongst modes and to give priority to multi-modal projects for which Federal funding provides the marginal funding required to complete the project. The Committee notes that investments in urban areas can provide significant benefits to surrounding areas, including rural areas. In distributing funds provided under this heading, the Committee directs the Secretary to ensure an equitable distribution of funds between urban and rural areas and amongst transportation modes including public transit and passenger rail.

Planning grants.—The Committee recognizes that planning support can be critical for local communities seeking to make investments in infrastructure, including transit and transit-oriented development. As a result, the Committee provides $40,000,000 for the planning, preparation or design of projects. Of this amount, $20,000,000 is provided for any eligible project located in or directly benefiting counties and census tracts experiencing persistent poverty or any territory or possession of the United States, $10,000,000 is provided for small and mid-sized communities, and $10,000,000 is provided for any area. The Committee directs that planning grants should emphasize transit, transit-oriented development, and multimodal projects.

Shared mobility operators.—The Committee notes that shared mobility operators can be an important component of the transportation network, especially for first and last mile connections. The Committee encourages DOT to include their operations as eligible for funding under a NOFO when the operators partner with a grantee.

Critical infrastructure investments.—The Committee encourages the Secretary to work with local governments to identify needed investment in surface transportation projects that will provide additional road capacity at congested or dangerous intersections, especially involving rail lines.

THRIVING COMMUNITIES INITIATIVE

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	$110,000,000
Recommended in the bill	100,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+100,000,000
Budget request, fiscal year 2022	– 10,000,000

The Thriving Communities Initiative identifies and provides support for communities with persistent barriers that prevent access to opportunities such as jobs, schools, and businesses. The program provides technical assistance and planning grants to improve access to opportunity through transportation infrastructure improvements.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $100,000,000 for the thriving communities initiative.

Thriving communities initiative.—The Committee recognizes that historical and entrenched inequities have created a cycle of disinvestment in communities across the country. Many of these communities were once thriving and populated rural and urban areas before the introduction of the Federal interstate highway system, which undermined the economic stability, social connections, and physical and geographic fabric of these areas, disproportionately impacting communities of color. In effect, people within these communities across generations have been disproportionately impacted by highway traffic emissions, pedestrian fatalities, lack of access to fresh food or health care, struggling business corridors, and inadequate supply of quality affordable housing. The Committee recognizes the need for greater planning and capacity building to advance these communities and the important role coordination at the Federal, state, and local levels can play in nurturing thriving communities. As a result, the Committee provides funding under this heading for DOT, in collaboration with other agencies, to facilitate community and regional planning efforts that integrate housing and transportation with a focus on promoting equity, environmental justice, and resilient infrastructure. In addition, the Committee provides funding under Policy, Development, and Research within the Department of Housing and Urban Development (HUD) to support the thriving communities program. The Committee directs DOT, to the extent possible, to fund grants or cooperative

agreements in a variety of geographic areas, including urban and rural communities.

Federal agencies such as HUD, the U.S. Army Corps of Engineers (USACE), the EPA, the Department of Health and Human Services (HHS), the Department of Education (ED), the Department of Labor (DOL), and others all play key roles in developing and sustaining thriving communities. However, it is often difficult for local communities, especially lower-income and disadvantaged communities, to leverage resources across multiple Federal agencies and receive targeted, coordinated technical assistance. As such, the Committee directs DOT to work with HUD, USACE, EPA, HHS, ED, DOL, and any other Federal agencies DOT deems appropriate to identify Federal resources which could be leveraged by the thriving communities initiative, improve cross-agency coordination with respect to NOFOs, where appropriate, and to consider incentives for potential applicants to plan for or execute Federal funding comprehensively toward the goal of addressing persistent barriers that prevent a community from thriving. The Committee directs DOT to brief the House and Senate Committees on Appropriations on its initial cross-agency engagement and findings no later than 120 days after the enactment of this Act.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

Appropriation, fiscal year 2021	$5,000,000
Budget request, fiscal year 2022	3,800,000
Recommended in the bill	13,800,000
Bill compared with:	
Appropriation, fiscal year 2021	8,800,000
Budget request, fiscal year 2022	+10,000,000

The National Surface Transportation and Innovative Finance Bureau (Bureau) is authorized under section 9001 of the Fixing America's Surface Transportation (FAST) Act (P.L. 114–94). The Bureau administers and coordinates the Department's existing transportation finance programs and INFRA competitive grant program and provides technical assistance and outreach to communities on financing and funding opportunities for transportation infrastructure.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $13,800,000 for the Bureau.

Planning grants to assist areas of persistent poverty.—The Committee recognizes that planning support can be critical for communities seeking to invest in transportation infrastructure. Unfortunately, communities that lack the resources or expertise to adequately plan for such investments experience greater challenges in securing competitive grants to assist with project construction. Therefore, the Committee provides $10,000,000 for a new competitive grant program for planning grants to assist areas of persistent poverty. These planning grants would support pre-construction activities including planning, engineering, design, environmental analysis, feasibility studies, and finance plans for highway, bridge, or road projects, bicycle and pedestrian projects, transit projects, passenger and freight rail projects, port infrastructure improve-

ment projects, airport improvement projects, and intermodal projects that are located in or directly benefit counties and census tracts experiencing persistent poverty or any territory or possession of the United States.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The railroad rehabilitation and improvement financing (RRIF) program was established in the Transportation Equity Act for the 21st Century (P.L. 105–78) to provide direct loans and loan guarantees to state and local governments, government-sponsored entities, and railroads. Credit assistance under the program may be used for rehabilitating or developing rail equipment and facilities, developing or establishing intermodal facilities, and transit-oriented development.

COMMITTEE RECOMMENDATION

The Committee recommendation allows the credit risk premium for RRIF loans to be eligible for grants under the national infrastructure investments program.

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

FINANCIAL MANAGEMENT CAPITAL

Appropriation, fiscal year 2021	$2,000,000
Budget request, fiscal year 2022	5,000,000
Recommended in the bill	5,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+3,000,000
Budget request, fiscal year 2022	– – –

The financial management capital program supports a multi-year project to upgrade the Department's financial systems, processes, and reporting capabilities. The program implements requirements to comply with Federal laws, regulations, and standards regarding the oversight of Federal funds.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $5,000,000 for the financial management capital program.

CYBER SECURITY INITIATIVES

Appropriation, fiscal year 2021	$22,000,000
Budget request, fiscal year 2022	39,400,000
Recommended in the bill	39,400,000
Bill compared with:	
Appropriation, fiscal year 2021	+17,400,000
Budget request, fiscal year 2022	– – –

The cyber security initiatives account is an effort to close performance gaps in the DOT's cyber security. The account includes support for essential program enhancements, infrastructure improvements, and contractual resources to enhance the security of

the Department's computer network and to reduce the risk of security breaches.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $39,400,000 to provide the necessary resources for DOT to significantly enhance its cybersecurity program and capabilities, as well as to maintain existing cybersecurity capabilities and services.

The Committee is alarmed by the increases in cyberattacks and recognizes the importance of DOT upgrading its systems. A security breach at DOT could have devastating consequences for commerce, aviation, or national security. As a result, the Committee provides funds to support the implementation of key cybersecurity initiatives and to improve DOT's overall cybersecurity risk management, oversight and compliance, identity, credentialing and access management, and enterprise cybersecurity functions.

OFFICE OF CIVIL RIGHTS

Appropriation, fiscal year 2021	$9,600,000
Budget request, fiscal year 2022	12,628,000
Recommended in the bill	12,628,000
Bill compared with:	
Appropriation, fiscal year 2021	+3,028,000
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $12,628,000 for the Office of Civil Rights.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	$9,350,000
Budget request, fiscal year 2022	12,797,000
Recommended in the bill	11,297,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,947,000
Budget request, fiscal year 2022	– 1,500,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $11,297,000 for transportation planning, research, and development activities, of which $1,000,000 is for the Interagency Infrastructure Permitting Improvement Center.

Non-traditional and emerging transportation technology (NETT) council.—The Committee recognizes the growth and innovation in new transportation technologies. The NETT council, or a similar body, can develop DOT-wide process, solutions, and best practices for identifying and managing multi-modal innovation including non-traditional and emerging transportation technologies and projects. The Committee directs DOT to conduct research to better understand the safety, interoperability, cybersecurity, privacy, and regulatory needs of these innovation and technologies. Of the amounts provided under this heading, the Committee provides up to $1,000,000 for such activities.

Equity research.—The Committee expects that equity research will be conducted under the headings "Research and Technology" and "Office of the Secretary, Salaries and Expenses" and does not provide funding for additional FTEs under this heading for such purpose.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Limitation, fiscal year 2021	$319,793,000
Budget request, fiscal year 2022	– – –
Recommended in the bill	419,173,000
Bill compared with:	
Limitation, fiscal year 2021	+99,380,000
Budget request, fiscal year 2022	+419,173,000

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $419,173,000 on the WCF, which fully supports the WCF's administration and information technology (IT) activities for the Department and the WCF's commodity IT shared services initiative. The limitation does not support non-commodity, programmatic IT consolidation in the WCF. The Committee continues to stipulate that the limitation is only for services provided to DOT, not other entities. Further, the Committee directs that, as much as possible, services shall be provided on a competitive basis.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriation, fiscal year 2021	$4,714,000
Budget request, fiscal year 2022	4,977,000
Recommended in the bill	6,500,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,786,000
Budget request, fiscal year 2022	+1,523,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $6,500,000 for the small and disadvantaged business utilization and outreach account.

Women in transportation initiative (WITI).—The DOT Office of Small and Disadvantaged Business Utilization administers the WITI, which helps place qualified female college students in transportation-related internships in the public and private sectors. This program serves to increase the participation of women in the transportation industry, creates ladders of opportunity for young women in STEM, and strengthens transportation-related small businesses and stakeholders. The Committee includes funds under this heading to ensure continued support for the WITI program.

Disadvantaged business enterprise (DBE) definition.—The Committee notes the difference between the revenue caps applied to DBE under the definitions used by the Small Business Administration (SBA) and DOT. The Committee directs DOT to consider revising its definition to make consistent a cap that is equal to that of SBA, which is $15.7 million higher.

PAYMENT TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2021	$141,724,000
Budget request, fiscal year 2022	247,700,000
Recommended in the bill	247,700,000
Bill compared with:	
Appropriation, fiscal year 2021	+105,976,000
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

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

	Appropriation	Overflight fees	Total
FY21 Enacted	$141,724,000	$153,000,000	$315,000,000
Request	247,700,000	116,418,744	364,118,744
Recommendation	247,700,000	116,418,744	364,118,744

In addition, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (P.L. 116–260) included $23,332,000 for the EAS program to prevent, prepare for, and respond to COVID–19.

The Committee directs the Department to utilize all collected overflight fees, including accumulated unobligated balances, and provides an additional $247,700,000 for this vital link between small communities and the nation.

ELECTRIC VEHICLE FLEET

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	$11,000,000
Recommended in the bill	11,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+11,000,000
Budget request, fiscal year 2022	– – –

COMMITTEE RECOMMENDATION

The Committee recommendation provides $11,000,000 for transition to a zero-emission vehicle fleet within DOT. Funds are available for the acquisition and deployment of zero-emission vehicles and the infrastructure to support such vehicles such as charging and refueling infrastructure.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

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

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

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

Section 104 allows the Department's WCF to utilize not more than $1,000,000 in fiscal year 2022 unused transit and van pool benefits to provide contractual services in support of section 189 of this Act.

Section 105 extends the expenditure date for the amounts made available for the national infrastructure investments program for fiscal year 2014.

Section 106 prohibits the use of funds for certain employee bonuses without the prior written approval of the Assistant Secretary for Administration.

Section 107 permits the WCF to transfer certain information technology, equipment, software and systems under certain circumstances.

Section 108 requires Congressional notification before the Department provides credit assistance under the TIFIA program.

FEDERAL AVIATION ADMINISTRATION

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

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

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

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2021	$11,001,500,000
Budget request, fiscal year 2022	11,434,100,000
Recommended in the bill	11,434,100,000
Bill compared with:	
Appropriation, fiscal year 2021	+432,600,000
Budget request, fiscal year 2022	– – –

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

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

COMMITTEE RECOMMENDATION

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

FAA Operations Activities	Request	Recommendation
Aviation Safety	$1,536,298,000	$1,536,298,000
Air Traffic Organization	8,489,585,000	8,489,585,000
Commercial Space Transportation	32,470,000	32,470,000
Finance and Management	892,216,000	892,216,000
NextGen and Operations Planning	63,955,000	63,955,000
Security and Hazardous Materials Safety	139,466,000	139,466,000
Staff offices	280,110,000	280,110,000
Total, Operations	11,434,100,000	11,434,100,000

Aviation safety.—Safety is required of every product, process, and person, including passengers, in the national airspace system. Every achievement in aircraft design, manufacturing, and maintenance; airport operations; and air traffic control should be managed and measured in terms of safety without commercial advantage to any manufacturer, operator, technology, or airport. The Committee continues to support a systems and interdisciplinary approach to aviation safety to identify the root causes, circumstances, and conditions that increase the likelihood of human error and to minimize the frequency and impact of human error.

Consistent with the request, the Committee provides an increase of $57,239,000 within the Operations account. This is the third increase in a series of investments to review and respond to the numerous recommendations made by multiple safety oversight entities that completed or have yet to complete their review or investigation of the 737 MAX accidents or the aircraft certification process in general.

A significant amount of this funding increase is dedicated to numerous initiatives to enhance aviation safety and oversight, including the hiring of inspectors, engineers, human factors specialists, and software and cybersecurity experts, among others, in Aircraft Certification (AIR) and Flight Standards (AFS). In making these new hires, the Committee reminds the FAA to seek highly specialized candidates who are motivated by the FAA's mission, appreciate the non-pecuniary benefits of public service, and have great intellectual curiosity about the fast-changing nature of aviation technology. With a more expansive Aviation Safety (AVS) workforce, the FAA can make full use of the Aircraft Evaluation Group to provide an operational perspective to engineering in the aircraft certification process, operationalize the Organization Designation Authorization (ODA) Office to standardize the oversight of ODA unit members, and promulgate statutorily required regulations on safety management systems.

In addition to hiring, the FAA can augment its workforce with cost-effective on-line and classroom training, as appropriate. Within the funds for AVS and in accordance with the Aircraft Certification, Safety, and Accountability Act (P.L. 116–260), amounts are available for engineers, inspectors, and other subject matter experts to continue developing their knowledge of new and emerging technologies in systems design, flight controls, principles of aviation safety, system oversight, and certification project management.

In the aviation safety workplan required by the bill, the Committee directs the FAA to include the actual and estimated number of attrition of AVS employees by job series from 2011 to 2026 and its plans for implementing the two recommendations made in GAO–21–94 in the context of carrying out the mandates in the Aircraft Certification, Safety, and Accountability Act (P.L. 116–260).

The Committee directs the FAA to provide quarterly progress reports to the House and Senate Committees on Appropriations on its action plan in response to the recommendations of the NTSB, the DOT Special Committee to Review FAA's Aircraft Certification Process, the Joint Authorities Technical Review, and the Indonesian National Transportation Safety Committee.

In order to be a global leader in aviation safety, the FAA actively participates in and supports the International Civil Aviation Organization at its headquarters in Montreal, Canada and regional offices around the world. The FAA also has small number of employees stationed overseas to engage and advise foreign civil aviation authorities on aviation standards, safety, and policies. The Committee recognizes the importance of these bilateral and multilateral relationships and especially encourages the FAA to work with countries that do not meet the criteria of the International Aviation Safety Assessment program.

Authorization acts.—The Committee directs the FAA to submit a report to the House and Senate Committees on Appropriations on March 2, 2022, and September 8, 2022, on the status of implementation of the provisions in the FAA Reauthorization Act of 2018 (P.L. 115–254) and the Aircraft Certification, Safety, and Accountability Act (P.L. 116–260), including a list of all mandates and associated deadlines, the primary office responsible for executing each mandate, and actions taken to date on implementing each mandate.

Central Appalachia.—The Committee again requests the FAA to review air navigation needs in Central Appalachia and the potential benefits of transponder landing system, or similar technologies to enhance safety and efficiency in the region.

Cockpit voice and flight data recorder regulations.—The Committee is concerned that the FAA has not updated Federal Aviation Regulations (FARs) for cockpit voice and flight data recorders (CV/FDRs) as directed in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2018 (P.L. 115–141). This is a problem that has remained unresolved for far too long, and the complete and timely recovery of CV/FDRs is essential in determining the cause of commercial aviation accidents in a timely manner. The Committee continues to be interested in advanced technologies that enable the complete and rapid recovery of CV/FDR data without an underwater search and recovery effort, including automatic deployable flight recorders. The Committee understands that acceptable technologies exist that meet International Civil Aviation Organization (ICAO) requirements, but that the corresponding CV/FDRs have not been harmonized to allow their use, resulting in uncertain certification and installation requirements for aircraft manufacturers and airlines wishing to voluntarily install such technologies. The Committee directs the FAA to formally update all FARs and any other necessary U.S. regulations to enable the voluntary installation and certification of FAA

approved technologies in compliance with U.S. and international standards for commercial aircraft by not later than June 1, 2023.

Commercial tour flights.—The Committee looks forward to the FAA's report as required by the Consolidated Appropriations Act of 2021 (P.L. 116–260) on its responses to the NTSB on safety recommendations regarding commercial air tour flights flying under 14 C.F.R. Pt. 91 and Pt. 135, including what action the FAA has taken on each recommendation and why or why none was taken.

Community engagement and noise.—The Committee recognizes the need for a higher caliber of transparency and participation in discussions about airport and aircraft noise, as evidenced by the multiple lawsuits brought on by metroplex projects. Conversations between the FAA and community residents alone are wholly inadequate. Airports, airlines, pilots, state and local officials, residential developers, and real estate agents also bear some responsibility for preventing and resolving community noise concerns, such as compatible land use, construction methods and materials for noise reduction, disclosure of existing and future noise issues, voluntary noise abatement operating procedures, and equitable enforcement of noise ordinances. The FAA may not have jurisdiction over all these matters, but it does have the ability to convene and the technical capability to collect, analyze, and distribute information about civil aviation activity. The Committee encourages the FAA, when appropriate, to invite Federal agencies that operate military, law enforcement, or rescue aircraft, such as the Departments of Defense and Homeland Security, to participate in community noise events.

In furtherance of this goal, the Committee provides an increase of not less than $8,000,000 in the Operations account to support regular engagement with communities affected by noise. These funds are primarily to be used to provide on-line, real-time, authoritative information to the public about airport operations and aircraft position and altitude, respond to questions and complaints from public, make aggregated information from the FAA noise portal available to the public, and ensure FAA participation and technical analysis at roundtables, workshops, and other public forums about noise.

After publishing the results of a nationwide survey on aircraft noise annoyance, the FAA is undertaking a comprehensive noise policy review which includes, but is not limited, to a reexamination of noise metrics. The Committee is pleased that the FAA is challenging its own long-held beliefs about noise, including whether the day-night average sound level (DNL) is the appropriate metric and whether 65 decibels (dB) is the appropriate threshold for noise tolerance. Since the regulation of noise is rooted in the National Environmental Protection Act, the Committee directs the FAA to consult with the Federal Interagency Committee on Aviation Noise and the Council on Environmental Quality on the implications that this noise policy review may have on fields and industries outside of aviation. The Committee further directs the FAA to provide an update on the noise policy review process, participants, and timetable not less than 90 days after the date of enactment of this Act.

The Committee looks forward to the report on activities undertaken by the Regional Ombudsmen, who serve as the regional liaison on issues regarding aircraft noise, pollution, and safety, as re-

quired by the Consolidated Appropriations Act of 2021 (P.L. 116–260).

The Committee appreciates the GAO's report on helicopter noise (GAO–21–200) in Washington, D.C. and is pleased that the FAA agrees with the GAO's recommendation that it needs to consistently and fully share noise complaints with helicopter operators and pilots and that they, in turn, need to share the same with the FAA in order to develop an effective strategy to address these complaints. The Committee directs the FAA to provide progress reports to the House and Senate Committees on Appropriations on the implementation of this recommendation and to consider its application nationwide.

Contract tower program.—The Committee recommendation includes $178,000,000 for the contract tower program, including the contract tower cost share program. The Committee continues to strongly support the FAA contract tower program as a cost-effective and efficient way to provide air traffic control services to smaller airports across the country. The Committee expects the FAA to continue to operate the 258 contract towers currently in the program, annualize funding for towers that will be added in 2021, and provide full-year funding for new airports expected to be added to the program in fiscal year 2022.

FAA organization chart.—To understand how the FAA's organizational structure reflects its strategic and performance goals, the Committee directs the FAA to submit to the House and Senate Committees on Appropriations accurate and comprehensive organizational charts of each service, division, and office not later than December 1, 2021. In addition, the FAA shall submit a business case for each organizational chart that outlines its function, statutory authority, chain of command, span of control, and interdependencies.

Fuel dumping.—The Committee reiterates its concern over the fuel dump that occurred over Los Angeles on January 14, 2020, and reminds the FAA that it is overdue in submitting a report on the annual occurrences of fuel dumps in the U.S. over the fiscal year 2015–2020 period, including the location of the fuel dumps, the amount of fuel dumped, the population density of the community over which the fuel dump location occurred, if the fuel dump occurred over land, and the FAA's process for reviewing fuel dumps.

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

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

Pilot records database (PRD).—The Committee welcomes the final PRD rule as mandated by the Airline Safety and Federal Aviation Administration Extension Act of 2010 (P.L. 111–216, section 203). The final rule (86 FR 31006) requires air carriers and

certain other operators to report current and historical employment records of pilots and then to evaluate these employment records, combined with FAA and other records, before an individual may serve as a pilot.

Workforce diversity and training.—To further the goal of workforce diversity, $7,500,000 of the amounts provided for staff offices is for the Minority Serving Institutions (MSI) internship program, which provides students from Historically Black Colleges and Universities, Hispanic Serving Institutions, students attending a college or university with a high percentage of Asian American and Pacific Islanders, Tribal Colleges and Universities, and Students with Disabilities the opportunity to participate in internship opportunities. Not later than 120 days after the date of enactment of this Act, the FAA shall submit a report to the House and Senate Committees on Appropriations on the fiscal year 2019 through 2021 activities of the MSI program, including the number of student participants by type of institution, by FAA line of business and location, the stipend and non-stipend expenses directly and indirectly supporting the program, and a description of recruitment and post-program completion activities.

The Committee appreciates the FAA's many efforts to increase its own workforce diversity and that of the aviation industry at large and looks forward to the briefing required by the Consolidated Appropriations Act of 2021 (P.L. 116–260) on how these efforts are coordinated and evaluated, which offices and executives are involved, and the contributions made by the eight officially recognized employee associations. The Committee directs the Administrator to ensure the availability of funds to support the FAA's diversity and inclusion programs, Aviation Workforce Steering Committee, and Women in Aviation Advisory Board and to continue engagement with the eight officially recognized employee associations. The Committee directs the FAA to provide the House and Senate Committees on Appropriations with quarterly staffing data, including hiring and separations, by program office for all positions funded by this Act.

Unfinished rulemakings.—The Committee notes that the FAA has not met the statutory deadlines to comply with section 336 of the FAA Reauthorization Act of 2018 (P.L. 115–254), which requires the FAA to issue an order for "secondary cockpit barrier on each new aircraft"; section 308 of the FAA Modernization and Reform Act of 2012 (P.L. 112–95), which requires the FAA to issue a rule related to alcohol and controlled substances testing of persons that perform safety-sensitive maintenance functions on commercial air carrier aircraft; and section 335(a) of the FAA Reauthorization Act of 2018 (P.L. 115–254), which requires the FAA to update a rule related to flight attendant duty period limitations and rest requirements. The Committee directs the FAA to report every 30 days after the date of enactment of this Act to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, and the Senate Committee on Commerce, Science, and Transportation on actions taken and planned to promulgate final rules on these matters.

Unmanned aircraft systems (UAS).—The diversity of the UAS industry, the variety of its operational needs, and the wide array of safety risks and public concerns, such as noise and privacy, with

each type of operation necessitates significant research and coordination within and outside of the FAA. To support the safe and secure integration of UAS into the NAS, the recommendation includes not less than $173 million, in total, among the FAA's appropriations accounts.

On June 8, 2021, the FAA approved the creation of an aviation rulemaking committee (ARC) to help develop a regulatory path for routine beyond visual line of sight (BVLOS) operations. The ARC currently plans to submit its final report to the FAA by November 30, 2021. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on the actions that it will take in response to the ARC's recommendations not less than 120 days after the day that the FAA receives the ARC's report. The Committee strongly encourages the FAA to complete BVLOS rulemakings by December 2023. In normalizing BVLOS operations, the FAA's rulemakings should meet the public's safety expectations, align responsibility with industry capabilities, apply existing regulatory concepts where appropriate, incorporate lessons learned from Partnership for Safety Plan and BEYOND programs, and standardize where possible.

In the meantime, the Committee looks forward to the report required by the Consolidated Appropriations Act of 2021 (P.L. 116–260) on how the FAA will address a number of complex safety concerns prior to allowing for BVLOS and directs the FAA to ensure the Part 107 waiver process addresses the needs of first responders.

FACILITIES AND EQUIPMENT

Appropriation, fiscal year 2021	$3,015,000,000
Budget request, fiscal year 2022	3,410,000,000
Recommended in the bill	3,416,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+401,000,000
Budget request, fiscal year 2022	+6,000,000

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

COMMITTEE RECOMMENDATION

Condition of FAA facilities and equipment.—The essential tools of air traffic control are FAA-owned facilities and equipment. The Committee appreciates the Air Traffic Facilities and Engineering Services for keeping these tools in working order, but is concerned about the $5.1 billion maintenance backlog reported in the budget request. The Committee directs the FAA to submit a report to the House and Senate Committees on Appropriations not later than 60 days after the date of enactment of this Act on the annual maintenance cost, the accumulated maintenance backlog and processes used to report, prioritize, and budget for maintenance.

To ensure the safety of airport employees, passengers, and the aviation community, the FAA conducts an annual assessment of air traffic control towers across the country, weighing not only the tow-

er's physical condition, but also the tower's effect on airport operations and incidents. The Committee supports the FAA's reporting and ranking systems and strongly recommends that the FAA also collect and consider the input of local airport directors and air traffic controllers since they have a first-hand and intimate understanding of airport operations and incidents.

Lighting and landing portfolio.—The Committee supports the FAA's effort to replace visual aids systems that utilize incandescent bulbs with light emitting diode that reduce energy usage and includes not less than $15,000,000 for the procurement, installation, and commissioning of precision approach path indicators.

Navigational aids monitoring equipment.—The Committee directs the FAA to make funding available to maintain and operate integrated control and monitoring systems until such time as these systems are replaced.

Remote telecommunications infrastructure replacement.—To address time division multiplexing discontinuance, the recommendation includes $17,200,000 under this heading and an additional $21,441,000 under the Operations account.

Remote towers.—Consistent with section 161 of the FAA Reauthorization Act of 2018, the Committee encourages the FAA to use remote tower technology as a means to enhance safety, reduce costs, and expand air traffic control services at rural and small community airports. The FAA anticipates completing the specifications for the certification of a remote tower by the end of calendar year 2021; the FAA is directed to report to the House and Senate Committees on Appropriations about any delays in meeting this deadline as soon as they become known. Issuance of the certification will depend on the strength of the application, quality of data presented, and the safety benefit provided.

FACILITIES AND EQUIPMENT

	Dollars in Thousands	
	Request	Recommendation
Activity 1—Engineering, Development, Test and Evaluation		
Advanced Technology Development and Prototyping	$29,000	$26,600
William J. Hughes Technical Center Laboratory Sustainment	16,900	16,900
William J. Hughes Technical Center Infrastructure Sustainment	16,000	10,000
NextGen—Separation Management Portfolio	23,500	23,500
NextGen—Traffic Flow Management Portfolio	13,000	8,000
NextGen—On Demand NAS Portfolio	9,000	9,000
NextGen—NAS Infrastructure Portfolio	10,500	10,500
NextGen—Support Portfolio	7,000	7,000
NextGen—Unmanned Aircraft Systems (UAS)	24,000	22,000
NextGen—Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	10,600	15,000
TOTAL ACTIVITY 1	159,500	148,500
Activity 2—Air Traffic Control Facilities and Equipment		
a. En Route Programs		
En Route Automation Modernization (ERAM)—System Enhancements and Technology Refresh	104,450	104,450
Next Generation Weather Radar (NEXRAD)	3,900	3,900
Air Route Traffic Control Center (ARTCC) & Combined Control Facility (CCF) Building Improvements	134,600	134,600
Air/Ground Communications Infrastructure	7,815	7,815
Air Traffic Control En Route Radar Facilities Improvements	15,913	15,913

	Dollars in Thousands	
	Request	Recommendation
Oceanic Automation System	10,400	10,400
Next Generation Very High Frequency Air/Ground Communications (NEXCOM)	51,000	51,000
System-Wide Information Management	33,973	33,973
ADS-B NAS Wide Implementation	157,633	157,633
Windshear Detection Service	3,000	3,000
Air Traffic Management Implementation Portfolio	10,000	10,000
Time Based Flow Management Portfolio	13,300	20,000
NextGen Weather Processor	48,200	48,200
Airborne Collision Avoidance System X (ACAS-X)	500	500
Data Communications in Support of NextGen Air Transportation System	110,250	110,250
Offshore Automation	10,000	5,000
Reduced Oceanic Separation	7,000	11,000
En Route Service Improvements	2,000	2,000
Commercial Space Integration	6,500	6,500
Subtotal En Route Programs	730,434	736,134
b. Terminal Programs		
Terminal Doppler Weather Radar (TDWR)—Provide	1,000	500
Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	63,697	63,697
Terminal Automation Program	4,000	3,900
Terminal Air Traffic Control Facilities—Replace	331,165	331,165
Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Facilities—Improve	92,980	92,980
NAS Facilities OSHA and Environmental Standards Compliance	24,000	28,900
Integrated Display System (IDS)	30,000	30,000
Terminal Flight Data Manager (TFDM)	85,400	85,400
Performance Based Navigation Support Portfolio	8,000	8,000
Unmanned Aircraft Systems (UAS) Implementation	31,300	31,300
Airport Ground Surveillance Portfolio	28,400	28,400
Terminal and EnRoute Surveillance Portfolio	55,373	61,000
Terminal and EnRoute Voice Switch and Recorder Portfolio	57,496	55,496
Enterprise Information Platform	17,600	15,100
Remote Towers	4,900	4,900
Subtotal Terminal Programs	835,311	840,738
c. Flight Service Programs		
Aviation Surface Observation System (ASOS)	8,000	8,000
Future Flight Services Program (FFSP)	3,000	3,000
Alaska Flight Service Facility Modernization (AFSFM)	2,700	2,700
Juneau Airport Wind System (JAWS)—Technology Refresh	4,000	4,000
Weather Camera Program	2,000	2,000
Subtotal Flight Service Programs	19,700	19,700
d. Landing and Navigational Aids Programs		
Very High Frequency (VHF) Omnidirectional Radio Range (VOR) Minimum Operating Network (MON)	5,900	5,900
Wide Area Augmentation System (WAAS) for GPS	97,143	93,143
Instrument Flight Procedures Automation (IFPA)	1,000	500
Runway Safety Areas—Navigational Mitigation	800	800
Landing and Lighting Portfolio	63,416	72,416
Distance Measuring Equipment (DME), Very High Frequency (VHF) Omnidirectional Range (VOR), Tactical Air Navigation (TACAN) (DVT) Sustainment Portfolio	10,000	10,000
Subtotal Landing and Navigational Aids Programs	178,259	182,759
e. Other ATC Facilities Programs		
Fuel Storage Tank Replacement and Management	38,900	38,900
Unstaffed Infrastructure Sustainment	116,000	116,000
Aircraft Replacement and Related Equipment Program	35,000	35,000
Airport Cable Loop Systems—Sustained Support	10,000	10,000
Real Property Disposition	9,900	9,900
Energy Management and Compliance (EMC)	2,600	2,600
Electrical Power Systems—Sustain/Support	175,066	175,066
Child Care Center Sustainment	1,000	2,373

	Dollars in Thousands	
	Request	Recommendation
FAA Telecommunications Infrastructure	64,200	64,200
Operational Analysis and Reporting Systems	15,500	15,500
Subtotal Other ATC Facilities Programs	468,166	469,539
TOTAL ACTIVITY 2	2,231,870	2,248,870
Activity 3—Non-Air Traffic Control Facilities and Equipment		
a. Safety and Support Equipment		
Hazardous Materials Management	30,800	30,800
Aviation Safety Analysis System (ASAS)	30,502	30,502
National Air Space (NAS) Recovery Communications (RCOM)	12,338	12,338
Facility Security Risk Management	26,007	26,007
Information Security	22,589	22,589
System Approach for Safety Oversight (SASO)	35,400	35,400
Aviation Safety Knowledge Management Environment (ASKME)	9,800	9,800
Aerospace Medical Equipment Needs (AMEN)	6,900	6,900
NextGen—System Safety Management Portfolio	18,294	21,500
National Test Equipment Program (NTEP)	3,000	3,000
Mobile Assets Management Program	2,500	2,500
Aerospace Medicine Safety Information Systems (AMSIS)	25,000	25,000
Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)	23,500	23,500
Subtotal Safety and Support Equipment	246,630	249,836
b. Training, Equipment and Facilities		
Aeronautical Center Infrastructure Sustainment	21,500	18,294
Distance Learning	1,000	1,000
Subtotal Training, Equipment and Facilities	22,500	19,294
TOTAL ACTIVITY 3	269,130	269,130
Activity 4—Facilities and Equipment Mission Support		
System Engineering and Development Support	37,000	37,000
Program Support Leases	15,000	15,000
Logistics and Acquisition Support Services	12,000	12,000
Mike Monroney Aeronautical Center Leases	14,600	14,600
Transition Engineering Support	19,000	19,000
Technical Support Services Contract (TSSC)	28,000	28,000
Resource Tracking Program (RTP)	8,000	8,000
Center for Advanced Aviation System Development (CAASD)	57,000	57,000
Aeronautical Information Management Program	8,900	8,900
TOTAL ACTIVITY 4	199,500	199,500
Activity 5—Personnel and Related Expenses		
Personnel and Related Expenses	550,000	550,000
TOTAL ALL ACTIVITIES	3,410,000	3,416,000

RESEARCH, ENGINEERING AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2021	$198,000,000
Budget request, fiscal year 2022	258,500,000
Recommended in the bill	260,500,000
Bill compared with:	
Appropriation, fiscal year 2021	+62,500,000
Budget request, fiscal year 2022	+2,000,000

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

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

COMMITTEE RECOMMENDATION

Aviation climate and noise research.—The Committee supports the FAA's research to reduce greenhouse gas emissions from aviation and strongly encourages the FAA to coordinate its activities with other Federal agencies. The recommendation provides $50,000,000 for this endeavor across multiple existing research programs that strive to advance, among other things, the screening and testing of alternative and sustainable aviation fuels, the development of electric and hybrid-electric propulsion technology, and the design of engine and airframe efficiency to reduce the environmental impact of aviation noise and emissions.

The recommendation provides $35,336,000 for Environment and Energy, of which not less than $30,00,000 is for the Center of Excellence for Alternative Jet Fuels and Environment (ASCENT) to analyze, model, and measure technologies capable of reducing noise, improving air quality, increasing energy efficiency, and producing sustainable aviation fuels at commercial scale. Of these funds, not less than $2,000,000 is for the study of the impacts of aviation noise on community annoyance, sleep, health, and children's learning. The Committee appreciates that the FAA completed its evaluation of alternative airplane noise metrics and has awarded a grant to the FAA's Air Transportation Center of Excellence for Alternative Jet Fuels and Environment in April 2019 in order to study the health impacts of noise from overflights in accordance with sections 173 and 189 of the FAA Reauthorization Act (P.L. 115–254). Research on the health effects of aircraft noise in the United States is lagging. Studies on sleep disturbances due to a range of noise exposure would be informative for airport and flight operations.

The recommendation provides $58,476,000 for NextGen-Environmental Research-Aircraft Technologies and Fuels, of which $46,000,000 is to support the Continuous Lower Energy, Emissions, and Noise (CLEEN) program to reduce noise and emissions at its source—the aircraft engine. The Committee is pleased that the CLEEN program is adding reducing community noise exposure and particulate matter emissions to its goals.

Aviation professionals.—The Committee supports increasing the strength and number of aviation professionals who are well-trained and can be relied upon to make air travel safe and efficient. To that end, the Committee provides $5,000,000 for the aviation maintenance technician development program and $5,000,000 for aviation workforce development program in accordance with section 625 of the FAA Reauthorization Act (P.L. 115–254).

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

Emissions reduction plan.—The FAA anticipates revising its United States Aviation Greenhouse Gas Emission Reduction Plan in support of achieving net-zero emissions, economy-wide by 2050. The Committee believes such a plan must be comprehensive (addressing airframe design, engine technology, operational improvements through the NextGen program, and alternative fuels), actionable (resulting in specific policies, standards, measures, and timetables), and defensible (based on peer-reviewed quantitative analysis and modeling). The Committee directs the FAA to brief the House and Senate Committees on Appropriations on its framework for revising the plan not later than 60 days after the date of enactment of this Act.

Fire research and safety.—The Committee values the FAA's work on aircraft fire safety research to prevent accidents caused by in-flight fires and to improve survivability in post-crash fires. Among this research is testing to support the development of standards for new fire detection technology and suppression agents and fire-safety materials.

Ice.—Aircraft icing continues to be one of the major safety threats to aircraft operations, both in flight and on the ground. The Committee provides $6,426,000 for aircraft icing research for the FAA to deepen its understanding of the effectiveness of ice protection and detection systems on aircraft operations under different atmospheric and climate conditions and to address the emerging issue of ice and UAS operations.

UAS research.—The Committee supports the safe integration of UAS into the national airspace system, including the continued development of a low-altitude UAS traffic management (UTM) system and low altitude authorization and notification capability (LAANC) program. The Committee provides $14,035,000 for the Center of Excellence for UAS Research.

Supersonic aircraft.—The Committee encourages the FAA to continues its research, rulemaking, and international engagement activities related to supersonic aircraft, including developing noise and emissions standards. Certification will ultimately depend on safety, but should also be informed by acoustical modeling, health effects on persons and animals, pollutants in the stratosphere, and the interdependency among noise, emissions, and fuel.

Structural safety.—With the current and forecasted use of advanced material growing, the Committee supports the FAA's research, primarily through the Joint Centers of Excellence for Advance Materials and Structures (JAMS), to ensure the safety of aircraft made of advanced materials. This research contributes to the FAA's ability to provide consistent guidance to industry for compliance with certification requirements and to evaluate test and analysis procedures used by industry to comply with crashworthiness regulations.

Test environments.—The Committee reminds the FAA that interested state aviation departments, universities, UAS centers, test complexes and relevant industry stakeholders can be valuable partners to demonstrate the operational requirements for remote towers, unmanned and manned aerial vehicles, urban air mobility flight and electric vertical takeoff and landing (eVTOL) vehicles between multiple airports in order to measure community acceptance and to identify training requirements for the controller, technician

and pilot workforces to safely operate and integrate these vehicles and systems into the NAS. Research should be conducted at a variety of places that offer different air traffic operating environments, weather conditions, runway configurations, and terrains to assess their impact on operations.

RESEARCH, ENGINEERING AND DEVELOPMENT

(dollars in thousands)	Request	Recommendation
Fire Research and Safety	$7,576	$9,576
Propulsion and Fuel Systems	3,121	3,315
Advanced Materials/Structural Safety	1,678	1,678
Aircraft Icing	2,472	6,426
Digital System Safety	3,689	3,689
Continued Air Worthiness	8,829	8,829
Flight deck/Maintenance/System Integration Human Factors	14,301	14,301
System Safety Management/Terminal Area Safety	7,898	7,898
Air Traffic Control/Technical Operations Human Factors	5,911	5,911
Aeromedical Research	13,257	13,257
Weather Program	13,786	13,786
Unmanned Aircraft Systems Research	22,077	24,035
Alternative Fuels for General Aviation	4,986	10,000
Innovation and Emerging Technologies	8,500	– – –
Commercial Space Transportation Safety	5,708	5,840
Wake Turbulence	3,728	3,728
NextGen—Air Ground Integration Human Factors	3,000	6,000
NextGen—Weather Technology in the Cockpit	3,028	3,028
NextGen—Flight Data Exchange	1,000	1,000
Information/Cyber Security	4,769	4,769
Environment and Energy	20,336	35,336
NextGen—Environmental Research—Aircraft Technologies and Fuels	31,476	58,476
System Planning and Resource Management	4,141	4,141
Aviation Workforce Development—Section 625	5,752	10,000
William J. Hughes Technical Center Laboratory Facilities	5,481	5,481
Aviation Climate Research (ARPA-C)	50,000	– – –
TOTAL	256,500	260,500

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

	Limitation of contract authorization	Limitation of obligations
Appropriation, fiscal year 2021	$3,350,000,000	$3,350,000,000
Budget request, fiscal year 2022	3,350,000,000	3,350,000,000
Recommended in the bill	3,350,000,000	3,350,000,000
Bill compared to:		
Appropriation, fiscal year 2021	– – –	– – –
Budget request, fiscal year 2022	– – –	– – –

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

In addition, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (P.L. 116–260) and the American Rescue Plan Act, 2021 (P.L. 117–2) included $2,000,000,000 and

$8,000,000,000, respectively, for the Airport Improvement Program to prevent, prepare for, and respond to COVID–19.

COMMITTEE RECOMMENDATION

Airport technology research.—The Committee recommendation includes not less than $40,961,000 for the FAA's airport technology research program to conduct research on topics such as concrete and asphalt airport pavement in accordance with section 744 of the FAA Reauthorization Act (P.L. 115–254); airport marking and lighting; airport rescue and firefighting; airport planning and design; wildlife hazard mitigation; and visual guidance.

Airport vehicles.—The Committee directs the FAA to promote both the Airport Zero Emissions Vehicle and Infrastructure Pilot Program and the Voluntary Airport Low Emissions Program as opportunities for airports to meet their obligations under the Clean Air Act.

Foreign object debris (FOD).—FOD is any object located at the airport that has the potential to injure airport or air carrier personnel and damage aircraft. The FAA requires airports with air carrier service to conduct safety inspections, which includes FOD detection and removal. FOD hazards can be reduced through the implementation of a FOD management program (FAA Advisory Circular 150/5210–24). In 2017, the TRB conducted a survey on airport FOD practices and found that FOD management programs are commensurate with the complexity of the airport, most airports rely on visual searches for FOD detection and mechanical equipment for FOD removal, and few airports use some sort of technology or equipment for detecting FOD, but that most airports would like a better structured FOD management program and to acquire more technology for FOD detection (Airport Cooperative Research Program Synthesis 26). To that end, the Committee directs the FAA Office of Airport Safety and Standards to engage with airports about the cost-benefit of FOD detection technology, the eligible use of the airport improvement and passenger facility charge programs of such technology, and best practices for FOD management programs. The FAA should prioritize its engagement with airports based on the number, frequency, and severity of FOD incidents; operational complexity; and analysis of documented FOD sources, amounts, materials, locations, and time of day. The Committee further directs the FAA to report to the House and Senate Committees on Appropriations on the implementation of this directive not later than 180 days after the date of enactment of this Act.

Sound insulation.—The Committee is pleased that the FAA considers residences that were mitigated prior to 1993 with sound insulation as "unmitigated" if an airport can verify that the residences continue to fall within the latest DNL 65 dB contour, and have an interior noise level of DNL 45 dB or higher. The Committee directs the FAA to continue its outreach efforts to airports of this eligible use of AIP funding. For residences that do not meet the criteria for the AIP sound insulation program, the FAA and airports should seek assistance from other Federal agencies and programs, such as HUD's Healthy Homes program which makes grants to non-profits and state and local governments for identifying and correcting residential health and safety hazards. Among these hazards are mold, noise, and pests.

GRANTS-IN-AID FOR AIRPORTS

Appropriation, fiscal year 2021	$400,000,000
Budget request, fiscal year 2022	– – –
Recommended in the bill	400,000,000
Bill compared with:	
Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	+400,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes $400,000,000 in discretionary funding, which is available for community projects in accordance with the table at the end of this report and for additional grants for airport infrastructure.

Prioritization for additional grants for airport infrastructure.—Section 47115(j)(3)(B) of title 49, United States Code, requires that not less than 50 percent of the funds made available under this heading shall be for grants at nonhub, small hub, reliever, and nonprimary airports. The Committee directs the FAA to restrict this set-aside to 50 percent and to use the remaining funds for grants at medium hub and large hub airports.

In addition, the Committee directs the FAA to provide priority consideration for grant applications that complete previously awarded discretionary grant projects, and to provide priority consideration based on project justification and completeness of pre-grant actions.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

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

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

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

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

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

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

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

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

Section 118 prohibits funds to increase fees under 49 U.S.C. 44721 until the FAA provides a report to the House and Senate Committees on Appropriations that justifies all fees related to aero-

nautical navigation products and explains how such fees are consistent with Executive Order No. 13642.

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

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

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

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

Section 119D allows funds from the "Grants-in-Aid for Airports" account to reimburse airports affected by temporary flight restrictions for residences of the President.

FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) provides financial assistance to the states to construct and improve roads and highways. It also provides technical assistance to other agencies and organizations involved in road building activities. Title 23 of the United States Code and other supporting statutes provide authority for the activities of FHWA. Funding is provided by contract authority, while program levels are established by annual limitations on obligations, as set forth in appropriations Acts.

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	$478,897,049
Budget request, fiscal year 2022	492,000,000
Recommended in the bill	492,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+13,102,951
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on FHWA administrative expenses of $492,000,000, including $3,248,000 to be transferred to the Appalachian Regional Commission.

Implementation of the Native American Tourism Improving Visitor Experience (NATIVE) Act.—The Committee recognizes the importance of cross agency coordination in delivering multisector solutions to tribal communities and encourages the Department to

work with the Department of Interior and implement the requirements of the NATIVE Act (P.L. 114–221).

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Limitation on obligations*
Appropriation, fiscal year 2021	$46,365,092,000
Budget request, fiscal year 2022	46,365,092,000
Recommended in the bill	61,143,102,951
Bill compared with:	
Appropriation, fiscal year 2021	+14,778,010,951
Budget request, fiscal year 2022	+14,778,010,951

*These amounts do not include $739,000,000 of contract authority exempt from the limitation on obligations. As a result, the total program level for fiscal year 2021 was $47,104,092,000. The total recommended program level for fiscal year 2022 is $61,882,102,951.

The Federal-aid highways program is funded by contract authority, and liquidating cash appropriations are subsequently provided to fund resulting outlays. The Committee sets, through the annual appropriations process, an overall limitation on the total contract authority that can be obligated under the program in a given year. Programs included within the Federal-aid highways program are financed from the Highway Trust Fund.

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

COMMITTEE RECOMMENDATION

Consistent with the amounts authorized in the INVEST in America Act, the Committee recommends a total program level of $61,882,102,951 for the regular Federal-aid highway program in fiscal year 2022. Included within the recommended amount is an obligation limitation of $61,143,102,951 and $739,000,000 in contract authority that is exempt from the obligation limitation.

Bridges with impacts to protected species under the Endangered Species Act.—The Committee directs FHWA to give priority consideration to projects that make improvements to bridges with significant impacts to species listed under the Endangered Species Act to mitigate those impacts. The Committee directs the Department to provide a report to the House and Senate Committees on Appropriations not later than 270 days after enactment of this Act on how FHWA is making its selection of bridge improvements to address endangered species.

Truck size and weight.—In fiscal year 2020, the Committee directed the Department to expeditiously develop an implementation plan, including projected timelines, for conducting the research outlined in the Transportation Research Board's Truck Size and Weight Research Plan, which outlines numerous projects that are essential to understanding the impacts of different truck configurations on driver safety, the service life and deterioration rates of

bridges, and the condition of pavement, as well as potential impacts of such changes on the long-term solvency of the Highway Trust Fund. The Committee notes that it has not yet received the implementation plan required by Congress in fiscal year 2020 and directs FHWA to brief the House and Senate Committees on Appropriations on its progress to finalize the implementation plan within 30 days of enactment of this Act. The results of this research should be considered by the Department and Congress before any national changes in truck length or weight policy are considered.

Structurally deficient bridges.—The Committee is concerned with the large number of structurally deficient bridges in the United States. DOT's June 2015 Comprehensive Truck Size and Weight Technical Reports Summary found that 4,845 bridges would need to be strengthened or replaced to handle additional stress if Federal truck weights were increased to 91,000 pounds. The Committee is concerned that Federal policies, including the consideration of increased Federal truck weights, may result in greater funding needs that the Highway Trust Fund will be unable to sustain. The Committee directs DOT, as part of this implementation plan, to provide consideration of the repair of structurally deficient bridges.

Permeable pavements.—The Committee continues to encourage the Secretary to accelerate research, demonstration, and deployment of permeable pavements to achieve flood mitigation, pollutant reduction, stormwater runoff reduction, environmental conservation, and resilience for new road construction and retrofit of existing roads. The Committee encourages the Secretary to conduct structural evaluations of flood-damaged pavements, with emphasis on local roads and highways subject to flooding and extended periods of inundation, to understand the mechanisms of flood damage and how permeable pavements might be used to prevent or reduce damage from future flooding. Furthermore, the Secretary is encouraged to work with the Federal Emergency Management Agency (FEMA) and the Environmental Protection Agency (EPA), as both agencies are also doing work in the area of permeable pavements and a cross-agency collaboration may yield more innovation. As such, the Committee directs the Department to submit a report within 240 days of enactment of this Act to the House and Senate Committees on Appropriations detailing current efforts, utilization, and research within FHWA and efforts made with FEMA and EPA.

Material neutrality.—The Committee supports the Department's work to promote research, development, and deployment of building solutions that advance the performance, sustainability, reliability, and resiliency of building materials. The Committee encourages the Department to support material neutral decisions that do not promote or provide preference for specific building materials. The Committee believes that Federal resources are best utilized when all materials are able to compete on their own merits, allowing for the best solutions to address our infrastructure challenges.

Aggregates sustainability.—Aggregates are essential to the construction of highways, bridges, tunnels, and all types of public works projects and sustainable access to these materials is crucial in reducing costs, congestion, and emissions. The Department is directed to continue working with U.S. Geological Survey and stake-

holders to ensure information on the availability of aggregates meets the nation's infrastructure needs. The Department is directed to provide a report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act on how it can best address the challenge of the lack of sustainable aggregates resources in communities across the nation. The Department is encouraged to work with relevant Federal agencies, state, tribal, and local transportation and planning agencies to further these efforts.

Safe systems.—More than 36,000 Americans are killed each year in traffic crashes, and road traffic crashes are the world's leading cause of death for children and young adults 5–29 years of age. The Committee remains concerned by the staggering number of pedestrian fatalities each year involving vehicles and is aware that an increasing number of municipalities are developing plans to significantly reduce incidences. The Committee supports the critical work that FHWA is doing to define, support, and encourage adoption of a safe systems approach to reduce and eventually eliminate fatalities and serious injuries on our nation's roadways. The Committee directs FHWA to continue to work with the Road to Zero Coalition and other safety stakeholders to accelerate adoption of a safe systems approach by state and local transportation agencies. As part of establishing safe systems, cities nationwide are developing interagency Vision Zero plans to connect engineering, education, and enforcement with the goal of ending transportation deaths and serious injuries. The Committee directs FHWA to work with state and local stakeholders to facilitate the implementation their Vision Zero plans and strategies.

Complete streets.—The Committee is concerned about recent increases in cyclist and pedestrian fatalities and encourages the adoption of a complete streets design model in which roads and streets are designed and operated to enable safe access for all users, including but not limited to pedestrians, bicyclists, motorists, and transit riders across a broad spectrum of ages and abilities. To lay the groundwork for the adoption of a complete streets design model, House Report 116–452 required FHWA to review its current policies, rules, and procedures to determine their impact on safety for road users, particularly those outside automobiles. The Committee looks forward to receiving this report, and appreciates the Secretary's commitment to a complete streets approach. The Committee continues to direct the Department to disseminate best practices for complete streets to state and local highway partners.

Safe routes to schools.—The Committee recognizes the important role infrastructure investments, education, and enforcement efforts can have in ensuring safe access to schools. Investments in sidewalks, bike paths, and alternative transportation have proven to increase safety and decrease the number of deaths and injuries associated with commutes to school. The Committee encourages FHWA to work with the National Highway Traffic Safety Administration (NHTSA), the Safe Routes to School Partnership, and state and local stakeholders to facilitate safe student access to schools.

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD).—Under the FAST Act, ATCMTD was able to fund 5 to 10 projects, annually, to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation tech-

nologies with the goal of improving safety, efficiency, system performance, and return on investment. The levels of funding provided under this heading will allow the Department to increase research funding for additional advancements in such transportation technologies.

Ohio River crossings.—The Committee encourages the Department to work with relevant state departments of transportation to complete unfinished sections of certain interstate corridors and address capacity constraints at Ohio River crossings along these routes to create a continuous transportation network from Canada to Mexico that will facilitate international trade and spur economic development.

Alabama highway improvements.—The Committee is aware of the importance of challenges faced by the southeast region of Alabama, along routes that are critical for regional tourism, emergency evacuations, and provide access to the U.S. Army Aviation Center of Excellence and Fort Rucker. Due to steep grades along the route and an increasing number of passenger vehicles and heavily loaded freight carriers, roads such as Highway 167 regularly experience delayed traffic flows and an increased number of traffic-safety hazards. The Committee encourages FHWA to work with state and local stakeholders to address safety improvements to alleviate delays and chokepoints to ensure a clear route for the transportation of goods and services and for major emergency evacuations.

Virginia highway capacity.—The Committee recognizes the challenges faced on certain highways in the Commonwealth of Virginia, which are critical to the freight network along the east coast. Interstate 81, for example, is a corridor in Virginia that is two lanes in each direction, and when one lane is blocked there is a significant reduction in capacity. Contributing factors to the long crash clearance times include: lack of capacity, the rolling terrain, lack of reliable detour routes, and the constrained configuration. Travel is anticipated to continue to increase on some of these routes, with truck traffic growing at a faster pace than passenger vehicle traffic. The Committee encourages FHWA to work with state and local stakeholders to address surface conditions and other improvements to alleviate incident-related delays and backups.

Surface Transportation Block Grant (STBG) program.—The STBG program provides flexible funding that may be used to improve Federal-aid highways. Interstates are crucial to our nation's freight network and incident-related delays lead to significant safety concerns and a reduction in capacity on our roadways. The Committee encourages the Secretary to assist states where truck traffic is growing on interstates at a faster pace than passenger vehicle traffic to alleviate incident-related delays and backups.

Critical commerce corridors.—The Committee believes critical commerce corridors, an authorized use of funds in the nationally significant freight and highway projects program, can improve economic efficiency, reduce travel times, and promote safe travel on our nation's roads and highways. These corridors include existing highways where a barrier physically separates lanes dedicated to heavy commercial trucks from lanes dedicated to passenger vehicles. The Committee encourages DOT to strongly consider applications for the creation of critical commerce corridors when awarding grants to individual states.

Safe routes to school and emergency medical care.—The Committee is aware of a commuter-preferred option for residents in multiple communities just west of the Delaware Water Gap National Recreation Area (DEWA), a U.S. Department of Interior park. Such options include Route 2001, which is also a primary route for school buses and ambulances. During adverse winter weather conditions, Route 2001 specifically becomes the only north-south route option in southeastern Pike County, Pennsylvania as DEWA closes an arterial route, which runs inside its boundaries for just under 30 miles. The Committee continues to be concerned regarding Route 2001's ability to handle the increased winter traffic and encourages the Department to work with state and local stakeholders to address surface conditions and other improvements needed to alleviate the recurring delays on routes, such as Route 2001, to school buses, ambulances, and commuters when traffic is redirected to it from arterial routes by DEWA.

Cap park development.—The Committee notes the growing interest in communities across the country in developing cap parks (also called a City Deck Park) in which a park is placed over a highway. These parks connect neighborhoods that have long been divided by highways, reduce traffic congestion, improve air quality, and bring green space to communities. House Report 116–452 directed the Department to analyze the benefits of cap parks and to report back to the Committee within one year of enactment on its findings. The Committee looks forward to receiving the report.

Capping highways.—The Committee acknowledges President Biden's call to redress historic inequities and build the future of transportation infrastructure within the American Jobs Plan. This plan seeks to right the wrongs previous infrastructure projects have imposed on urban communities. One solution to this issue is to cap major highways to reduce the air pollutants in the surrounding neighborhoods. As such, the Committee directs GAO, in consultation with the House and Senate Committees on Appropriations, within one year of enactment of this Act, to assess the extent to which states and local governments have undertaken similar projects in recent years; the efforts of FHWA to provide technical assistance or other support for such projects; and stakeholder perspectives on the potential costs and benefits of capping major highways. This study should consider highways that intersect neighborhoods with racially concentrated poverty and neighborhoods with high asthmas hospitalization rates, as well as examine the health benefits to the surrounding neighborhoods of capping a highway with greenspace and installing filtrations systems within the new tunnels.

Resiliency for coastal roads and highways.—Coastal roads and highways, which are the lifelines of many communities, are facing major challenges from the effects of climate change, particularly sea level rise and coastal erosion. As DOT makes investments in coastal areas, the Committee continues to urge the Department to emphasize resiliency and support for roads that are currently in crisis situations, ensuring that the most vulnerable roads are being modernized utilizing best practices, and that planning for future resilient roads take these realities into account.

Resilient building materials.—The Committee encourages the Department to promote the use of resilient building materials that

will reduce carbon emissions and nonpoint source pollution, as appropriate, in all Federally funded highway projects.

New interstate designations.—The Committee recognizes the benefits that communities achieve when existing roads are designated as interstates or future interstates, including those that will facilitate the safe evacuation of coastal areas. The Committee encourages FHWA to work with the appropriate state departments of transportation to facilitate the development of these highways. The Department is directed to report to the House and Senate Committees on Appropriations on these efforts within 60 days of enactment of this Act.

Innovative technologies.—The Committee urges FHWA to consider the feasibility of utilizing or deploying innovative technologies, including moveable barriers, that provide congestion relief, improve air quality, and decrease fuel consumption. Innovative technologies can also offer quick alternatives to costly road construction, result in safer roadways, and help eliminate crossover fatalities. The Committee encourages FHWA to consider such technologies as part of any project for which the Federal government provides grants.

Manual on Uniform Traffic Control Devices (MUTCD).—The Committee recognizes the importance that the MUTCD plays in creating a uniform and safe experience for drivers nationwide. It defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. It is updated periodically to accommodate the nation's changing transportation needs and to address new safety technologies, traffic control tools, and traffic management techniques. The Committee understands FHWA is currently undergoing rulemaking on MUTCD and encourages FHWA to implement the final rule expeditiously.

Local empowerment for accelerating projects.—The Committee is aware that counties play an important role in our nation's transportation network, owning a large share of the nation's road miles. Section 1420 of the FAST Act authorized the Local Empowerment for Accelerating Projects Pilot Program, which allowed, on an experimental basis, for the direct delivery of Federal-aid funding to up to five Local Public Agencies. The Committee is interested in the outcomes of the pilot program and directs the Department to provide a report to the House and Senate Committees on Appropriations no later than 180 days after enactment of this Act.

Redressing historic inequities in the nation's interstate highway system.—The construction of the nation's interstate highway system was shaped by systemic racism. There are countless examples of interstate highways that were directly and purposefully routed through established minority communities, causing community upheaval, loss of homes and businesses, and economic hardship. The Committee encourages the Department to address the systemic destruction of communities by prioritizing projects that reconnect neighborhoods cut off by historic investments in the interstate highway system and to ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access.

Bike lanes for equitable, sustainable transportation.—The addition of high quality bike infrastructure, including trails and pro-

tected bike lanes, is proven to reduce traffic fatalities and open up opportunities for healthy and zero-carbon transportation. High quality bike infrastructure opens up access for low-income communities and encourages cycling among novice cyclists and families who may have a lower tolerance for risk. The Committee encourages FHWA to work with state and local agencies to support greater implementation of bike lanes throughout the nation.

Pedestrian safety.—The Committee is aware of cities that might have the capacity to directly assist with implementation of safety projects and directs FHWA to provide a report to the House and Senate Committees on Appropriations within 270 days of enactment of this Act on how the highway safety improvement program can better assist cities in directing Federal funding or providing Federal assistance to pedestrian safety projects.

Infrastructure monitoring demonstration project.—The Committee is interested in new technology advancements to monitor and assess the lifespan, safety, and durability of infrastructure investments, and directs FHWA to brief the House and Senate Committees on Appropriations within 180 days of enactment of this Act on its research in this area.

Communities impacted by persistent flooding.—The Committee directs DOT, through its Federal Lands Access Program, to provide consideration for communities that are impacted by persistent flooding.

Highway-rail grade crossing safety.—The Committee notes that highway-rail grade crossing collisions are the second leading cause of all rail-related fatalities in the United States. Consistent with the authorized level, the Committee provides $245,000,000 for railway-highway crossing improvements under section 130(e) of title 23, United States Code for the elimination of hazards at railway-highway crossings.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

	Liquidation of contract authority
Appropriation, fiscal year 2021	$47,104,092,000
Budget request, fiscal year 2022	47,104,092,000
Recommended in the bill	61,882,102,951
Bill compared with:	
Appropriation, fiscal year 2021	+14,778,010,951
Budget request, fiscal year 2022	+14,778,010,951

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of $61,882,102,951. This is the amount required to pay the outstanding obligations of the highway program at levels provided in the Act and prior appropriations Acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

Appropriation, fiscal year 2021	$2,000,000,000
Budget request, fiscal year 2022	– – –
Recommended in the bill	592,000,000
Bill compared with:	
Appropriation, fiscal year 2021	– 1,408,000,000
Budget request, fiscal year 2022	+592,000,000

The Authorization Acts provide contract authority for Highway programs funded from the Highway Trust Fund. This account provides additional funds from the General Fund of the Treasury for the programs funded by formula under the FAST Act and important safety and management priorities administered by FHWA.

COMMITTEE RECOMMENDATION

The Committee recommends $592,000,000 for Highway Infrastructure Programs, of which up to $427,500,000 is for local transportation priorities (LTPs) in accordance with the table at the end of this report, and $3,000,000 is provided to FHWA to administer the projects.

In addition, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSA) (Public Law 116–260) provided $10,000,000,000 to the Federal Highway Administration.

The following table provides funding levels for activities within this account:

	Request	Recommendation
Local Transportation Priorities and Administration	$– – –	$430,500,000
Appalachian Development Highway System	– – –	51,200,000
Puerto Rico Highway Program	– – –	3,150,000
Territorial Highway Program	– – –	650,000
Nationally Significant Federal Lands and Tribal Projects Program	– – –	45,000,000
Tribal Transportation Program	– – –	20,000,000
Advanced Digital Construction Management Systems	– – –	15,000,000
Regional Infrastructure Accelerator	– – –	12,000,000
Tribal Fatalities Study	– – –	2,000,000
Insterstate-35 Innovative Corridor Project	– – –	7,500,000
Salmon Recovery	– – –	5,000,000
Total	– – –	592,000,000

Nationally significant federal lands and tribal projects program.—The Committee directs that when making grant awards under this heading, FHWA should prioritize roadways that in the previous two fiscal years have been closed or had speed reductions due to unsafe travel conditions as a result of the roadway's infrastructure condition and maintenance.

Tribal transportation program (TTP).—The Committee recognizes that providing safe and adequate transportation over the more than 160,000 miles of roads and trails within Indian reservations, Indian lands, and Alaska Native Village communities is crucial for the safety and welfare of tribal and surrounding non-tribal communities. A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of Indians and Native Americans. As a result, the Committee provides an additional $20,000,000 for tribal transportation programs. This funding should be available for transportation needs to address the existence of safety hazards with documented fatality and injury accidents, to address challenges caused by geographic isolation, or to

plan for all weather access for emergencies, employment, commerce, health, safety, educational resources, or housing with an emphasis on key roads vital to gain access to tribal reservations and may serve adjacent communities.

Advanced digital construction management systems.—Advanced Digital Construction Management Systems are defined as commercially proven digital technologies and processes for management of construction and engineering activities, including systems for infrastructure planning and coordination, construction, maintenance, modernization and management, asset management systems for machines, site equipment, and personnel. Project delivery systems for project management are also included. The Committee intends for software, hardware, services, and employee training on the use and management of Advanced Digital Construction Management System to be eligible expenses under this heading. Further, the Committee directs the Secretary to release a Notice of Funding Opportunity for current and previous years funding within 90 days of the enactment of this Act.

Tribal fatalities study.—The Committee provides $2,000,000 for research that leads to decreases in highway and pedestrian fatalities among tribal populations. This research should build on reports mandated in the FAST Act and should be competitively awarded to state governments, academic institutions, or non-profits with both existing partnerships among tribal governments and which have traffic safety and transportation research expertise. Research should focus on priority areas identified in FHWA's 2018 report "Options for Improving Transportation Safety in Tribal Areas". Other activities should include, but are not limited to, the creation of a national survey that engages Tribal nations in evaluating the awareness and effectiveness of available transportation safety resources; research that enhances the transportation decision-making process; research that explores and develops crash mitigation strategies and countermeasures in priority topic areas; and the identification of best practices.

Insterstate-35 innovative corridor project.—The Committee notes the importance of Interstate 35, a critical north-south corridor for commerce that is crucial for an efficient, resilient, and secure supply chain. As such, the Committee provides $7,500,000 and directs FHWA to conduct comprehensive evaluations and analysis of highway corridors from ports of entry to inland ports.

Salmon recovery.—The Committee provides $5,000,000 to establish a cooperative series of agreements with universities, Federal agencies, the National Academy of Sciences, transportation agencies and/or nonprofit organizations with demonstrated capacity and expertise to conduct aligned investigations and studies to advance the biologic, hydraulic, geomorphologic, cultural, and other scientific engineering to help mitigate and improve the impacts of culverts, roads, and bridges on threatened or endangered salmon populations. The aligned outcomes will assist with identifying, prioritizing for future funding, and providing scientific and engineering approaches applicable to highway infrastructure improvement projects that will reduce these impacts and enhance recovery efforts.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

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

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

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

Section 123 requires 60-day notification to the House and Senate Committees on Appropriations of any grants as authorized under 23 U.S.C. 117.

Section 124 allows state DOTs to repurpose certain highway project funding to be used within 5 miles of its original designation.

Section 125 requires the Federal Highway Administration to adjudicate Buy America waivers based on the rules and regulations in effect before April 17, 2018.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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

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

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2021	$328,143,000
Budget request, fiscal year 2022	288,000,000
Recommended in the bill	379,500,000
Bill compared with:	
Appropriation, fiscal year 2021	+51,357,000
Budget request, fiscal year 2022	+91,500,000

The limitation on obligations establishes FMCSA's spending level for salaries, operating expenses, and research to support motor carrier safety program activities and to maintain the agency's administrative infrastructure. This funding supports nationwide motor carrier safety and consumer enforcement efforts, including the compliance, safety, and accountability program, regulation and enforcement of freight transport, and Federal safety enforcement at the U.S. borders. These resources also fund regulatory development and implementation, information management, research and technology, safety education and outreach, and the safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

Consistent with the amounts authorized in the INVEST in America Act, the Committee recommends $379,500,000 for the Operations and Programs account. The obligation limitation is for one fiscal year, except $78,073,000 which is available until September 30, 2024. Of the amounts available until September 30, 2024, not less than $65,000,000 is for information management and $13,073,000 is for the research and technology program.

Transparency and responsiveness to Congress.—The Committee is concerned that it has not been notified of key developments within FMCSA, including the issuance of reports, one of which was directed by the Committee. The Committee expects FMCSA to be responsive and transparent and directs the agency to notify staff no later than one business day in advance of publishing notices in the Federal Register or when studies requested by the Committee are published.

Hours of service (HOS).—The Committee remains concerned about the safety and labor ramifications of the HOS rule that FMCSA finalized on September 29, 2020. The final rule will extend driving time and distance while also reducing the amount of time a driver takes for rest. The Consolidated Appropriations Act, 2021 (Public Law 116–260) directed that FMCSA annually analyze such regulations by comparing specified safety data to data collected prior to the implementation of the final HOS rule and to report the results in the fiscal year budget request. The fiscal year 2022 request did not include such analysis. The Committee repeats such direction for fiscal year 2022 and directs FMCSA to make the information publicly available and to post the analysis on the agency's website concurrently with the posting of the fiscal year budget request for fiscal year 2023.

Large truck crash causation study.—The Committee remains alarmed by truck safety trends. In 2019, injuries to people involved in large truck crashes increased more than 5 percent and the number of deaths has increased by 36 percent since 2010. The Consolidated Appropriations Act, 2021 (Public Law 116–260) included $30,000,000 for a study on the causes of large truck crashes because injuries to occupants of large trucks, occupants of other vehicles, and nonoccupants like pedestrians and cyclists continue to increase. Within 90 days of enactment of this Act, the Committee directs FMCSA to brief the House and Senate Committees on Appropriations on the progress of the study.

Information technology.—Information technology problems at FMCSA continue to have negative effects on the safety and efficiency of the trucking industry nationwide. The legacy of layered, antiquated systems remains a stumbling block for the agency. As a result, the Committee provides $65,000,000 for information management and directs FMCSA to provide quarterly briefings to the House and Senate Committees on Appropriations on the agency's progress towards a streamlined and efficient information management system.

National registry of certified medical examiners.—The DOT Office of the Inspector General (OIG) found that FMCSA is not meeting its oversight requirements for the National Registry of Certified Medical Examiners (report number ST2021013). Outdated and

missing data stymie the agency's ability to monitor the industry. In addition, FMCSA has not implemented requirements for monitoring, and the roll out of the electronic registry has been plagued by delays. The OIG reports "Without these oversight reviews, FMCSA may be missing fraud indicators or other risks that may require mitigation and has less assurance that drivers are physically qualified to safely operate a commercial vehicle." In December 2020, the agency proposed a timeline for addressing the OIG's concerns. Within 90 days of enactment of this Act, FMCSA is directed to brief the House and Senate Committees on Appropriation on the agency's plan to comply with the OIG's recommendations.

Motor carrier safety fitness determination (SFD) rulemaking.—Within 90 days of enactment of this Act, the Committee directs the Secretary to initiate a rulemaking to update and revise regulations issued pursuant to subsection (b) of section 31144 of title 49, United States Code. The Committee directs that such a rulemaking shall include procedures for the Secretary to determine if a motor carrier is not fit to operate a commercial motor vehicle in or affecting interstate commerce in accordance with such section.

Commercial zone boundaries.—FMCSA currently designates the South Texas counties of Cameron, Hidalgo, Starr, and Willacy as part of a commercial zone at the border between the United States and Mexico. As a result, these counties are exempt from certain regulations under 49 U.S.C. 13506(b)(1). The Committee notes that Zapata county is adjacent to Starr County and the Mexican border. The Committee encourages FMCSA to analyze expanding the commercial zone boundaries defined under 49 CFR § 372.237.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2021	$419,800,000
Budget request, fiscal year 2022	387,800,000
Recommended in the bill	506,200,000
Bill compared with:	
Appropriation, fiscal year 2021	+86,400,000
Budget request, fiscal year 2022	+118,400,000

The limitation on obligations controls FMCSA's spending level for motor carrier safety grants. These grants are used to support compliance reviews in the states, identify and apprehend traffic violators, conduct roadside inspections, and conduct safety audits of new entrant carriers. Additionally, grants are provided to states for improvement of state commercial driver's license oversight activities.

COMMITTEE RECOMMENDATION

Consistent with the amounts authorized in the INVEST in America Act, the Committee recommends $506,200,000 in obligation limitation and liquidating cash for the federal motor carrier safety grant program. The following table provides recommended funding levels for activities within this account:

	Request	Recommendation
Motor Carrier Safety Assistance Program	$308,700,000	$389,212,000
Commercial Driver's License	33,200,000	56,880,000
High Priority Activities Program	44,900,000	59,108,000
Commercial Motor Vehicle Operators Grants	1,000,000	1,000,000
Total	387,800,000	506,200,000

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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

Section 131 requires FMCSA to update annual inspection regulations to require that rear underride guards be inspected annually.

Section 132 prohibits funds from being used to enforce the requirements of section 31137 of title 49, or any regulation pursuant to such section, with respect to carriers transporting livestock or insects.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

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

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

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

OPERATIONS AND RESEARCH

Appropriation, fiscal year 2021	$194,167,000
Budget request, fiscal year 2022	245,550,000
Recommended in the bill	245,550,000
Bill compared with:	
Appropriation, fiscal year 2021	+51,383,000
Budget request, fiscal year 2022	– – –

COMMITTEE RECOMMENDATION

For vehicle safety programs, funded by the general fund, the Committee recommends $245,550,000. Funds are available until September 30, 2023. The following table provides recommended funding levels for activities within this account:

	Request	Recommendation
Rulemaking	$33,116,000	$33,116,000
Enforcement	45,594,000	45,594,000
Research and Analysis	51,612,000	51,612,000
Communication and Consumer Information	5,118,000	5,118,000
Administrative Expenses	110,110,000	110,110,000
Total	245,550,000	245,550,000

Truck underrides.—The Committee highlights that DOT has been researching truck underrides for more than 50 years and that NHTSA's proposed rulemaking to update truck rear impact guard requirements in December 2015 cited 362 annual fatalities associated with light vehicle crashes into the rear of trucks. The Committee directs NHTSA to prioritize working with relevant experts and stakeholders, including researchers, engineers, safety advocates, and the trucking industry, to facilitate the deployment and adoption of rear and side underride protection devices. The Committee encourages DOT to form an advisory committee on truck underrides to further this work. The Committee reiterates direction from the past several years that NHTSA implement GAO recommendations on truck underrides and to complete rulemaking to improve rear guards in order to ultimately meet the Insurance Institute for Highway Safety standards for Toughguard awards. The Committee repeats such direction and directs NHTSA to brief the House and Senate Committees on Appropriations quarterly on its progress to meet such requirements. In addition, the Committee directs NHTSA to substantively respond to the grant of petition for rulemaking on Rear Impact Guards, Rear Impact Protection published in the Federal Registrar on July 10, 2014.

Automatic emergency braking (AEB).—The Committee notes that the safety benefits of AEBs on large trucks are well documented and mandating such technology would significantly reduce the more than 5,000 annual fatalities from large truck crashes. The Insurance Institute for Highway Safety has found that AEBs can reduce front-to-rear crashes with injuries by 56 percent. The costs to generating these benefits are not large. A September 2018 study by NHTSA found that the incremental cost to a truck driver of automatic emergency brakes would be less than $350. The Committee appreciates that the Spring 2021 regulatory agenda included the AEB rulemaking, and the Committee directs that NHTSA move with all deliberate speed in finalizing this rule.

Test dummies.—The Committee understands that developing, testing, and fully vetting an advanced anthropomorphic test dummy is complicated and time consuming. However, NHTSA has been working on such research and development for almost 15 years. The Committee is anxiously awaiting the adoption of the Test Device for Human Occupant Restraint (THOR) 50th percentile test dummy, as well as the eventual adoption of the THOR 5th percentile female and the Worldwide Harmonized Side Impact Dummy

(WorldSID) side impact test dummies. In order to adequately address the gender inequities in crash testing data, the updates must ensure equitable frontal crash tests for both male and female drivers. Within eighteen months of enactment of this Act, the Committee directs NHTSA to issue the long overdue New Car Assessment Program (NCAP) proposed rule that adopts the most technologically advanced safety equipment, including the most advanced anthropomorphic test dummies. Subsequently, the Committee directs NHTSA to report on, and make public, an analysis addressing the findings on and progress to adopt the THOR 50th and THOR 5th percentile test dummies, including an accounting of all relative studies, as well as any efforts NHTSA has made to address gender disparities in crash testing and accident effects.

Crashworthiness research.—The Committee recognizes the importance that lightweight plastics and polymer composites play to improve automotive safety, meet consumer demand for innovative and autonomous vehicles, increase fuel efficiency, and support new highly skilled manufacturing jobs. Effective lightweight materials can also have the benefit of increasing fuel-economy. The Committee is pleased that NHTSA continues to work closely with the Department of Energy on lessons learned from lightweight materials research. The Committee directs NHTSA to continue to include the consideration of lightweight materials as standards, test procedures, and associated countermeasures are developed as part of the occupant protections program. Safety standards established by NHTSA should not present a barrier to the integration or adoption of new materials, many of which have lightweight components.

Fuel-economy standards.—According to the EPA, GHG emissions from transportation account for about 30 percent of total greenhouse gas emissions in the United States, making it the largest contributor of GHG emissions in the country. The Committee applauds the finding by NHTSA that California's authority to regulate GHG emissions is not preempted by the Federal government's authority to set fuel economy standards. The Committee encourages NHTSA, in conjunction with EPA, to set a higher federal fuel economy standard as a part of a shift towards electrification of the motor vehicle fleet. As part of this effort, the Committee encourages NHTSA to consider the availability of alternative fuel vehicles when establishing new fuel economy standards.

Autonomous vehicle (AV) testing.—The Committee remains concerned that changes in driving technology will bring significant changes to the roadways from both cars and large trucks, and that the nation remains unprepared for such changes. Testing how AVs react to various environmental and weather conditions is a critical part of validating AV safety. The Committee is concerned that the United States does not have research and test facilities which replicate a wide variety of challenging weather conditions like rain, fog, and low sun angles. The Committee encourages NHTSA to use previously designated AV proving grounds or to partner with an existing non-profit automotive vehicle test and research facility to facilitate the development and deployment of AV technology that can operate in all weather conditions. Such partnerships should include sensor environmental testing where the vehicle moves through the driven environment. In addition, the Committee reiterates its direction from fiscal year 2021 that NHTSA develop a research pro-

gram to better understand the kinetics and injury outcomes associated with alternatively positioned vehicle occupants. This research program may involve partnering with one or more academic institutions for an experimental validation study.

Advanced driver assistance systems (ADAS).—The Committee recognizes the safety benefits of ADAS but is concerned that there are not minimum performance standards for the technology, resulting in consumer confusion about the benefits and constraints of the technology. While the Committee supports NHTSA's recent efforts to educate consumers about ADAS technologies and directs NHTSA to continue such outreach, the Committee further directs NHTSA to develop minimum performance standards for ADAS and AV technologies including, but not limited to, adaptive cruise control, forward collision warning, lane departure warnings, and traffic signal recognition. The Committee fully supports the recommendation by the NTSB that NHTSA collect standardized crash data from AV and certain ADAS systems and applauds NHTSA's announcement on June 29, 2021 that they will begin requiring manufacturers and operators to report such data. A better understanding of these systems by NHTSA is crucial for the evaluation of their safety.

Emergency responders and electric batteries.—The Committee is worried about the danger to emergency responders who respond to incidents involving electric vehicles. Crash damage can result in fires because of the high energy stored in propulsion battery packs. As a result, the battery can reignite. The Committee supports the NTSB's recommendations that NHTSA convene a coalition of stakeholders to continue research on ways to mitigate or deenergize the stranded energy in high-voltage lithium-ion batteries and to reduce the hazards associated with thermal runaway resulting from high-speed, high-severity crashes.

Trailer safety.—The Committee is supportive of ongoing national efforts aimed at increasing awareness of light and medium duty safety for trailer towing and encourages NHTSA, in conjunction with national stakeholder groups, to conduct outreach to the driving public through advertising so consumers understand how to safely use trailers and properly utilize safety features implemented by vehicle manufacturers.

Overdue rulemakings.—The Committee remains concerned about the slow progress by NHTSA on completing rulemakings mandated by Congress in the Moving Ahead for Progress in the 21st Century Act (MAP–21) (P.L. 112–141) (MAP–21) and the FAST Act. The Committee anticipates receiving the GAO report listing all congressionally mandated rulemakings related to 49 USC Chapter 301 which DOT and NHTSA have failed to address consistent with the required deadlines. That report will also include the reasons for such delays and potential actions to reduce delay in mandated rulemaking activities, including the prioritization of congressionally mandated rules in relation to general rulemaking activities.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	$155,300,000
Budget request, fiscal year 2022	155,300,000
Recommended in the bill	180,612,000
Bill compared with:	
Appropriation, fiscal year 2021	+25,312,000
Budget request, fiscal year 2022	+25,312,000

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

COMMITTEE RECOMMENDATION

For behavioral safety research funded by the operations and research account, the Committee recommends $180,612,000 in liquidating cash and obligation limitation. Obligation limitation is available for one year, except for $20,000,000 which is available until September 30, 2023 and up to $7,000,000 which is available until expended. The total includes $170,612,000 consistent with the INVEST in America Act and $10,000,000 in funds from prior years.

Highway fatalities.—Despite dramatic decreases in the number of cars on the road, automobile fatalities and injuries spiked in 2020. Fatalities per vehicle mile traveled increased by 24 percent over the previous 12-month period, the largest year-over-year increase since 1924, imposing a cost of more than $800 billion on society. The Committee recognizes the need for more robust data collection and analysis related to vehicle, highway, and behavioral safety to develop effective countermeasures to reduce the number of and severity of vehicle crashes involving intersections, pedestrians, and a vehicle leaving the lane or roadway. Immediate steps must be taken to focus resources on a national campaign to save lives on the roadways. The Committee directs NHTSA to assert its leadership by developing and implementing a national campaign, working with other Federal agencies, the states, law enforcement, the public health community, industry, and others who can contribute to the goal of saving lives. Funding provided under this heading is provided for robust research on causal factors of auto crashes such as distracted driving, road conditions, and congestion. In fiscal year 2021, the Committee required a report on the agency's plans and progress on this campaign, due December 23, 2021.

The Committee expects that the report will be on time, will include specific goals, and any impediments to achieving those goals.

Pedestrian fatalities.—The Committee remains alarmed at the increased number of pedestrian fatalities, that have soared almost 50 percent to more than 7,000 fatalities over the last 10 years, roughly one-sixth of all traffic deaths in the United States. Reducing these fatalities and injuries will take a concerted effort that includes enforcement of existing laws, changes in street design and engineering, and education of drivers and pedestrians. The Committee directs NHTSA to continue to work with FHWA and state and local stakeholders to conduct education and enforcement efforts in cities nationwide and to convene stakeholders to develop and publicize innovative solutions to reduce pedestrian fatalities. In addition, the Committee directs NHTSA to update data collection methodologies to evaluate pedestrian injuries and fatalities.

Road to zero coalition.—The Committee believes that conquering persistent problems with speed, seat belt use, distraction, and substance-impaired driving requires a collaborative effort. The Road to Zero coalition has mobilized more than 1,700 organizations supporting a goal to reduce fatalities on the roads and reach a goal of zero fatalities by 2050. Conquering the traffic safety question requires a collective effort around the Road to Zero's three pillars: doubling down on proven countermeasures, accelerating the adoption of life-saving technology, and prioritizing a safe system approach. In order to reduce motor vehicle fatalities, the Road to Zero coalition has awarded 25 safe system innovation grants totaling $3,500,000 over three years to qualifying organizations that could clearly explain how their program would reduce motor vehicle fatalities. The Committee encourages DOT to remain engaged and involved with the Road to Zero coalition as it develops data-driven actions to meet the goal of reducing motor vehicle fatalities to zero. Within 120 days of enactment of this Act, the Committee directs NHTSA to develop and implement an agreement to provide safe system innovation grant funding for such activities at a level commensurate with previous levels of support.

Drunk and impaired driving detection.—Drunk driving is the number one cause of traffic fatalities, costing the United States $194 billion annually and accounting for roughly one-quarter to one-third of motor vehicle fatalities each year. To address the scourge of drunk driving, the Committee has continually supported the Driver Alcohol Detection System for Safety (DADSS) research under this heading. The DADSS system specifically aims to detect the presence of a certain level of alcohol in a driver. NHSTA and staff of the DADSS program estimate they will complete their work by the end of fiscal year 2025. The Committee expects NHTSA will continue to support the program with funds made available under this heading.

The Committee is also encouraged by the development of camera-based driver monitoring systems. These developing, probability-based systems aim to detect a variety of behaviors that are not conducive to safe driving such as distraction, drowsiness, or impairment. The Committee believes that these technologies, in combination with other technological innovations, have the ability to save lives and reduce impaired driving.

In fiscal year 2021, the Committee directed NHTSA to contract with the Volpe National Transportation Systems Center to update the 2007 Review of Technology to Prevent Alcohol-Impaired Crashes and looks forward to receiving that report. The Committee directs NHTSA to emphasize research on driver monitoring and to identify promising technologies that will reduce or eliminate impaired and distracted driving.

Drug-impaired driving.—The Committee remains concerned with the growing problem of people driving under the influence of one or multiple substances, including marijuana and opioids. The Committee encourages NHTSA to continue funding training efforts to ensure stakeholders can identify drug-impaired driving and enforce the law. Funding under this heading is provided to continue research with the goal of developing a standardized field sobriety test (SFST) to detect marijuana impairment.

The Committee directs NHTSA to work with the Department of Justice, the Department of Health and Human Service, and the Department of Commerce to ensure that state highway safety offices and state law enforcement have the most up-to-date information from the Federal government on detecting impaired driving. In order to increase the safety of the transportation network by reducing drug-impaired driving, the Committee directs NHTSA to work with states to determine their toxicology testing and funding needs and to make states aware that assistance for state toxicology labs are eligible expenses under section 402 and 405 formula grant funds.

Child-car seat testing.—In 2014, NHTSA issued a proposed rulemaking that would have required all car seats designed for children up to 40 pounds to be tested for side-impact collisions. The Committee reiterates its direction that, by December 31, 2021, NHTSA issue the long overdue rule to test car seats for effectiveness in side-impact car crashes and to update rules for frontal impacts.

Child hyperthermia.—The Committee remains deeply concerned about the ongoing crisis involving children dying of hyperthermia after being left alone in motor vehicles. From 2018 through 2020, more than 100 children died in this tragic manner. NHTSA must pursue a two-pronged strategy of public education and technology solutions. Continued public education activities should include aggressive media and community outreach. The auto industry must continue to develop effective technological solutions to swiftly install such systems that detect the presence of a child in a motor vehicle and alert individuals inside and outside the vehicle. Of the amounts provided under this heading, the Committee directs that no less than $3,000,000 shall be available primarily to advance the installation of effective detection and technological solutions and, secondarily, to raise the awareness of parents and caregivers by developing and placing assets for campaigns on social media, radio, and other media.

Virtual car seat checks.—For the past 30 years, child passenger safety technicians have assisted parents one-on-one in ensuring that car seats were properly installed. As a result of COVID–19, one-on-one in-person instruction became extremely limited, so technicians began to conduct virtual car seat checks as an alternative. The Committee directs NHTSA to work with relevant stakeholders,

including state highway safety offices, to promote virtual car seat safety checks.

Children with disabilities.—The Committee is aware that almost 20 percent of children in the United States have a physical, emotional, or intellectual disability. Transportation for these children can be a challenge and the physical eco-system of our transportation networks can be difficult for such children to navigate. The Committee directs NHTSA to update the training curriculum Safe Travel for All Children to address the training needs of the professionals responsible for the safe transport of children with disabilities.

Stroke victim transportation protocol.—Stroke is a leading cause of death and long-term disability among adults in the United States, but faster diagnosis and treatment greatly increase chances of survival. The Committee encourages NHTSA and its Office of Emergency Medical Services (EMS) to continue working with stakeholders in the EMS community to develop and disseminate information on assessment, treatment, and transport-destination protocols to ensure that stroke patients are transported to the most appropriate hospital for treatment. In developing such protocols, stakeholders shall consider the capability of an emergency receiving facility to improve outcomes for patients suspected of having an emergent large vessel occlusion.

EMS/911.—The Committee believes that providing high-quality telephone CPR instructions can save lives from cardiac arrest and should be a standard of care for every 9-1-1 telecommunicator that provides dispatch instructions for medical emergencies in the United States. Through the EMS, the Committee encourages NHTSA to develop training in cardiopulmonary resuscitation to disseminate to state and local emergency dispatchers. Such training should include evidence-based protocols, continuing education, and performance measures.

Cooperative research and evaluation program.—The Committee recognizes the important role that the Behavioral Traffic Safety Cooperative Research program plays in ensuring highway safety. The Committee supports the INVEST in America Act's inclusion of funding for this program out of amounts made available under section 402 of title 23, United States Code.

Research on older drivers.—The Committee remains concerned about the safety of older drivers and sees promise in the development of tools that can prolong safe and independent mobility. The Committee supports widespread testing of tools such as app-based software that provides in-vehicle assistance to elderly drivers. Of the amounts made available under this heading, no more than $7,000,000, to remain available until expended, shall be available for research with a university or multi-university consortia to test software in order to develop a framework that facilitates mobility for elderly drivers.

Highway-rail grade crossing safety.—Railroad crossings are the second largest source of rail-related fatalities annually in the United States. While incidences at railroad crossings have been decreasing over the last 30 years due to safety improvements, the FRA estimates that there were still almost 2,000 collisions, over 600 injuries, and over 200 fatalities. To address these needless deaths and injuries, the Committee includes $10,000,000 for

NHTSA, in collaboration with FRA, to continue a high-visibility enforcement campaign on the dangers of rail-grade crossings.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2021	$623,017,000
Budget request, fiscal year 2022	623,017,000
Recommended in the bill	855,488,000
Bill compared with:	
Appropriation, fiscal year 2021	+232,471,000
Budget request, fiscal year 2022	+232,471,000

This limitation controls NHTSA's spending on grants to states authorized under the FAST Act. The grant programs include: highway safety programs, the national priority safety program, and the high visibility enforcement program. These grants provide flexible funding to states that develop a highway safety plan to address state highway safety issues. This account also includes incentive grants to states that meet specific statutory criteria in areas such as impaired and distracted driving, occupant protection, motorcyclist safety, and nonmotorized safety.

COMMITTEE RECOMMENDATION

Consistent with the amounts authorized in the INVEST in America Act, the Committee recommends $855,488,000 in liquidating cash from the Highway Trust Fund to pay outstanding obligations of the Highway Traffic Safety Grant programs at the levels provided in this Act and prior Appropriations Acts. The Committee also recommends limiting obligations from the Highway Trust Fund in fiscal year 2022 for the Highway Traffic Safety Grant programs to $855,488,000. The following table provides funding levels for activities within this account:

	Request	Recommendation
State and Community Highway Safety Grants	$279,800,000	$384,800,000
National Priority Safety Programs	285,900,000	390,900,000
High Visibility Enforcement Program	30,500,000	49,702,000
Administrative Expenses	26,817,000	30,086,000
Total	623,017,000	855,488,000

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

Distracted driving.—The Committee notes that in 2019, more than 3,000 people were killed in crashes involving a distracted driver, a 10 percent increase over the previous year. NTSB lists eliminating distractions as a key safety improvement that would save lives. The Committee continues to fund NHTSA programs that support state efforts to educate the public and to enforce laws promoting safe driving habits and to prevent unnecessary deaths.

State traffic safety information system improvements.—The Committee recognizes the potential dangers to drivers and pedestrians caused by the delays associated with mailed paper notices of out-of-state driving infractions. In coordination with the National Driver Registry funded under "Operations and Research," and to help meet the outlined purpose of grants under sections 402 and 405 of title 23, United States Code, the Committee directs NHTSA to continue to provide technical assistance to states on improving the interoperability of state and national traffic safety information systems, and, where possible, to build capacity for a transition to digital notifications. In addition, within one-year after enactment of this Act, the Committee directs NHTSA to produce a publicly available report on what challenges states are facing with improving their traffic safety coordination and to brief the House and Senate Committees on Appropriations on the findings of the analysis.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

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

Section 142 provides additional funding for highway safety programs.

Section 143 prohibits funds from being used to enforce certain state maintenance of effort requirements under 23 U.S.C. 405.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration (FRA) was established by the Department of Transportation Act (P.L. 89–670) on October 15, 1966. FRA plans, develops, and administers programs and regulations to promote the safe operation of freight and passenger rail transportation in the United States. The U.S. freight railroad system consists of approximately 630 railroads and 140,000 miles of track, which deliver approximately 5,000,000 tons of goods each day. In addition, FRA oversees grants to the National Railroad Passenger Corporation (Amtrak) with the goal of assisting Amtrak with improving its passenger rail service and physical infrastructure.

SAFETY AND OPERATIONS

Appropriation, fiscal year 2021	$234,905,000
Budget request, fiscal year 2022	247,700,000
Recommended in the bill	247,700,000
Bill compared with:	
Appropriation, fiscal year 2021	+12,795,000
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $247,700,000 for the safety and operations account. The following table provides funding levels for activities within this account.

	Request	Recommendation
Safe transportation of energy products	– – –	$2,000,000
Automated track inspection program and data analysis	$16,500,000	17,000,000
Positive train control support program	1,000,000	1,000,000
Trespasser prevention	400,000	400,000
Highway-rail grade crossing safety	1,175,000	2,175,000
Grant and project development technical assistance, oversight	3,000,000	1,500,000

Competitive grants.—The Committee recognizes that competitive grant programs require dedicated staff and contract support to issue notice of funding opportunities (NOFOs), review applications, select projects for awards, execute grant agreements, and conduct project management oversight. In fiscal year 2022, the Committee again provides significant resources to help communities address transportation challenges through FRA competitive grant programs. This investment by Congress in the nation's rail infrastructure requires a robust program of grant management and oversight. Therefore, the Act allows the Secretary to withhold up to two percent of the funding provided for the passenger rail improvement, modernization, and expansion (PRIME) and consolidated rail infrastructure and safety improvements (CRISI) grant programs to support the costs of grant awards and project management oversight. In addition, section 152 of this Act provides FRA with additional flexibilities in the use of such administrative set-asides. The Committee directs FRA to administer and manage all FRA competitive grant programs funded by this Act in a timely and responsible manner. Further, the Committee continues to direct FRA to provide quarterly reports to the House and Senate Committees on Appropriations on the status of grant agreements and obligations for all awards for fiscal years 2017 through 2022 for the Federal-state partnership for state of good repair, CRISI, and PRIME grant programs.

Safe transportation of energy products.—The Committee recommendation supports FRA's safe transportation of energy products programs, which includes safety inspectors, safety route managers, tank car quality assurance specialists, tank car research, and increased mileage of the automated track inspection program (ATIP) on routes that carry energy products.

ATIP.—The ATIP uses track geometry measurement vehicles to automatically measure track conditions which supplement the work of FRA inspectors to ensure railroads are compliant with FRA track safety standards. The Committee recommendation supports the inspection of passenger rail routes, commuter rail routes, routes that carry energy products and other hazardous materials, and further enhancements to the ATIP's inspection capabilities. The Committee notes that funds provided for the ATIP in fiscal year 2022 are available to inspect tracks and analyze data from the ATIP operations and inspections.

Positive train control (PTC).—The Committee commends freight, passenger, and commuter railroads and FRA for fully implementing FRA-certified and interoperable PTC systems by Decem-

ber 31, 2020 as required by law and FRA's regulations. PTC is now in operation across the country on nearly 58,000 route miles which carry passengers or certain hazardous materials as required by the Rail Safety Improvement Act of 2008 (P.L. 110–432). The Committee understands FRA will play an ongoing role in the oversight, approval, and enforcement of PTC regulations, including performance monitoring, compliance audits, and approval of safety-critical modifications and upgrades. In addition, should new passenger rail service be initiated or railroads seek to voluntarily implement PTC, FRA would provide technical support and conduct the necessary oversight and approvals of PTC safety plans. The Committee recommendation provides funding to support FRA's work on these activities in fiscal year 2022.

Trespasser prevention.—Pedestrians trespassing on railroad property remains the leading cause of all rail-related fatalities, accounting for 70 percent of all U.S. rail-related deaths in 2020. The Committee commends FRA for its commitment to addressing this issue and its work to implement the National Strategy to Prevent Trespassing on Railroad Property (National Strategy). As reported by FRA in the 2020 progress update, FRA has completed 18 of the 20 tasks in the National Strategy, with work in process on the remaining two tasks. Of the 18 completed tasks, 11 are ongoing activities. The railroad trespassing enforcement grant and railroad trespassing suicide prevention grant programs which FRA initiated in part in response to the National Strategy, and were made possible by funding provided through the safety and operations account in fiscal years 2019 and 2020, were oversubscribed. The Committee understands that FRA will continue to advance the goals of the National Strategy by conducting more outreach and local assessments, developing new partnerships, and gathering and analyzing data. The Committee recommendation provides funding for FRA to continue these activities in fiscal year 2022. In addition, as proposed in the budget request, the Committee recommendation provides funding for activities supported by the railroad trespassing enforcement grant and railroad trespassing suicide prevention grant programs through a set-aside within the CRISI grant program. Further, the Committee directs FRA to update the National Strategy annually with the most current data available, FRA's progress on the milestones outlined in the National Strategy, and any potential new initiatives to reduce trespasser fatalities. FRA is directed to submit the updated National Strategy to the House and Senate Committees on Appropriations no later than June 30 each year.

Highway-rail grade crossing safety.—Highway-rail grade crossing collisions are the second leading cause of all rail-related fatalities in the United States, accounting for 26 percent of all U.S. rail-related deaths in 2020. Despite more than half of all public crossings being equipped with active warning devices, 68 percent of collisions occur at crossings with active, functional warning devices. The Committee understands that FRA has established a technology and automation division to assist with the development, coordination, and implementation of new technology across the rail industry. FRA is also using a data driven process to identify the most dangerous highway-rail grade crossings, which allows FRA to engage with communities, state and local agencies, law enforcement, rail-

roads, and advocacy organizations to identify potential local solutions. In addition, FRA is assisting communities in identifying Federal funding opportunities, improving outreach and partnerships, gathering and analyzing data, and conducting research and development. The Committee directs FRA to continue these activities and provides funding to support FRA's work in fiscal year 2022.

Blocked railroad crossings.—The Committee remains concerned with the prevalence of railroad crossings blocked by trains, and the potential impacts to communities and safety. The website FRA launched for the public and law enforcement to report blocked railroad crossings has been operational for over a year. The Committee appreciates FRA's work to review, analyze, and when appropriate, investigate, these reports. The Committee directs FRA to continue to use the information gathered through the website to work with communities, state and local agencies, law enforcement, railroads, and others to develop local solutions to blocked railroad crossings.

Amfleet replacement.—The Committee notes that the Consolidated Appropriations Act, 2021 (P.L. 116–260) directed FRA to utilize the flexibilities provided in 2 CFR 200.308(d)(1) to allow state acquisition costs and on-going capital charges related to Amtrak's new fleet to be an eligible activity in any future NOFOs for the CRISI and Federal-state partnership for state of good repair grant programs. The Committee continues this direction for the CRISI and PRIME grant programs for fiscal year 2022.

Washington Union Station expansion project.—The Committee recognizes the importance of Washington Union Station as a multimodal transportation hub for the National Capital Region. The Committee understands plans are underway to expand capacity and improve multimodal facilities at the station and that FRA, as the lead Federal agency, is preparing an environmental impact statement (EIS) for the project. The Committee further understands that it could be beneficial to the project for FRA, as the representative of the Department of Transportation, which is the station complex Federal owner, to conduct near-term project development activities to evaluate implementation options for the proposed project, such as real estate studies, financial analysis, and project structure. Conducting these activities concurrent with the EIS process could better position FRA, Amtrak, and stakeholders to plan for and carry out steps to advance the project following the conclusion of the EIS process. In addition to FRA working with Amtrak to advance the project, FRA may use funding provided under this heading to initiate these activities in fiscal year 2022. Further, the Committee directs FRA to continue working with the District of Columbia government on the project and to consider the feedback of all stakeholders, including residents of affected neighborhoods, in its planning process.

Direct intercity and commuter rail service.—The Committee recognizes the economic benefits of direct intercity and commuter rail service in connecting urban and suburban areas and advancing projects that facilitate expanded opportunities for one-seat ride service to and from New York Penn Station, the busiest station in the United States. The Committee urges FRA and the Federal Transit Administration (FTA) to work together with Amtrak and commuter rail agencies, as sufficient resources are available, to expedite regional investments on the northeast corridor that would

unlock new capacity for currently underserved communities in New York and New Jersey and along the northeast corridor.

Railroad safety inspectors and specialists.—The Committee notes the importance of a well-trained, stable workforce of railroad safety inspectors and specialists to the overall safety of the passenger and freight rail transportation system. This workforce is in high demand and FRA faces competition from the private sector for these skilled safety professionals. The Committee understands that the position classifications for railroad safety inspectors and railroad safety specialists are authorized in section 5109(b) of title 5, United States Code, sets a minimum position classification, and that these position classifications have not been updated since 1979. The Committee directs FRA to review the position descriptions and classifications for railroad safety inspectors and railroad safety specialists. This review should include advances in technology and automation, any additional scope of technical work and duties that may not be reflected in current position descriptions, and a comparison between FRA's railroad safety inspectors and railroad safety specialists with other government positions that perform similar duties for other Federal agencies, such as the Pipeline and Hazardous Materials Safety Administration, the FTA, and National Transportation Safety Board. In addition, this review should take into consideration information gathered in the recent review and update of the position descriptions for railroad safety inspectors and railroad safety specialists. The Committee directs FRA to brief the House and Senate Committees on Appropriations, the House Transportation and Infrastructure Committee, and the Senate Committee on Commerce, Science, and Transportation no later than 180 days after enactment of this Act on the results of its review of the position descriptions and classifications, including any recommendations on using FRA's existing authorities to update the position descriptions and classifications to reflect advances in technology and automation and any additional scope of technical work and duties, retaining FRA's workforce, and recruiting, hiring, and training railroad safety inspectors and railroad safety specialists.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2021	$41,000,000
Budget request, fiscal year 2022	58,826,000
Recommended in the bill	53,826,000
Bill compared with:	
Appropriation, fiscal year 2021	+12,826,000
Budget request, fiscal year 2022	−5,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $53,826,000 for the railroad research and development program.

The Committee directs FRA to undertake research and development activities in all disciplines—track research, rolling stock, signals, train control and communications, human factors, and rail-

road systems—in order to maximize gains in rail safety and directs FRA to prioritize the introduction of new technology and data analysis methods to improve safety in all areas of railroad operations.

Safe transportation of energy products.—The Committee provides $2,500,000 for FRA to research and mitigate risks associated with the transportation of crude oil, ethanol, liquefied natural gas (LNG), and other hazardous materials, including tank car research in partnership with other Federal agencies. The Committee is aware of several research and development projects FRA and the Pipeline and Hazardous Materials Safety Administration (PHMSA) are actively pursuing relating to the transportation of LNG in rail tank cars and the use of LNG as a fuel for locomotives. The Committee directs FRA, in collaboration with PHMSA, to continue to support cooperative research on the safe use of LNG in these applications which should inform rulemaking.

Emissions reduction.—Freight railroads account for about 40 percent of U.S. freight transportation but only 1.9 percent of U.S. transportation-related greenhouse gas emissions. Similarly, on a per-passenger-per mile basis, Amtrak is 46 percent more energy efficient than traveling by car and 34 percent more energy efficient than domestic air travel. Despite this, the Committee recognizes that more can and should be done to reduce the emissions associated with freight and passenger rail operations. FRA, the Department of Energy (DOE), and the private sector are conducting research, development, and testing on alternative fuels for locomotives, including the use of electric batteries, hydrogen, fuel cell technologies, LNG, biofuels, and renewable biodiesel. The Committee directs FRA, in collaboration with DOE, to continue to support cooperative research on innovative technology solutions for low- or no-emission alternative fuels, including zero emission technologies, engine improvements, and motive power technologies. In addition, the Committee directs FRA to conduct research, development, testing, and analysis to determine the safety of such technologies, any additional emergency response planning and training requirements relating to such technologies, related infrastructure requirements to support such technologies, and any other activities FRA deems necessary to ensure the safe operations of such technologies. The Committee provides $5,000,000 to support this research, which could improve energy efficiency, hasten the transition from traditional diesel fuel locomotives, and spur the development and deployment of low- or no-emission technologies.

Workforce development.—The Committee notes that FRA's railroad systems issues program has conducted workforce development activities for several years, focusing on the recruitment, retention, and development of the railroad workforce. FRA recently conducted a survey to collect data from railroad stakeholders to better understand the challenges facing the railroad workforce. The 2017–2018 survey found common themes related to concerns with training and emerging technologies, an aging workforce and succession planning, diversity, and data collection and sharing. The Committee understands that FRA's research will focus on gathering and analyzing data on trends, skill gaps, skill demands, training opportunities, and industry best practices; identifying innovative approaches to recruiting talent, attracting and retaining a more diverse workforce, and knowledge sharing and succession planning; improving

training and educational opportunities; and fostering an interest in railroad related employment through science, technology, engineering, and mathematics (STEM) programs for pre-K–12, as well as minority serving institutions, technical and vocational schools, and community colleges. The Committee provides up to $5,000,000 to support these research activities, including working with minority serving institutions. Further, the Committee supports FRA's efforts to address diversity, equity, and inclusion in the railroad workforce through its research activities.

Workforce safety.—The Committee notes that FRA's railroad safety inspector workforce includes hazardous materials safety inspectors whose duties require them to enter potentially hazardous environments and have exposed them to dangerous chemicals. The Committee directs FRA to use funding provided under this heading to conduct a pilot program on multi-gas detectors. This pilot program shall include purchasing several different types of multi-gas detectors, evaluating the capabilities of such devices to detect a wide range of potential hazards under the real-world conditions experienced by hazardous materials safety inspectors, and determining the calibration, maintenance, and training program the use of such devices would require. The Committee directs FRA to report to the House and Senate Committees on Appropriations on the findings of the pilot program upon its completion.

PTC.—As previously noted, freight, passenger, and commuter railroads fully implemented PTC systems on nearly 58,000 route miles across the country by December 31, 2020. While this marks a significant achievement for rail safety, the Committee recognizes that work on PTC does not end with this milestone. The Committee understands that FRA's train control and communication research program will continue to develop and test next generation PTC technology to provide additional functionality, improve reliability, support integration with other technologies, and ensure safe operations. The Committee supports FRA's continued focus on PTC and directs FRA to foster the development and deployment of the next generation of PTC technologies.

Trespasser prevention and highway-rail grade crossing safety.—As previously noted, the Committee is concerned that the two leading causes of all rail-related fatalities are trespassing on railroad rights-of-way and collisions at highway-rail grade crossings. Combined, these two causes accounted for 96 percent of all rail-related fatalities in 2020. The Committee urges FRA to continue research and development activities which could improve trespass detection and prevention, including at or near highway-rail grade crossings, and to assist with the National Strategy to Prevent Trespassing on Railroad Property. In addition, the Committee urges FRA to continue research and development activities on grade crossing technology and engineering solutions, including human interactions with such technology.

Short-line safety.—The Committee provides $3,000,000 to improve safety practices and training and develop safety management systems for class II and class III freight railroads. This funding supports FRA's initiative to partner with short-line and regional railroads to build a stronger, more sustainable safety culture through safety culture assessments, training and education, includ-

ing on the safe transportation of energy products and other hazardous materials, outreach activities, and research.

Electronic systems.—The Committee recognizes that continued investment in freight and passenger rail infrastructure programs will make rail infrastructure, equipment, and the operating environment safer. Therefore, the Committee urges FRA to continue prioritizing investments in the development of technologies designed to verify the functional performance of complex onboard and wayside electronic systems such as: PTC, automated train control, passenger door control, train communications, computer based train control and land mobile radio testing, and train environmental control. The Committee recognizes the importance of deploying these technologies in new and existing systems and acknowledges investments made in such technologies by cities, transportation agencies, and railroads across the country. The Committee urges FRA to continue working with industry to develop standardized performance specifications, test and verification processes, and maintenance and diagnostics tools for such systems.

PASSENGER RAIL IMPROVEMENT, MODERNIZATION, AND EXPANSION

Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	$625,000,000
Recommended in the bill	625,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+625,000,000
Budget request, fiscal year 2022	– – –

The purpose of the passenger rail improvement, modernization, and expansion (PRIME) grant program is to improve mobility, operational performance, and growth of passenger rail service. Eligible activities include capital projects and planning to: (1) provide passenger rail service; (2) improve passenger rail service performance; and (3) expand or establish passenger rail service, including activities defined in section 26105(2) of title 49, United States Code. States, a group of states, interstate compacts, public agencies or publicly chartered authorities established by one or more states, political subdivisions of a state, tribal governments, Amtrak, or a combination of such entities are eligible to apply for this competitive grant program.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $625,000,000 for the PRIME grant program.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS

Appropriation, fiscal year 2021	$375,000,000
Budget request, fiscal year 2022	375,000,000
Recommended in the bill	500,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+125,000,000
Budget request, fiscal year 2022	+125,000,000

The consolidated rail infrastructure and safety improvements (CRISI) grant program is authorized by section 22907 of title 49, United States Code, to improve the safety, efficiency, and reliability of passenger and freight rail transportation systems. Eligible activities include a wide range of capital, regional and corridor plan-

ning, environmental analyses, research, workforce development, and training projects.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $500,000,000 for the CRISI grant program. Of the total funds provided, not less than $150,000,000 is for projects eligible under section 22907(c)(2) of title 49, United States Code, that support the development of new intercity passenger rail service routes including alignments for existing routes; not less than $25,000,000 is for projects to reduce trespassing on railroad property and along railroad rights-of-way; and not more than $5,000,000 is for planning and project development activities.

Trespasser prevention.—The Committee is committed to reducing the number of deaths from pedestrians trespassing on railroad rights-of-way. FRA identified funding as one of four strategic areas in its National Strategy to Prevent Trespassing on Railroad Property. The National Strategy notes that programs like CRISI could help communities implement targeted trespasser mitigation strategies. Therefore, the Committee provides not less than $25,000,000 for projects to reduce trespassing on railroad property and along railroad rights-of-way and directs FRA to give preference to projects located in counties with the most pedestrian trespasser casualties. The Committee further directs FRA to provide technical assistance to applicants to ensure proposed trespasser mitigation projects meet CRISI grant program requirements.

Planning grants.—The Committee recognizes that planning support can be critical for communities seeking to invest in and improve rail infrastructure. While CRISI project eligibility includes the preparation of regional rail and corridor service development plans and corresponding environmental analyses, project specific planning is not an eligible use under section 22907(c) of title 49, United States Code. Therefore, the Committee provides not more than $5,000,000 for planning and project development activities to assist communities in developing passenger and freight rail projects. This funding would support activities such as project planning, engineering, design, environmental analysis, feasibility studies, the development and analysis of project alternatives, the preparation of reginal intercity passenger rail plans, and state rail plans.

MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM

Appropriation, fiscal year 2021	$2,000,000
Budget request, fiscal year 2022	– – –
Recommended in the bill	5,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+3,000,000
Budget request, fiscal year 2022	+5,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $5,000,000 for the MAGLEV program. This funding is available for preconstruction planning activities and capital costs.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Amtrak was created by Congress in the Rail Passenger Service Act of 1970 (P.L. 91–518) to operate intercity passenger rail service, which was previously operated by private railroads. Amtrak assumed the common carrier obligations of the private railroads in exchange for the right to priority access to the private railroad tracks for an incremental cost.

Prior to the COVID–19 pandemic, Amtrak operated more than 300 trains each day to more than 500 destinations in 46 states, the District of Columbia, and Canada. About 75 percent of the miles traveled by Amtrak trains are on tracks owned by other railroads, and Amtrak owns 624 route-miles of its own track, most of which is on the northeast corridor (NEC) from Washington, D.C. to Boston, Massachusetts. In fiscal year 2019, Amtrak carried 32,500,000 people on the NEC, state-supported routes, and long-distance routes.

The FAST Act authorizes funding for northeast corridor grants to Amtrak and national network grants to Amtrak, which encompasses Amtrak's state-supported and long-distance routes, as well as other non-NEC activities.

COMMITTEE RECOMMENDATION

The Committee recommendation provides a total of $2,700,000,000 for Amtrak through the northeast corridor grants and national network grants accounts, which is consistent with the FAST Act authorized structure.

In addition, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (P.L. 116–260) and American Rescue Plan Act of 2021 (P.L. 117–2) provided a total of $2,700,000,000 for Amtrak to prevent, prepare for, and respond to COVID–19 through the northeast corridor grants and national network grants. The Committee notes that Amtrak's General and Legislative Annual Report & Fiscal Year 2022 Grant Request identified $1,771,700,000 in additional COVID–19 relief needs in fiscal year 2022 in order to respond to the COVID–19 pandemic. While the Committee has and continues to strongly support Amtrak's workforce, operations, and assistance to states and commuter rail agencies operating on state-supported routes and the NEC, such support in fiscal years 2020 and 2021 was provided through supplemental emergency funding. The Committee remains committed to working with others in Congress in the coming months to address the additional COVID–19 relief needs through other legislative opportunities.

Congressional budget justification.—The Committee appreciates the level of detail in the fiscal year 2022 budget justification and directs Amtrak to submit a budget justification with a similar level of detail for fiscal year 2023.

New or expanded passenger rail service.—The Committee understands that Amtrak has engaged in a multiyear process to review

its existing route network and potential changes which could provide new or expanded passenger rail service throughout the nation. Amtrak studied demographic changes and travel trends and conducted outreach and site visits with stakeholders, including state and local governments, economic development organizations, and the public. This work resulted in the *Amtrak Connects US* plan, which could create up to 39 new routes, improve as many as 25 existing routes, serve up to 166 more cities, and expand service in up to 16 states by 2035. Unlike in past discussions about new or expanded service, the Committee understands this plan would not supplant or reduce service on Amtrak's 15 long-distance and 28 state-supported routes. It is entirely additive to Amtrak's existing service.

The Committee strongly supports passenger rail service. Passenger rail helps reduce single occupancy trips, traffic congestion, and harmful emissions that contribute to climate change. While the Committee sees promise in Amtrak's plan, it is vital that any such new or expanded service continues to be carried out in close collaboration with FRA, states, local governments, and other stakeholders. States and local governments have successfully improved or expanded passenger rail service, are actively working on additional projects, and must continue to have the opportunity to serve as leads on projects and should have the opportunity to partner with Amtrak. The Committee understands that Amtrak intends for the *Amtrak Connects US* plan to provide a vision for Amtrak's future passenger rail service, but that Amtrak does not intend it to be the final plan. The Committee further understands that Amtrak welcomes engagement with states, local communities, and other regional stakeholders on additional new or expanded service, which may include routes along existing long-distance service as well as corridor service that connects to long-distance service. As Amtrak works to advance its plan, the Committee directs Amtrak to continue to conduct comprehensive outreach and consultation with state and local governments, the state-supported route committee (known as the State-Amtrak intercity passenger rail committee (SAIPRC)), Amtrak employees, communities, passenger rail organizations, host railroads, and the public. Amtrak must engage in an open and transparent process which encompasses anyone who could be impacted, positively or negatively, by such plans. Further, the Committee strongly reminds Amtrak that section 24701 of title 49, United States Code, requires Amtrak to operate a national passenger rail system, and urges Amtrak to ensure any potential changes also increase ridership in rural areas and improve service for long-distance customers.

State-supported route cost sharing.—Section 24712(a)(6) of title 49, United States Code, authorizes SAIPRC to amend the cost allocation methodology approved under section 209 of the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110–432). The Committee understands that SAIPRC members, which includes Amtrak, FRA, and 20 state agencies responsible for supporting 28 state-supported routes, voted to update and revise the section 209 cost allocation methodology, and approved a set of principles to guide the development of such revisions. A process is now underway to review, develop, and approve a revised section 209 cost allocation methodology by March 31, 2022. The Committee is encour-

aged with the recognition by Amtrak and the state agencies that the section 209 cost allocation methodology "needs to be updated and revised to address the cost approach and the business relationship between the States and Amtrak." The Committee directs Amtrak and FRA to work with the state agencies, in the forum of SAIPRC, in an open and transparent manner on the effort to revise the section 209 cost allocation methodology.

In addition, the Committee understands that the Amtrak OIG initiated an audit to assess the process and data Amtrak uses to allocate costs for state-supported routes, including processes for managing cost-sharing, billing states, and addressing concerns with the section 209 cost allocation methodology. Upon the completion of this audit, the Committee directs the Amtrak OIG to brief the House and Senate Committees on Appropriations on Amtrak's actions relating to any potential recommendations and no later than 120 days after enactment of this Act.

Modernizing the NEC.—Amtrak's NEC is the busiest passenger rail segment in North America. Prior to the COVID–19 pandemic, 2,160 Amtrak, commuter rail, and freight trains operated on some portion of the NEC each day and about 820,000 passengers were served daily by Amtrak and commuter rail trains. Most of the NEC infrastructure was built between the Civil War and 1930s, and according to the northeast corridor commission the NEC has a state of good repair backlog of more than $42,000,000,000. The NEC is critical to the national economy, with the loss of NEC services for just one day estimated to cost the national economy $100,000,000 in transportation-related impacts and productivity losses. The Committee recognizes that modernizing the NEC is crucial to sustaining and growing economic activity. Investments are needed throughout the system; from replacing basic infrastructure, like track, structures, communications and signals, and electronic traction, to replacing or rehabilitating major assets, like bridges, stations, and tunnels. The Committee has consistently supported such activities through the northeast corridor grants account. The Committee continues to support Amtrak's efforts to advance such infrastructure projects, consistent with the northeast corridor commission's northeast corridor commuter and intercity rail cost allocation policy, through the northeast corridor grants account and its non-Federal revenue to ensure the vitality of the corridor and support continued growth in passenger service.

New York Penn Station access.—The Committee understands efforts are underway to establish a direct commuter rail connection between New York Penn Station and an underserved area of the East Bronx, which includes adding new commuter rail service on a segment of Amtrak's NEC infrastructure, known as the hell gate line, that currently does not support commuter rail service. The Committee further understands that joint beneficiaries of infrastructure projects on the NEC need to reach cost-sharing agreements for such projects in a manner consistent with the northeast corridor commission's northeast corridor commuter and intercity rail cost allocation policy. Negotiations are ongoing between Amtrak and a commuter rail agency on a cost-sharing agreement for infrastructure investments to bring the hell gate line to a state of good repair and accommodate the new commuter rail service. The Committee urges Amtrak to continue working with the commuter

rail agency to finalize the cost-sharing agreement as soon as practicable. Further, the Committee reminds Amtrak and commuter rail agencies of the dispute resolution processes available under sections 24905(c)(2) and 24905(c)(4) of title 49, United States Code.

ADA accessibility at Amtrak stations.—The Committee notes that the Department of Justice (DOJ) filed a complaint against Amtrak for violating and continuing to violate the Americans with Disabilities Act (ADA) of 1990 (P.L. 101–336) by failing to make existing stations used in intercity rail transportation accessible to and useable by individuals with disabilities. The ADA provided Amtrak 20 years, until July 26, 2010, to complete the necessary upgrades at existing stations. DOJ and Amtrak reached a settlement agreement in December 2020 in which Amtrak committed to fixing inaccessible stations, compensating individuals harmed by inaccessible stations while trying to travel by train to or from 78 stations with significant accessibility issues through a $2,250,000 settlement fund, training staff on ADA requirements, and implementing an agreed-upon process for accepting and handling ADA complaints.

According to the Americans with Disabilities Act Stations Program Report Amtrak submitted to the House and Senate Appropriations Committees in response to direction in House Report 116–452, 74 of the 386 stations (or 19 percent) at which Amtrak has either sole or shared ADA responsibilities were fully ADA compliant as of April 1, 2021. In addition, Amtrak has reached partial ADA compliance at another 71 stations but work on the platforms remains to be completed in order to become fully compliant. The Committee understands that Amtrak anticipates becoming fully ADA compliant for all station components for which Amtrak bears responsibility by September 30, 2027. According to the most recent Americans with Disabilities Act Stations Program Strategy Five-Year Plan, Amtrak anticipates spending more than $900,000,000 on design and construction work between fiscal years 2021 and 2026. Therefore, the Committee recommendation provides $75,000,000 through the northeast corridor grants and national network grants accounts to bring Amtrak-served facilities and stations into compliance with the ADA. Further, the Committee urges Amtrak to also use its non-Federal revenue to advance this work. In addition, the Committee directs Amtrak to submit an updated report to the House and Senate Committees on Appropriations no later than 120 days after enactment of this Act detailing the Americans with Disabilities Act stations program plan and timeline to make the remaining 312 stations ADA compliant and accessible.

Finally, the Committee understands that the Amtrak OIG is conducting an audit to assess Amtrak's compliance with the ADA, including the management of the Americans with Disabilities Act stations program and Amtrak's policies and procedures relating to individuals with disabilities. Upon the completion of this audit, the Committee directs the Amtrak OIG to brief the House and Senate Committees on Appropriations on Amtrak's actions relating to any potential recommendations and no later than 120 days after enactment of this Act.

Station agents.—Since fiscal year 2019, the Committee has directed Amtrak to provide a station agent in each Amtrak station that had a ticket agent position eliminated in fiscal year 2018. Station agents assist passengers with their passenger rail travel, con-

duct the sale of tickets, provide customer service during all hours that a station is open, and perform building maintenance duties. In fiscal year 2020, Amtrak began working to fill these positions, advertising positions internally and subsequently to the general public, conducting interviews, and making hires. Amtrak continues to work to recruit, hire, and retain employees at these stations. The Committee continues to direct Amtrak to provide a station agent in each Amtrak station that had a ticket agent position eliminated in fiscal year 2018. In addition, Amtrak is directed to continue to improve communication and collaboration with local partners and take into consideration the unique needs of each community, including impacts to local jobs, when making decisions related to the staffing of Amtrak stations.

Safety.—The Committee appreciates Amtrak's commitment to ensuring the safety of Amtrak's passengers, employees, property, and infrastructure. The Committee understands that Amtrak is working to implement recommendations made by the Amtrak OIG in report OIG-A-2020-012. As Amtrak continues this work, the Committee directs Amtrak to ensure that its workforce has opportunities to engage in the process and to brief the House and Senate Committees on Appropriations no later than 60 days after enactment of this Act. The Committee understands that Amtrak is complying with section 151 of the Consolidated Appropriations Act, 2021 (P.L. 116–260) and directs Amtrak to report quarterly to the House and Senate Committees on Appropriations on Amtrak's efforts to implement section 151.

Contact centers.—The contact center in Philadelphia, Pennsylvania assists Amtrak's customers with booking travel, managing their Amtrak guest rewards program, arranging group or special travel, navigating reimbursements, addressing complaints, and more. The Committee continues to believe the employees at the contact center provide an important service to Amtrak's customers and that Amtrak should continue to employ a dedicated Amtrak workforce to support the customer service functions at the Philadelphia contact center. The Committee directs Amtrak to continue operations at the Philadelphia contact center with a dedicated workforce consisting of Amtrak employees, maintain such operations with Amtrak employees, and minimize the use of outside vendors to perform telephonic or internet-based customer service support. In addition, Amtrak should provide its contact center employees with training on new forms of telephonic or internet-based customer service communication features. Further, the Committee directs Amtrak to report quarterly to the House and Senate Committees on Appropriations on the total number of Amtrak employees at the Philadelphia contact center, including data on separations, hiring, and vacancies.

Private cars and charter trains.—In fiscal year 2018, Amtrak issued new guidelines for private cars on Amtrak trains and charter trains operated by Amtrak. The Committee continues to direct Amtrak to review and evaluate the locations and trains that may be eligible for private car moves, update the guidelines for private cars on Amtrak if additional locations or trains meet Amtrak's criteria, and notify private car owners of these changes. In addition, the Committee directs Amtrak to continue to brief the House and Senate Committees on Appropriations on the effects of these guide-

lines on private cars and charter trains and how Amtrak could achieve its goals without negatively impacting private car and charter train operations. Amtrak is directed to include an updated report on private car and charter train policies in its fiscal year 2023 budget justification. The report should include the amounts and percentages by which revenues and usage declined for private cars and charter trains. For charter trains, such information should be provided as separate figures for Amtrak-owned and privately-owned charter trains. The Committee acknowledges that certain information may be commercially sensitive and cannot be made public. Therefore, the Committee directs Amtrak to provide such information through briefings to the House and Senate Committees on Appropriations.

Cybersecurity.—The Committee understands that Amtrak is working to implement the Amtrak cybersecurity strategic plan to create a more cyber resilient environment that reduces risks and quickly detects cyber threats in Amtrak's enterprise, critical infrastructure, and cloud environments, consistent with standards developed by the National Institute of Technology and Standards. The Committee supports Amtrak's plans to use fiscal year 2022 funding to implement its cybersecurity strategic plan through capital and operating activities, including the use of cyber deception capabilities.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, fiscal year 2021	$700,000,000
Budget request, fiscal year 2022	1,300,000,000
Recommended in the bill	1,200,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+500,000,000
Budget request, fiscal year 2022	−100,000,000

COMMITTEE RECOMMENDATION

The Committee recommendation provides $1,200,000,000 for northeast corridor grants to Amtrak to support operating and capital activities for Amtrak's NEC. This funding level provides $6,000,000 for the northeast corridor commission established under section 24905 of title 49, United States Code.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, fiscal year 2021	$1,300,000,000
Budget request, fiscal year 2022	1,400,000,000
Recommended in the bill	1,500,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+200,000,000
Budget request, fiscal year 2022	+100,000,000

COMMITTEE RECOMMENDATION

The Committee recommendation provides $1,500,000,000 for national network grants to Amtrak to support operating and capital activities for Amtrak's long-distance and state-supported routes, and other non-NEC activities. This funding level provides $3,000,000 for the state-supported route committee established under section 24712 of title 49, United States Code.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION (INCLUDING RESCISSIONS)

Section 150 limits overtime to $35,000 per Amtrak employee and allows Amtrak's president to waive this restriction for specific employees for safety or operational efficiency reasons. It also requires Amtrak to submit a report to the House and Senate Committees on Appropriations no later than 60 days after enactment of this Act summarizing overtime payments incurred by Amtrak for calendar year 2021 and the three prior calendar years. The summary shall include the total number of employees that received waivers and the total overtime payments paid to employees receiving waivers for each month for 2021 and the three prior calendar years.

Section 151 prohibits Amtrak from using funds made available by this Act in contravention of the Worker Adjustment and Retraining Notification Act.

Section 152 establishes conditions for funding relating to the cost of award and project management oversight of grants with certain exceptions.

Section 153 rescinds certain unobligated balances.

FEDERAL TRANSIT ADMINISTRATION

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

The most recent authorization for the programs under FTA is contained in the FAST Act (P.L. 114–94). Annual appropriations Acts include annual limitations on obligations for the transit formula grants programs, and direct appropriations of budget authority from the General Fund of the Treasury for FTA's administrative expenses, some research programs, and capital investment grants.

ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2021	$121,052,000
Budget request, fiscal year 2022	131,500,000
Recommended in the bill	132,500,000
Bill compared with:	
Appropriation, fiscal year 2021	+11,448,000
Budget request, fiscal year 2022	+1,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of $132,500,000 for FTA's administrative expenses to remain available until September 30, 2023 including $1,000,000, to remain available until expended, to administer local transportation priorities provided under the header

"Highway Infrastructure Programs". The Committee's recommendation provides these funds from the General Fund.

Operating plans.—The Committee directs FTA to comply with all directives for operating plans and reprogramming guidelines within this Act. Consistent with these guidelines, the Committee directs FTA to provide an operating plan to the House and Senate Committees on Appropriations within 60 days of enactment of this Act and to follow the reprogramming requirements contained in section 405 of this Act and prior Acts.

Budget justifications.—The Committee strongly encourages FTA to maintain the format and content of the fiscal year 2021 budget justification in the fiscal year 2023 documents.

Annual new starts report.—The Committee has again included language in the Act requiring FTA to submit the annual new starts report with the initial submission of the fiscal year 2023 budget request.

Full funding grant agreements (FFGA).—Title 49 of the United States Code 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 prior to executing a FFGA. In its notification to the House and Senate Committees on Appropriations, the Committee directs FTA to include the following: (1) a copy of the proposed FFGA; (2) the total and annual Federal appropriations amount required for the project; (3) yearly and total Federal appropriations amount that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2025; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization, by individual project; (5) a financial analysis of the project's cost and the sponsor's ability to finance the project, which shall be conducted by an independent examiner, and shall include an assessment of the capital cost estimate and finance plan; (6) the source and security of all public- and private-sector financial instruments; (7) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

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

In addition, the Committee directs FTA to continue reporting monthly to the House and Senate Committees on Appropriations on the status of each project with a FFGA or that is within two years of executing a FFGA. The Committee directs that monthly reporting include any requests for letters of no prejudice and the level of funds allocated and obligated, by fiscal year.

Transit worker safety.—The Committee notes that FTA has not met the statutory deadline in accordance with section 3022 of Public Law 114–94, which requires the FTA to establish protections from assault for transit workers. The Committee does not view the

actions taken by FTA under 84 FR 24196 as sufficient to meet the requirements under that section and notes that Congress explicitly directed FTA to address the threat of transit worker assault separately in addition to its directives with regard to public transportation agency safety plans. Within 60 days of enactment of this Act, the Committee directs FTA to brief the House and Senate Committees on Appropriations with how it will comply with section 3022 of Public Law 114–94 in a manner that is consistent with Congressional intent.

Priority bus corridors.—Transit agencies are responsible for providing bus service but the quality of such service can depend on actions by local governments, which control the right-of-way. Accommodations such as bus-boarding islands, bus-only lanes, and transit signal priority improve the quality of service for bus passengers, who are more likely to be people of color or low-income. Relatively small investments in bus priority improvements can make a transformative improvement in access to jobs, education, and other opportunities. The Committee encourages FTA to work with transit agencies to facilitate local government cooperation and coordination on bus transit in order to improve the quality of service though priority bus corridors.

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authority	Limitation on obligations
Appropriation, fiscal year 2021	$10,800,000,000	$10,150,348,462
Budget request, fiscal year 2022	10,800,000,000	10,150,348,462
Recommended in the bill	13,000,000,000	12,150,348,462
Bill compared with:		
Appropriation, fiscal year 2021	+2,200,000,000	+2,000,000,000
Budget request, fiscal year 2022	+2,200,000,000	+2,000,000,000

Authorization acts provide contract authority for the transit formula grant programs funded from the mass transit account of the Highway Trust Fund. These programs include: urbanized area formula grants, state of good repair grants, formula grants for rural areas, growing states and high-density states, mobility for seniors and persons with disabilities, bus and bus facilities grants, bus testing facilities, planning programs, transit-oriented development, a pilot program for enhanced mobility, public transportation innovation, technical assistance and workforce development, and the National Transit Database. This Act sets an annual obligation limitation for such authority and provides liquidating cash. This account is the only FTA account funded from the Highway Trust Fund.

COMMITTEE RECOMMENDATION

Consistent with the levels authorized in the INVEST in America Act, the Committee recommends an obligation limitation of $12,150,348,462 for formula programs and activities. The Commit-

tee's recommendation also includes $13,000,000,000 in liquidating cash.

Transit-oriented development (TOD).—The utilization and expansion of TOD is critical to revitalizing cities, reducing pollution and congestion, and enhancing economic opportunity. However, such projects require significant planning work before sponsors may apply for a capital investment grant. The Committee directs that not less than $10,000,000 be made available for the FTA's pilot program for TOD as authorized under Section 20005(b) of MAP–21 (Public Law 112–141).

Innovation in affordable transit demonstration program.—As part of the research program authorized under section 5312 of title 49, United States Code, the Committee encourages the Department to fund an innovative development program to determine the impacts of need-based transit subsidy programs in areas with the worst air quality and traffic congestion in the country.

Cultural and natural areas in cities.—Cities such as Chicago, Illinois, have a number of cultural attractions, such as museums, adjacent to natural areas, such as Lake Michigan. The Committee believes that facilitating zero-emission "last-mile" transportation options to such cultural and natural attractions would support access to these areas as well as increase accessibility for underserved residents. The Committee encourages FTA to study solutions for zero-emission transit connections in cities where there are adjacent cultural and natural areas.

Tribal transit fare cards.—The Committee recognizes that tribal communities can face unique challenges to using transit including lack of access or technology, and long commutes due to rural living. The FTA's Tribal Transit Program provides funding to Federally recognized tribes for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. The Committee encourages the FTA to provide technical assistance to tribes and transit agencies that seek to provide transit fare collection technology, including but not limited to fare cards, to support access to public transit and transportation options for members of tribal nations.

Transit cooperative research program (TCRP).—The Committee supports the critical research completed by TCRP which helps transit agencies nationwide solve problems and inform decisions about how to improve efficiencies and serve customer demands. Research funded by TCRP is used to solve operating problems, to adapt appropriate new technologies from other industries, and to introduce innovations into the public transportation industry. The Committee directs FTA to continue to support the program at a level commensurate with previous years.

Agricultural worker transportation.—The Committee is concerned about the provision of safe, reliable transportation to and from worksites for farmworkers, including farmworkers residing in housing financed by the Department of Agriculture (USDA). The Committee encourages FTA, through the national rural transit assistance program, in coordination with USDA's rural housing service, to develop materials and best practices that can be disseminated to local government authorities, nonprofit organizations, and operators of public transportation with the goal of identifying options to establish or expand transit services for farmworkers.

TRANSIT INFRASTRUCTURE GRANTS

Appropriation, fiscal year 2021	$516,220,000
Budget request, fiscal year 2022	550,000,000
Recommended in the bill	580,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+63,780,000
Budget request, fiscal year 2022	+30,000,000

Authorization acts provide contract authority for the transit formula grants program from the mass transit account of the Highway Trust Fund. This account provides additional funds from the General Fund of the Treasury for important transit priorities authorized under chapter 53 of title 49, United States Code.

COMMITTEE RECOMMENDATION

The Committee recommends $580,000,000 in transit infrastructure grants to remain available until expended. The following table provides funding levels for activities within this account:

	Request	Recommendation
Bus and Bus Facilities	– – –	$203,000,000
Low-No Emission Bus Grants	$250,000,000	240,000,000
Low and No Emission Bus Technical Assistance and Standards	– – –	5,000,000
Low-No Emission Bus Planning grants	– – –	5,000,000
Zero-Emission Passenger Ferry Program	– – –	20,000,000
Innovative Mobility Research for Equity	– – –	25,000,000
Bus Testing	– – –	2,000,000
Transit Modernization Spring Competitive Grants	200,000,000	– – –
Climate Resilience and Adaptation Competitive Grants	50,000,000	30,000,000
Integrated Smart Mobility Pilot Grants	50,000,000	50,000,000
Total	550,000,000	580,000,000

In addition, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (Public Law 116–260) included $14,000,000,000 and the American Rescue Plan (Public Law 117–2) included $30,461,365,534 through the Transit Infrastructure Grants account for transit agencies to prevent, prepare for, and respond to COVID–19.

Zero emission bus grants.—The Committee is pleased by the interest in low and no emission buses nationwide and provides $240,000,000 under this heading, in addition to the amounts provided under "Transit Formula Grants" for FTA to continue this competitive grant program authorized in the FAST Act. As part of the criteria for the fiscal year 2022 Notice of Funding Opportunity, the Committee encourages FTA to include evaluation criteria that considers the number of zero-emission buses the applicant currently has in revenue service. In addition, the Committee strongly 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. The Committee encourages FTA to provide technical assistance to states in developing state schedules that are consistent with Federal law and making purchases from other state schedules that comply with Federal requirements. FTA may use webinars and stakeholder events to make transit agencies more aware that they may purchase from state schedules that comply with Federal law regardless of location.

Transit vehicle innovation deployment centers (TVIDC).—The Committee remains keenly interested in the TVIDC program which provides critical research and technical assistance to advance innovation in transit. The bill provides $5,000,000 for two centers to provide technical assistance and to coordinate the bus industry transition to zero-emission buses. As a result, the Committee directs FTA to provide ongoing support to TVIDC. The Committee directs FTA to work with TVIDC to focus on transit's transition to zero emission bus fleets. In that role, TVIDC shall continue to work with the transit industry to establish workforce development plans that support the new technologies; develop plans to expand transit bus testing to include low and no emission component testing; establish procedures to efficiently divide testing responsibilities amongst the three FTA bus testing centers; establish testing protocols and priorities while also making recommendations about how to best disseminate results; support FTA's research priorities to support the transition to zero emission fleets, including automation and fueling technologies; and continue to work with transit and power utilities to establish standards for bus fleet fueling.

Bus and bus facilities.—The Committee supports the FAST Act's inclusion of competitive grants in the buses and bus facilities grant program and encourages FTA to follow the guidance set forth in the FAST Act when developing selection criteria for the program. Consistent with 49 U.S.C. 5339(b), the age and condition of buses, bus fleets, related equipment, and bus-related facilities should be the primary components of selection criteria. The amounts provided under this heading are in addition to the amounts provided under "Transit Formula Grants".

Transformative transit system research.—The Committee recognizes that transit systems must transform and adapt to better serve the needs of riders and communities. Past investments in innovation have resulted in progress in payment and trip planning technologies as well as mobility on demand, including the integration of micro-mobility. Funds provided under this heading are intended to build on and expand from such technologies. To that end, the Committee believes that grantees that have received mobility on demand or accelerating innovative mobility grants under section 5312 of title 49, United States Code, are well positioned to apply for these grants. The Committee directs FTA to consider including the reduction or elimination of fares, the improvement of air quality, and the integration of micro mobility options such as bike or scooter sharing as part of the Notice of Funding Opportunity.

Air quality and traffic congestion.—The Committee supports the Administration's emphasis on sustainability, climate resilience, and equity, and encourages the Secretary and the FTA to prioritize funding for transit projects in areas that suffer from the worst air quality and traffic congestion in the country.

TECHNICAL ASSISTANCE AND TRAINING

Appropriation, fiscal year 2021	$7,500,000
Budget request, fiscal year 2022	7,500,000
Recommended in the bill	7,500,000
Bill compared with:	
Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends $7,500,000 for technical assistance and training authorized under section 5314(a)(2) of title 49, United States Code to remain available until expended. In addition to the amounts provided under this heading for activities under section 5314 of title 49, United States Code, $9,000,000 is provided through the obligation limitation under the heading "Transit Formula Grants".

Workforce development and standards-based training.—The Committee directs that not less than $2,500,000, to remain available until expended, shall be for a cooperative agreement through which FTA assists transit recipients with frontline workforce development and standards-based training in maintenance and operations. The cooperative agreement should be with a national nonprofit organization with a demonstrated capacity to develop and provide such programs though labor management partnerships and apprenticeships.

Mobility for people with disabilities and older adults.—Of the total amounts made available for activities under section 5314 of title 49, United States Code, the Committee directs the Department to continue to fund agreements that support mobility for people with disabilities and older adults at a level commensurate with the amounts dedicated to such agreements in each year since 2018.

Small-urban, rural and tribal transit providers.—The Committee directs that not less than $1,500,000 made available under this heading shall be for a cooperative agreement through which FTA assists small-urban, rural and tribal transit providers and planning agencies with providing technical assistance to deploy new forms of transit service, providing metropolitan mobility in urban areas that historically have not received FTA formula grants, promoting regionalized approaches to transit and mobility, and assisting rural and urban areas with changing mode-share strategies.

Transportation Research Board (TRB).—The Committee believes that FTA's active participation in and support of TRB are crucial to the successful completion and dissemination of transit research. Of the amounts provided under this heading, the Committee provides $250,000 for FTA's contribution as a sponsor of the TRB, which includes support for the annual TRB Conference and access to all TRB publications and online resources for all FTA employees.

CAPITAL INVESTMENT GRANTS

Appropriation, fiscal year 2021	$2,014,000,000
Budget request, fiscal year 2022	2,473,000,000
Recommended in the bill	2,473,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+459,000,000
Budget request, fiscal year 2022	– – –

Grants for capital investment in rail or other fixed guideway transit systems are awarded to public bodies and agencies including states, municipalities, other political subdivisions of states;

public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions under state law.

COMMITTEE RECOMMENDATION

The Committee recommends $2,473,000,000 for capital investment grants. The following table provides funding levels for activities within this account:

	Request	Recommendation
New Starts	$1,275,701,000	$1,275,701,000
Core Capacity	442,343,000	442,343,000
Small Starts	303,005,000	303,005,000
Expedited Project Delivery	– – –	100,000,000
Other CIG Projects	427,221,000	327,221,000
Administration	24,730,000	24,730,000
Total	2,473,000,000	2,473,000,000

The Committee recommendation includes funding for the following capital investment grants:

Project		Amount
South Central/Downtown Hub	Phoenix, AZ	$100,000,000
Westside Subway Section 1	Los Angeles, CA	100,000,000
Westside Subway Section 2	Los Angeles, CA	100,000,000
Westside Subway Section 3	Los Angeles, CA	100,000,000
Mid-Coast Corridor Transit Project	San Diego,CA	100,000,000
Double Track	Northern Indiana	50,000,000
West Lake	Northern Indiana	100,000,000
Green Line Extension	Boston, MA	48,400,000
National Capital Purple Line	Maryland	94,800,000
Southwest Light Rail	Minneapolis, MN	100,000,000
Streetcar Main Street Extension	Kansas City, MO	24,400,000
Federal Way Link Extension	Seattle, WA	100,000,000
Lynwood Link Extension	Seattle, WA	100,000,000
Peninsula Corridor Electrification Project	San Carlos, CA	74,000,000
BART Transbay Core Capacity Project	San Francisco, CA	143,300,000
Portal North Bridge	Seacaucus, NJ	125,000,000
Red and Purple Line Modernization Project Phase 1	Chicago, IL	100,000,000
Northwest Extension Phase 2	Phoenix, AZ	58,100,000
METRO Gold Line Bus Rapid Transit	St. Paul, MN	100,000,000
Rapid Transit	Rochester, MN	56,100,000
Expo Center Bus Rapid Transit	Austin, TX	17,800,000
Pleasant Valley Bus Rapid Transit	Austin, TX	18,300,000
RapidRide I Line	Seattle, WA	55,600,000
Pacific Avenue/SR 7 Bus Rapid Transit	Tacoma, WA	75,200,000
East-West Bus Rapid Transit	Madison, WI	80,000,000

The Committee directs FTA to continue to administer the program under current guidance and to proactively work with applicants and grantees to facilitate projects moving through the capital investment grant pipeline and towards a FFGA. FTA is directed to evaluate, rate, and recommend projects for funding, and subsequently award grants to projects that meet the statutory requirements of 49 U.S.C. 5309. The Committee directs FTA to enter into FFGAs in which the capital investment grant contribution is not less than 40 percent of the net project cost, except at the direct request of the project sponsor.

The Committee encourages FTA to fully consider small starts projects that would include stations that serve one or more Opportunity Zones, as defined in Public Law 115–97. The Committee fur-

ther directs that FTA may provide funding for projects without a FFGA.

Funding is provided for projects that currently have executed grant agreements, and for projects that have met the statutory requirements of 49 U.S.C. 5309 and that are anticipating grant agreements in fiscal year 2022. Funding is provided consistent with the budget request for fiscal year 2022.

The Committee directs FTA to continue to update the House and Senate Committees on Appropriations, monthly, on the status of projects that are in the current capital investment grant funding pipeline. The Committee also directs the Secretary to provide notice to the House and Senate Committees on Appropriations not less than 90 days prior to altering or rescinding any rule, circular or guidance relating to the evaluation, rating, and approval process pursuant to 49 U.S.C. 5309.

The Committee directs the Secretary to submit the fiscal year 2023 annual report on funding recommendations as required by 49 U.S.C. 5309, to maintain the Federal funding commitments for all existing grant agreements, and to identify all projects with a medium or higher rating that anticipate requesting a grant agreement in fiscal year 2023. As part of the fiscal year 2023 budget request, the Committee directs the Secretary to submit a list of projects to which it expects to award an FFGA during the budget year.

Stakeholder engagement.—The Committee remains concerned that industry stakeholders have not been consulted on past changes to FTA policies, especially within the capital investment grant program. Project sponsors require a level of certainty and understanding of program parameters when completing lengthy and complicated project plans. The Committee directs FTA to engage with industry stakeholders before making significant changes to the program's process or criteria. In addition, the Committee reemphasizes current law and directs FTA to issue policy guidance each time significant changes are made to such processes and criteria.

Phoenix, Arizona.—The Committee is aware that Valley Metro's Northwest Extension project was not awarded a grant in the American Rescue Plan (Public Law 117–2) because it had not yet signed a FFGA. Additionally, the Committee recognizes that this project was significantly impacted by FTA's 2018 changes with respect to risk assessments and estimates of cost probability thresholds. As a result of these dual adverse impacts on the Northwest Extensions project, the Committee encourages FTA to work with Valley Metro to assist the project using all existing flexibilities, including, but not limited to, deferred local share.

Sacramento, California.—The Committee encourages all parties to the downtown streetcar project in Sacramento, California, including, but not limited to, the cities of Sacramento and West Sacramento and FTA to work proactively and expeditiously towards a project agreement and directs FTA to extend the availability of allocated funds for one year in order to facilitate the completion of an agreement.

Equity and the Federal share.—The Committee remains concerned that areas with historic transportation inequities may need a relatively larger federal share of project costs than areas with fewer historical inequities. The Committee encourages FTA to con-

sider the maximum-federal cost share for such communities, especially when proposed projects will alleviate road congestion, facilitate sea-level resiliency, and mitigate impacts of climate change or reduce emissions.

Locally Preferred Alternative.—The Committee recognizes the regional importance of the Riverview Modern Streetcar project, a 12-mile planned transportation connection between neighborhoods and anchor destinations and employers in downtown Saint Paul, Minneapolis-St. Paul International Airport and the Mall of America. This planned modern streetcar line is planned to run generally along State Highway 5 (West 7th Street) and will provide a higher capacity with frequent service in an area with growing population and employment, and a transit reliant population that is lacking accessible and dependable service. Modern streetcar can also be an incentive for reinvestment and economic development. Modern streetcar, running generally along State Highway 5 (West 7th Street), was chosen as the Locally Preferred alternative by the Riverview Policy Advisory Committee in December 2017 after analyzing various routes and transit modes for more than three years. The Committee encourages the Federal Transit Administration to continue working with the regional MPO to advance Riverview Modern Streetcar project through its next planning stage, the Engineering and Pre-Environmental Phase of work, which began in October 2020 and will continue through 2023.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriation, fiscal year 2021	$150,000,000
Budget request, fiscal year 2022	150,000,000
Recommended in the bill	150,000,000
Bill compared with:	
Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee provides $150,000,000 for WMATA for critical capital and safety improvements. PRIIA created a successful Federal-state partnership under which the three WMATA jurisdictions collectively match this funding with another $150,000,000 each year. This funding will maintain the Federal government's commitment to a safe and reliable public transportation system for the National Capital Region.

Cybersecurity.—The Committee remains concerned that as systems for controlling various modes of transportation become more complex, the security of transportation could be compromised. As a result, the Committee again includes direction that WMATA

work with the Secretary of Transportation and the Cybersecurity and Infrastructure Security Agency within the Department of Homeland Security to ensure that the agency is complying with best practices for the procurement of Industrial Control Systems. The Committee directs WMATA to include analysis of Internet of Things (IoT) and unknown and unauthorized devices in its cybersecurity plan.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

(INCLUDING RESCISSIONS)

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

Section 161 allows funds appropriated for capital investment grants and bus and bus facilities not obligated by September 30, 2025, plus other recoveries, to be available for other projects under 49 U.S.C. 5309.

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

Section 163 prohibits the enforcement of the Rostenkowski Test.

Section 164 allows certain recipients of Low and No Emission Bus Grants to continue to partner with non-profits and companies as part of their grant applications.

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

Section 166 rescinds unobligated amounts made available in prior fiscal years from the formula grants account.

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriation, fiscal year 2021	$38,000,000
Budget request, fiscal year 2022	37,700,000
Recommended in the bill	40,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+2,000,000
Budget request, fiscal year 2022	+2,300,000

The Great Lakes St. Lawrence Seaway navigation system is a binational, 15-lock system jointly operated by the Great Lakes St. Lawrence Seaway Development Corporation (GLS) and its Canadian counterpart, the Canadian St. Lawrence Seaway Management Corporation. The GLS was established by the St. Lawrence Seaway Act of 1954, is a wholly owned government corporation, and an operating administration of the Department of Transportation. The GLS is charged with operating and maintaining the U.S. portion of the Great Lakes St. Lawrence Seaway, which includes the two U.S. locks in Massena, New York, vessel traffic control in portions of the St. Lawrence River and Lake Ontario, and trade development functions to enhance the utilization of the Great Lakes St. Lawrence Seaway. The Water Resources Development Act of 1986 (P.L. 99–662) authorized the harbor maintenance trust fund as a source of

appropriations for the GLS operations and maintenance. Additionally, the GLS generates non-Federal revenues which can be used for operations and maintenance.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $40,000,000 to fund the operations, maintenance, and capital infrastructure activities of the GLS. Of the total funds provided, not more than $14,500,000 is for the seaway infrastructure program. In addition, the Act allows the GLS to use $1,500,000 in prior year unobligated balances for operations and maintenance of the seaway international bridge.

Market development and promotion.—The Committee provides $4,000,000 for market development and promotion of the Great Lakes St. Lawrence Seaway navigation system, to be carried out in cooperation with system stakeholders. These resources may be used to enhance and expand existing marketing efforts, conduct market research, and support marketing initiatives and trade promotion with the goal of growing the volume of waterborne commerce and passenger cruise activity on the system. The Committee understands that the GLS is developing a strategic plan for the $4,000,000 provided for trade and economic development activities in the Further Consolidated Appropriations Act, 2020 (P.L. 116–94) and the Consolidated Appropriations Act, 2021 (P.L. 116–260) and has taken several steps to utilize this funding in support of the system, including establishing a dedicated Office of Trade and Economic Development. The Committee notes with disappointment that the GLS has not completed the strategic plan as required by House Report 116–452 and directs the GLS to deliver the strategic plan to the House and Senate Committees on Appropriations no later than 30 days after enactment of this Act. Further, the Committee directs the GLS to provide regular updates to the House and Senate Committees on Appropriations on its progress implementing the strategic plan and to continue to coordinate with system stakeholders.

Harmonization of navigation season.—On March 22, 2021, the GLS and the Canadian St. Lawrence Seaway Management Corporation marked the opening of the Great Lakes St. Lawrence Seaway's 63rd navigation season. The Committee notes that the annual opening and closure dates of the Great Lakes St. Lawrence Seaway are not synchronized with other assets on the Great Lakes navigation system such as the soo locks, which are operated by the U.S. Army Corps of Engineers (USACE). The Committee directs the GLS, in consultation with the USACE, to identify the opportunities and challenges with coordinating the opening and closing of the Great Lakes St. Lawrence Seaway and soo locks. The Committee directs the GLS to brief the House and Senate Committees on Appropriations no later than 180 days after enactment of this Act on its findings.

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for strengthening the U.S. maritime industry in support of the nation's security and economic needs, as authorized by the Merchant Marine Act of 1936 (P.L. 74–835). MARAD's mission is to promote the

development and maintenance of a U.S. merchant marine sufficient to carry the nation's waterborne domestic commerce and a substantial portion of its waterborne foreign commerce, and to serve as a naval and military auxiliary in time of war or national emergency.

MARAD, working with the Department of Defense (DOD), provides a seamless, time-phased transition from peacetime to wartime operations, while balancing the defense and commercial elements of the maritime transportation system. MARAD also manages the maritime security program, the cable security fleet program, the voluntary intermodal sealift agreement program, and the ready reserve force, which assures DOD access to commercial and strategic sealift and associated intermodal capability. Further, MARAD's education and training programs through the U.S. Merchant Marine Academy and six state maritime academies help develop skilled U.S. merchant marine officers.

MARITIME SECURITY PROGRAM

Appropriation, fiscal year 2021	$314,000,000
Budget request, fiscal year 2022	318,000,000
Recommended in the bill	318,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+4,000,000
Budget request, fiscal year 2022	– – –

The maritime security program (MSP) is authorized by chapter 531 of title 46, United States Code, to maintain and preserve a U.S. flag merchant fleet to serve the national security needs of the United States. MSP provides direct payments to U.S. flagship operators engaged in U.S.-foreign trade. Participating operators are required to keep vessels in active commercial service and are required to provide intermodal sealift support to the DOD in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $318,000,000 for the maritime security program, consistent with the authorized funding level.

CABLE SECURITY FLEET

Appropriation, fiscal year 2021	$10,000,000
Budget request, fiscal year 2022	– – –
Recommended in the bill	10,000,000
Bill compared with:	
Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	+10,000,000

The cable security fleet program is authorized by chapter 532 of title 46, United States Code. The purpose of the cable security fleet program is to establish and maintain a fleet of United States-documented cable vessels to meet the national security requirements of the United States. The cable security fleet program will provide direct payments to U.S. flagship operators and participating operators are in turn required to operate in commercial service providing cable services and to make the vessel available upon the request of the DOD.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $10,000,000 for the cable security fleet program, consistent with the authorized funding level.

TANKER SECURITY FLEET

Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	$60,000,000
Recommended in the bill	60,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+60,000,000
Budget request, fiscal year 2022	– – –

Section 3511 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (P.L. 116–283) authorized the tanker security fleet program. The purpose of the tanker security fleet program is to establish and maintain a fleet of active, commercially viable, militarily useful, privately owned product tank vessels to meet the national defense and other security requirements of the United States. The tanker security fleet program will provide direct payments to U.S. flagship operators and participating operators are in turn required to operate in U.S. foreign commerce, mixed U.S. foreign commerce, and domestic trade and to make the vessel available upon the request of the DOD.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $60,000,000 for the tanker security fleet program, consistent with the authorized funding level. The Act specifies that this funding shall become available on the effective date established in section 3511(d)(1) of P.L. 116–283.

The Committee directs MARAD to brief the House and Senate Committees on Appropriations on its efforts to establish the tanker security fleet program no later than 90 days after the effective date specified in section 3511(d)(1) of P.L. 116–283.

OPERATIONS AND TRAINING

Appropriation, fiscal year 2021	$155,616,000
Budget request, fiscal year 2022	172,204,000
Recommended in the bill	171,253,000
Bill compared with:	
Appropriation, fiscal year 2021	+15,637,000
Budget request, fiscal year 2022	−951,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $171,253,000 for the operations and training account. The following table provides funding levels for activities within this account.

	Request	Recommendation
USMMA operations	$85,032,000	$83,675,000
USMMA facilities maintenance and repair, equipment, capital improvements	5,500,000	10,500,000

	Request	Recommendation
Maritime environmental and technical assistance program	10,000,000	6,000,000
America's marine highway program	10,819,000	14,819,000
MARAD headquarters operations	60,853,000	56,259,000
Total	172,204,000	171,253,000

MARAD reorganization.—The Consolidated Appropriations Act, 2021 (P.L. 116–260) approved a non-budgetary organizational realignment for two new offices within the MARAD headquarters operations program activity as proposed in the fiscal year 2021 budget request. The Committee notes that MARAD has paused the implementation of these changes to MARAD's organizational structure to enable departmental and MARAD leadership to review and assess the realignment. The Committee directs MARAD to brief the House and Senate Committees on Appropriations upon the completion of this review. Should the review result in MARAD not completing the realignment as previously approved or other organizational changes within the MARAD headquarters operations program activity, the Committee directs MARAD to request approval from the House and Senate Committees on Appropriations through the process outlined in section 405 of this Act.

MARAD staffing.—The Committee continues to require MARAD to submit to the House and Senate Committees on Appropriations information on the number of vacancies at MARAD headquarters and regional offices, and the duties associated with each vacancy concurrent with the fiscal year 2023 budget justification.

Emissions reduction.—The U.S. Environmental Protection Agency estimates that 39,000,000 people across the country live in close proximity to ports. These communities are particularly susceptible to air pollution from mobile emission sources in and around ports, including trucks, locomotives, harbor craft like tugboats, ocean going vessels, and non-road vehicles, engines, and equipment used in support of port operations. The Committee supports the Department's efforts to mitigate and reduce the environmental impacts of the maritime sector through the maritime environmental and technical assistance (META), America's marine highway, and port infrastructure development programs. To assist the META program in testing, evaluating, and demonstrating alternative energy technologies, alternative and renewable fuels, energy conservation technologies or methods, and more, the Committee provides not less than $4,000,000 for activities that reduce vessel and port air emissions. In addition, the Act requires the Secretary to give preference to projects that reduce air emissions and vehicle miles traveled when awarding grants through the America's marine highway program and expands project eligibility for the port infrastructure development program for activities that reduce port air emissions and environmental impacts.

Sexual assault and sexual harassment at USMMA.—The USMMA is required to conduct a survey on sexual harassment and sexual assault every other year. The most recent survey was conducted with students in 2018 and the Final 2017–2018 Academic Year Biennial Survey and Report on Sexual Harassment and Sexual Assault at the United States Merchant Marine Academy was transmitted to Congress on December 23, 2020. The final report found that 10.6 percent of women and 1.4 percent of men experi-

enced at least one incident of unwanted sexual contact, which represents a 7.8 percent decrease for women and a 0.6 percent increase for men when compared to the 2015–2016 academic year. The Committee understands that the next survey scheduled for March 2020 for the 2019–2020 academic year was not conducted due to the COVID–19 pandemic and that a mixed methods study will be conducted in 2021 through a virtual survey and virtual focus group sessions for the 2020–2021 academic year. The Committee directs MARAD to work with the USMMA to ensure the preliminary and final report for the 2020–2021 academic year are completed in a timely manner as these surveys and accompanying analysis are important tools in determining the effectiveness of the policies, training, and procedures the USMMA has put into place to address sexual harassment and sexual assault and to improve the culture at the USMMA. Further, the Committee directs the USMMA to continue to fully staff the Sexual Assault/Sexual Harassment Prevention and Response Office.

According to the final report for the 2017–2018 academic year the majority of unwanted sexual contact experiences for women, at 66 percent, and men, at 42 percent, took place on the USMMA campus. These findings underscore the importance of the Department complying with the Further Consolidated Appropriations Act, 2020 (P.L. 116–94) and John S. McCain National Defense Authorization Act for Fiscal Year 2019 (P.L. 115–232). P.L. 116–94 directs the Secretary to seek concurrent criminal jurisdiction over the USMMA campus, as authorized by section 3506 of P.L. 115–232, which would allow local law enforcement to prosecute sexual assault incidents that occur on the USMMA campus. The Committee understands that MARAD is working to implement this direction, including engaging with local authorities and coordinating with other Federal agencies, and plans to engage the USMMA community. The Committee directs MARAD to continue these efforts and to brief the House and Senate Committees on Appropriations on its progress on a quarterly basis until the Department files a notice of jurisdictional relinquishment in order to establish concurrent criminal jurisdiction with the State of New York.

Finally, the Committee notes that while the final report for the 2017–2018 academic year found a reduction in the unwanted sexual contact rate experienced by women on sea duty, the sea year experience continues to be a source of unwanted sexual contact. Of the women who experienced unwanted sexual contact, 24 percent indicated that it occurred during maritime duty and 23 percent indicated that it occurred during the summer experience, training, or sea duty. Further, two of the seven unrestricted reports of sexual assault made to the USMMA in the 2017–2018 academic year occurred while at sea and all three unrestricted reports of sexual assault in the 2018–2019 academic year occurred while at sea. MARAD's shipboard climate compliance team (SCCT) works to ensure commercial shipping companies provide a safe environment for students during sea year. Companies must meet the conditions outlined in the SCCT sea year eligibility requirements document to be sea year eligible, the MARAD SCCT conducts an annual reaffirmation process with companies to certify continued compliance with crew training, policy requirements, and student onboarding processes, and before COVID–19 academy training representatives

conducted ship visits. The Committee was disappointed to learn that the MARAD SCCT does not have procedures in place to re-evaluate a company's compliance when a restricted or unrestricted report of sexual assault or sexual harassment is made to the USMMA by students while at sea. Considering the continued experiences of students during sea year, the Committee directs MARAD to review current requirements for sea year eligibility to determine whether additional steps should be taken by companies when a restricted or unrestricted report of sexual assault or sexual harassment is made by students while at sea. As the final report for the 2017–2018 academic year highlights, the USMMA must continue to focus on "working with the maritime industry to eliminate hazing, bullying, coercion, sexual assault and sexual harassment from the shipboard living and working environment."

USMMA long range planning strategy (LRPS).—The Committee understands that the U.S. Army Corps of Engineers completed a report for the USMMA which is being used to inform a master installation plan, now known as the USMMA LRPS, to modernize the USMMA's 1940s era academic and training facilities. The USMMA LRPS is expected to identify near- and long-term new facilities needed for the USMMA to remain a premier academic and maritime training institution. The Committee notes that the capital improvement program (CIP) has approximately $73,000,000 in prior year unobligated balances as of June 2021. While this funding has been assigned to nearly 20 CIP projects, the Committee understands that the USMMA may reprioritize current CIP projects and realign the unobligated balances based on the results of the USMMA LRPS. The Committee eagerly awaits the completion of the USMMA LRPS, which is expected to be in fiscal year 2021, and directs MARAD to brief the House and Senate Committees on Appropriations upon its completion. The Committee provides $5,000,000 through the CIP to assist the USMMA in its initial implementation of the USMMA LRPS in fiscal year 2022, which could include planning, design, engineering, and construction activities. Further, should the USMMA determine that the USMMA LRPS requires the realignment of unobligated balances in the CIP, the Committee directs MARAD to request approval from the House and Senate Committees on Appropriations through the process outlined in section 405 of this Act.

Shipyards.—Due to the lack of available private shipyard facilities and the extended time to relocate vessels and assets, there is a backlog of maintenance, repair, and modernization projects which may impair maritime commerce and national security. To avoid displacement, increased costs, and impacts on East Coast and West Coast based vessels and personnel, the Committee encourages MARAD to continue utilizing privately owned shipyards for national defense reserve fleet and ready reserve force maintenance, repair, and modernization. The Committee also encourages MARAD to compile a list of available shipyards and to share such a list with other government partners.

Domestic maritime centers of excellence (DMCOEs).—Section 3507 of the National Defense Authorization Act for Fiscal Year 2018 (P.L. 115–91) authorized the Department to designate community and technical colleges or maritime training centers as DMCOEs and to enter into cooperative agreements with DMCOEs

to support maritime workforce training and education. The Committee notes that MARAD published a final policy (85 FR 13231) for this voluntary program in March 2020, began accepting applications from eligible and qualified institutions for DMCOE designations in October 2020, and announced the selection of the first DMCOEs in May 2021, designating 27 centers of excellence for domestic maritime workforce training and education. MARAD may use up to $2,000,000 of the funding provided to the MARAD headquarters operations program activity under this heading to assist DMCOEs, who have entered into a cooperative agreement with MARAD, with activities outlined in the final policy (85 FR 13231).

America's supply chains.—The Committee notes that executive order 14017 issued on February 24, 2021 initiated a comprehensive review of U.S. supply chains and directed Federal departments and agencies to identify opportunities to enhance the resilience and security of supply chains. As required by the executive order, DOT is conducting a review on supply chains for the transportation industrial base. As part of this review, DOT as well as the Departments of Defense, Health and Human Services, Commerce, Homeland Security, Energy, and Agriculture are to assess the role of transportation systems in supporting supply chains and the risks associated with those transportation systems. The Committee understands that DOT intends to review the transportation systems which support the export and import of goods through a complex system of ocean carriers, ports, terminal operators, freight rail, trucking, and more; assess the primary causes of and risks associated with congestion, delays, and bottlenecks within these transportation systems; consult with stakeholders; and provide policy recommendations, including executive, legislative, or regulatory changes. The Committee directs DOT to submit the report required by executive order 14017 to the House and Senate Committees on Appropriations, the House Transportation and Infrastructure Committee, and the Senate Committee on Commerce, Science, and Transportation upon its completion.

STATE MARITIME ACADEMY OPERATIONS

Appropriation, fiscal year 2021	$432,700,000
Budget request, fiscal year 2022	358,300,000
Recommended in the bill	363,300,000
Bill compared with:	
Appropriation, fiscal year 2021	−69,400,000
Budget request, fiscal year 2022	+5,000,000

The state maritime academy (SMA) operations account provides financial assistance to six state maritime academies.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $363,300,000 for the state maritime academy operations account. The following table provides funding levels for activities within this account.

	Request	Recommendation
Schoolship maintenance and repair	$30,500,000	$30,500,000
Training vessel sharing	[– – –]	[*not more than $8,000,000*]
National security multi-mission vessel program	315,600,000	320,600,000
Student incentive program	2,400,000	2,400,000

	Request	Recommendation
Fuel assistance payments	3,800,000	3,800,000
Direct payments for SMAs	6,000,000	6,000,000
Total	358,300,000	363,300,000

National security multi-mission vessel (NSMV) program.—The NSMV will serve as a critical educational and training platform for the next generation of mariners, replacing five aging SMA training vessels while supporting Federal response capabilities for humanitarian assistance and disaster relief. In May 2019, MARAD selected a vessel construction manager to use commercial practices to contract with a single shipyard to construct up to five NSMVs according to MARAD specified designs, conduct oversight and management of vessel construction, and deliver the vessels to MARAD. In April 2020, the vessel construction manager selected a shipyard and MARAD authorized construction of the first two vessels. Following the enactment of the Consolidated Appropriations Act, 2021 (P.L. 116–260), MARAD authorized construction of the third and fourth vessels. The Committee provides $315,600,000 for the NSMV program to fully fund the fifth and final vessel.

The Committee notes that a March 2021 audit conducted by the DOT OIG found that MARAD's overall management of the NSMV program risks is inadequate; MARAD relies upon the periodic risk assessments and quarterly updates from the vessel construction manager; and MARAD had not reviewed complete versions of three required oversight plans from the vessel construction manager that detail plans for its management and oversight of NSMV design and construction. The DOT OIG recommended that MARAD document and implement a risk-based management process to analyze program risk, which includes monitoring, tracking, and updating risks over the life of the program, and to obtain, review, and approve complete versions of the three oversight plans before the start of full-scale vessel construction. The Committee is pleased that MARAD has taken these recommendations seriously and has implemented both recommendations. Full-scale vessel construction of the first NSMV began in April 2021, and it is scheduled for delivery in April 2023. The Committee directs MARAD to conduct vigorous oversight of the vessel construction manager and to follow the risk-based management process developed as a result of the DOT OIG audit in order to ensure the NSMVs are delivered on budget and on time. Further, the Committee directs MARAD to continue to provide briefings to the House and Senate Committees on Appropriations on the status of the NSMV program on a quarterly basis, and to provide immediate notification of any substantial risks to the construction schedule or cost.

The Committee understands that MARAD is working with the SMAs to ensure their facilities are properly prepared for the delivery and use of the NSMVs, including conducting assessments of the SMAs' shore-side infrastructure. The Committee recognizes that upgrading shore-side infrastructure, such as piers, mooring improvements, dredging, and connections to power and other utilities, comes at a significant cost to SMAs. Therefore, the Committee provides $5,000,000 for the NSMV program to assist SMAs in making such shore-side infrastructure improvements.

ASSISTANCE TO SMALL SHIPYARDS

Appropriation, fiscal year 2021	$20,000,000
Budget request, fiscal year 2022	20,000,000
Recommended in the bill	20,000,000
Bill compared with:	
Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $20,000,000 for the assistance to small shipyards program.

SHIP DISPOSAL

Appropriation, fiscal year 2021	$4,200,000
Budget request, fiscal year 2022	10,000,000
Recommended in the bill	7,508,000
Bill compared with:	
Appropriation, fiscal year 2021	+3,308,000
Budget request, fiscal year 2022	−2,492,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $7,508,000 for the ship disposal program. Of the total funds provided, $3,000,000 is for maintaining the *NS Savannah* in protective storage in accordance with the Nuclear Regulatory Commission's license requirements while it is being disposed.

National maritime heritage grants program.—When MARAD completes the sale of obsolete vessels through the ship disposal program, the receipts from the sales are deposited into the vessel operations revolving fund (VORF). MARAD distributes funding from the VORF according to the authorized purposes and allocations in section 308704 of title 54, United States Code, when vessel sale proceeds are no longer subject to claims and the recycling contract is closed. The National Maritime Heritage Act established the national maritime heritage grants program, which receives a portion of such funds. The Committee understands that in recent years the proceeds from such sales have been insufficient for the National Park Service (NPS) to conduct an annual grant cycle for the national maritime heritage grants program. The Committee further notes that the NPS is expected to accept proposals for the next round of grants in 2021. The Committee directs MARAD to continue to work with the NPS to ensure that the portion of the VORF allocated for the national maritime heritage grants program under

section 308704(b)(1)(A) of title 54, United States Code, is distributed in a timely fashion.

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	$3,000,000
Budget request, fiscal year 2022	3,000,000
Recommended in the bill	3,019,000
Bill compared with:	
Appropriation, fiscal year 2021	+19,000
Budget request, fiscal year 2022	+19,000

The maritime guaranteed loan program, as established by title XI of the Merchant Marine Act of 1936 (P.L. 74–835), provides for guaranteed loans for the construction, reconstruction, or reconditioning of vessels by the U.S. shipbuilding industry and for modernization of U.S. shipyards.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $3,019,000 for the administrative expenses of the maritime guaranteed loan program.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Appropriation, fiscal year 2021	$230,000,000
Budget request, fiscal year 2022	230,000,000
Recommended in the bill	300,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+70,000,000
Budget request, fiscal year 2022	+70,000,000

The port infrastructure development program is authorized by section 50302(c) of title 46, United States Code, to improve port facilities and the transportation networks and flows of cargo in, around, and through ports. Port authorities, states and local governments, tribal governments, publicly chartered entities, and special purpose districts with a transportation function are eligible to apply for this competitive grant program.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $300,000,000 for the port infrastructure development program. The Act expands project eligibility for activities that reduce port air emissions and environmental impacts and improve natural disaster preparedness and resiliency. The Committee directs MARAD to follow the eligibility requirements enumerated in this Act.

ADMINISTRATIVE PROVISION—MARITIME ADMINISTRATION

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

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The Pipeline and Hazardous Materials Safety Administration (PHMSA) administers nationwide safety programs designed to pro-

tect the public and the environment from risks inherent in the commercial transportation of hazardous materials by pipeline, air, rail, vessel, and highway. Many of these materials are essential to the national economy. PHMSA's highest priority is safety, and it uses safety management principles and security assessments to promote the safe transport of hazardous materials and the security of the nation's pipelines, underground natural gas storage facilities, and liquefied natural gas facilities.

OPERATIONAL EXPENSES

Appropriation, fiscal year 2021	$28,715,000
Budget request, fiscal year 2022	29,100,000
Recommended in the bill	29,100,000
Bill compared with:	
Appropriation, fiscal year 2021	+385,000
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $29,100,000 for the operational expenses account. Of the total funds provided, $2,000,000 shall be for pipeline safety information grants to communities as authorized by section 60130 of title 49, Untied States Code, and $2,500,000 shall be for emergency response grants as authorized by section 60125(b) of title 49, United States Code.

Pipeline safety rulemaking.—Congress required PHMSA to establish regulations on the use of automatic and remote-controlled shut-off valves on transmission pipeline facilities and hazardous liquid pipeline facilities leak detection systems in the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (P.L. 112–90). PHMSA issued a notice of proposed rulemaking on Pipeline Safety: Valve Installation and Minimum Rupture Detection Standards on February 6, 2020 to address these overdue Congressional mandates. The public comment period closed on April 6, 2020 and PHMSA facilitated meetings with the gas pipeline advisory committee and the liquid pipeline advisory committee in July 2020. While the Committee understands PHMSA is working diligently to consider comments and complete a final rule, the Committee is disappointed that PHMSA did not issue a final rule by December 20, 2020 as required by the Further Consolidated Appropriations Act, 2020 (P.L. 116–94) and subsequently did not issue a final rule by June 25, 2021 after Congress provided the agency more time to complete its work in the Consolidated Appropriations Act, 2021 (P.L. 116–260). Therefore, the Act directs PHMSA to issue a final rule on this matter not later than 90 days after the date of enactment of this Act and reduces the funding provided to the operational expenses account by $5,000 per day for each day that a final rule has not been issued following the expiration of such 90 day period.

HAZARDOUS MATERIALS SAFETY

Appropriation, fiscal year 2021	$62,000,000
Budget request, fiscal year 2022	69,029,000
Recommended in the bill	66,391,500
Bill compared with:	
Appropriation, fiscal year 2021	+4,391,500
Budget request, fiscal year 2022	−2,637,500

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $66,391,500 for the hazardous materials safety account. Of the total funds provided, $1,000,000 shall be for community safety grants as authorized by section 5107(i) of title 49, United States Code, and $2,500,000 shall be for the state hazardous materials safety inspection program. In addition, this funding level supports PHMSA's existing hazardous materials safety program, including the safe transportation of energy products.

Staffing and outreach activities.—The Committee recommendation provides funding for a total of 208 full-time positions to support the Office of Hazardous Materials Safety, which consists of 78 inspectors and 130 safety program, scientific, and safety standard development professionals. PHMSA's hazardous materials safety assistance team (HMSAT) conducts outreach, technical assistance, communication, and education on hazardous materials regulations and compliance with local and state governments, as well as businesses. While the Committee appreciates PHMSA's proposal to increase its outreach capabilities to assist more communities and improve hazardous materials transportation planning and emergency response plans, increasing the HMSAT by 400 percent from five to 25 full-time positions in one fiscal year is too ambitious. The Committee recommendation provides $537,500 to add five full-time positions to the HMSAT, which would result in 10 full-time positions on the HMSAT, two in each of PHMSA's five regional offices.

Liquefied natural gas (LNG) by rail.—The Committee remains concerned that the transportation of LNG by rail poses new and different risks to the public, environment, and property. The Committee is pleased that PHMSA has, in accordance with the directives in executive order 13990 issued on January 20, 2021, reviewed the final rule, which was issued on July 24, 2020 and allowed the bulk transportation of LNG by rail in DOT–113 rail tank cars. The Committee understands that PHMSA intends to issue a notice of proposed rulemaking to suspend the authorization for the transportation of LNG by rail pending completion of a companion rulemaking. The companion rulemaking PHMSA intends to issue would amend the hazardous materials regulations governing the transportation of LNG in rail tank cars in order to incorporate ongoing research efforts, collaboration with other agencies, and exter-

nal technical experts; respond to executive order 13990; and provide additional opportunities for stakeholder input.

The Committee further understands that PHMSA and FRA continue to actively conduct research and development projects relating to the transportation of LNG in rail tank cars and the use of LNG as a fuel for locomotives. These activities are expected to continue through July 2023 and additional research projects may be initiated in fiscal year 2022. The Committee supports PHMSA and FRA continuing its work on these ongoing and future research projects.

In addition, PHMSA entered into an agreement in April 2020 with the National Academies of Sciences, Engineering, and Medicine to conduct an independent study by an expert panel of the Transportation Research Board (TRB) on the transportation of LNG in rail tank cars as required by the Further Consolidated Appropriations Act, 2020 (P.L. 116–94). TRB is conducting this study in two phases. In phase 1, the expert panel reviewed completed, ongoing, and planned PHMSA and FRA research, testing, and data analysis tasks relating to the transportation of LNG in rail tank cars, releasing a report on June 14, 2021. The expert panel found that while the PHMSA-FRA work is comprehensive as planned, there are areas "where more complete treatment is warranted, and where the basis for choices about the structure and execution of tasks . . . has not been made sufficiently clear to assess the applicability and validity of the results." Further, the expert panel made recommendations on planned tasks related to LNG safety that have not been completed, including changes to portable tank fire testing, updates to modeling for worst-case scenarios, and adding loading and unloading operations and train assembly and classification activities to the assessment of the risk of LNG by rail. The Committee directs PHMSA to implement the expert panel's recommendations for the planned or ongoing work and to report to the House and Senate Committees on Appropriations on any limitations which would prevent PHMSA from implementing such recommendations. Further, the Committee directs PHMSA to establish a framework for integrating and reporting the results of the LNG by rail tasks. On June 7, 2021, TRB initiated phase 2 in which the expert panel will gather and analyze information relating to the transportation of LNG in rail tank cars, including information on methods used to transport LNG by other modes, train operational controls, and emergency response planning. The Committee understands that the transportation of LNG in rail tank cars is likely to occur in unit trains and encourages the TRB expert panel to include a safety analysis of such bulk shipments as part of its phase 2 work. The Committee reminds PHMSA of the requirement in House Report 116–452 to brief the House and Senate Committees on Appropriations no later than 30 days after TRB completes phase 2 on actions the agency plans to take in response to the results of phase 2. The Committee continues to assert that the ongoing research projects and TRB study should inform the Department's decision-making and rulemaking on this matter.

Safe transportation of energy products.—The Committee continues to closely monitor PHMSA's efforts to improve the safety of transporting class 3 flammable liquids, including crude oil and ethanol, by rail. The Fixing America's Surface Transportation (FAST)

Act (P.L. 114–94) established a schedule to phase-out certain rail tank cars used to transport class 3 flammable liquids. In September 2020, the Bureau of Transportation Statistics reported that 48 percent of all rail tank cars transporting class 3 flammable liquids in 2019 met the new safety requirements (DOT–117s), which is a 14 percent increase over 2018. In comparison, in 2015 when the FAST Act was enacted, DOT–117 rail tank cars made up just two percent of all tank cars transporting class 3 flammable liquids. The Committee continues to encourage the Department to work with industry to ensure continued progress on the tank car phase-out, and if possible, accelerate the phaseout timeline.

Inland ports of entry.—The Committee directs PHMSA to continue to work with local governments and their Mexico counterparts at international inland ports of entry with a high volume of hazardous materials crossing the border to reduce the risk associated with transporting and storing hazardous materials and to enhance the capacity of local officials in dealing with the threat of hazardous materials incidents.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

	Oil spill liability trust fund	Pipeline safety fund	Liquefied natural gas siting account	Underground natural gas storage facility safety account	Total
Appropriation, fiscal year 2021	$23,000,000	$137,000,000	– – –	$8,000,000	$168,000,000
Budget request, fiscal year 2022	27,650,000	146,600,000	$400,000	8,000,000	182,650,000
Recommended in the bill	27,650,000	146,600,000	400,000	8,000,000	182,650,000
Bill compared with:					
Appropriation, fiscal year 2021	+4,650,000	+9,600,000	+400,000	– – –	+14,650,000
Budget request, fiscal year 2022	– – –	– – –	– – –	– – –	– – –

PHMSA oversees the safety, security, and environmental protection of approximately 2,800,000 miles of pipelines, 163 liquefied natural gas facilities, and 400 underground natural gas storage facilities through analysis of data, damage prevention, education and training, development and enforcement of regulations and policies, research and development, grants for safety programs, and emergency planning and response to accidents. The pipeline safety program is responsible for a national regulatory program to protect the public against the risks to life and property in the transportation of natural gas, petroleum, and other hazardous materials by pipeline and facilities that liquefy natural gas and store natural gas underground.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $182,650,000 for the pipeline safety account to continue pipeline safety operations, research and development, and grants. Of the total funds provided, $27,650,000 is from the oil spill liability trust fund, $146,600,000 is from the pipeline safety fund, $400,000 is from the liquefied natural gas siting account within the pipeline safety fund, and

$8,000,000 is from the underground natural gas storage facility safety account within the pipeline safety fund. The following table provides funding levels for activities within this account.

	Request	Recommendation
Research and development	$15,000,000	$13,000,000
State pipeline safety grants	58,000,000	60,000,000
Underground natural gas storage facility safety grants	6,000,000	6,000,000
One-call state grants	1,058,000	1,058,000
State damage prevention grants	1,500,000	1,500,000

Research and development.—Between 2001 and 2020, PHMSA reported 12,507 pipeline incidents, which resulted in 283 deaths, 1,180 injuries, and $9,949,823,849 in reported damages. Over this 20-year time frame an average of 625 incidents occurred each year. Pipeline research and development plays a vital role in improving pipeline safety, reducing the environmental impacts of pipeline failures, and increasing the reliability of the nation's pipeline system through advancing new, near-term solutions. While the Committee supports PHMSA's pipeline research and development program and appreciates the increased level of detail provided by PHMSA on these activities in the fiscal year 2022 budget justification, the Committee remains concerned with the lack of clarity and transparency of PHMSA's research and development program and priorities. The Committee notes that the most recently available Pipeline Safety Research and Development Five-Year Program Plan is for fiscal years 2016 to 2020 and the most recent Pipeline Safety Research and Development Biennial Update Report is for fiscal years 2017 and 2018. Further, of the $42,000,000 provided for pipeline research and development in fiscal years 2019, 2020, and 2021, PHMSA had only awarded or committed about half—$23,110,016—to general research projects and the competitive academic agreement program as of May 31, 2021. The Committee reminds PHMSA of the requirement in the Consolidated Appropriations Act, 2021 (P.L. 116–260) to submit an updated research plan to the House and Senate Committees on Appropriations and directs PHMSA to brief the House and Senate Committees on Appropriations on this plan no later than 30 days after its completion. Further, until the Committee has greater transparency and understanding of PHMSA's research plan, objectives, and priorities, PHMSA shall only use the $13,000,000 in pipeline research and development provided in the Committee recommendation for projects which further the six programmatic elements in the Pipeline Safety Research and Development Five-Year Program Plan issued in October 2017, which includes threat prevention; leak detection; anomaly detection and characterization; anomaly remediation and repair; design, materials, and welding/joining; and LNG and underground natural gas storage. In addition, the Committee directs PHMSA to use the pipeline research and development unobligated balances from fiscal years 2019, 2020, and 2021 to advance these same six programmatic elements. The Committee notes that this direction does not preclude PHMSA from supporting university and small business research projects advancing these six programmatic elements through the competitive academic agreement program and the small business innovative research program.

Staffing and hiring plans.—The Committee recommendation provides funding for a total of 337 full-time positions to support the Office of Pipeline Safety, which consists of 235 inspection and enforcement staff, including the 17 additional inspection and enforcement staff that were mandated by the PIPES Act of 2020 (division R of P.L. 116–260), and 102 safety professionals, including the eight additional regulatory positions that were mandated by the same Act. The Committee notes that according to the Report to Congress on the Office of Pipeline Safety FY 2020 Hiring Actuals and FY 2021 Hiring Plan, PHMSA successfully increased the Office of Pipeline Safety full-time positions to 305 by September 30, 2020, the highest staffing level in three fiscal years. Despite this improvement and recognizing the hiring PHMSA must complete in fiscal year 2022 to meet the requirements in the PIPES Act of 2020, the Committee remains concerned with PHMSA's ability to fill vacancies and retain staff due in part to competition from the private sector. The PIPES Act of 2020 directed PHMSA to use incentives, such as special pay rates, repayment of student loans, tuition assistance, and other recruitment incentives, to recruit and retain a qualified pipeline workforce, including inspection and enforcement staff and attorneys and other subject matter experts in the Office of Pipeline Safety. The Committee recommendation supports PHMSA's proposal in the budget request to utilize $2,500,000 in fiscal year 2022 to recruit and retain qualified inspectors and engineers through such incentives. Further, the Committee directs PHMSA to provide a report to the House and Senate Committees on Appropriations no later than 120 days after enactment of this Act detailing (1) staffing and hiring plans for fiscal year 2022, (2) information on the actual turnover and hiring in fiscal year 2021, and (3) outcomes for the workforce retention and recruitment strategies PHMSA implemented or continued in fiscal year 2021 as outlined in the fiscal year 2021 hiring plan which was included in the Report to Congress on the Office of Pipeline Safety FY 2020 Hiring Actuals and FY 2021 Hiring Plan.

EMERGENCY PREPAREDNESS GRANTS

(LIMITATION ON OBLIGATIONS)

(EMERGENCY PREPAREDNESS FUND)

Appropriation, fiscal year 2021	$28,318,000
Budget request, fiscal year 2022	– – –
Recommended in the bill	28,318,000
Bill compared with:	
Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	+28,318,000

The Hazardous Materials Transportation Uniform Safety Act of 1990 (P.L. 101–615) requires PHMSA to: (1) develop and implement a reimbursable emergency preparedness grants program; (2) monitor public sector emergency response training and planning and provide technical assistance to states, political subdivisions, and tribal governments; and (3) develop and periodically update a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $28,318,000 for the emergency preparedness grants account.

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

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriation, fiscal year 2021	$98,150,000
Budget request, fiscal year 2022	103,150,000
Recommended in the bill	103,150,000
Bill compared with:	
Appropriation, fiscal year 2021	+5,000,000
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends $103,150,000 for the Office of Inspector General.

Audit reports.—The Committee directs the OIG to continue transmitting all audit reports to the House and Senate Committees on Appropriations immediately after they are issued, and to continue to make the Committee aware immediately of any review that recommends cancellation or modifications to any major acquisition project or grant, or which recommends significant budgetary savings. The OIG is also directed to withhold from public distribution for a period of 15 days, any final audit or investigative report that was requested by the House or Senate Committees on Appropriations.

Safety improvements.—The Committee notes that some transit agencies use a private, independent safety monitor, whereas others use public entities to serve as the state safety oversight body. The Committee directs the OIG to analyze the differences in safety and financial management between these approaches. The Committee directs the OIG to include the Washington Metropolitan Area Transit Authority in this analysis.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 180 provides authorization for DOT to maintain and operate aircraft, hire passenger motor vehicles and aircraft, purchase liability insurance, pay for uniforms, and purchase and operate unmanned aircraft systems.

Section 181 limits appropriations for services authorized by section 3109 of title 5, United States Code, up to the rate permitted for an executive level IV.

Section 182 prohibits recipients of funds in this Act from disseminating personal information obtained by state DMVs in connection to motor vehicle records with an exception.

Section 183 prohibits funds in this Act for salaries and expenses of more than 125 political and presidential appointees in DOT.

Section 184 stipulates that revenue collected by FHWA and FRA from states, counties, municipalities, other public authorities, and private sources for training may be credited to specific accounts within the agencies with an exception for state rail safety inspectors participating in training.

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

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

Section 187 requires reprogramming actions to be approved or denied by the House and Senate Committees on Appropriations, and reprogramming notifications shall be transmitted solely to the Appropriations Committees.

Section 188 allows funds appropriated to operating administrations to be obligated for the Office of the Secretary for costs related to assessments only when such funds provide a direct benefit to the operating administrations.

Section 189 authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits, including distribution of transit benefits.

Section 190 allows the use of funds to assist a contract utilizing geographic, economic, or other hiring preference not otherwise authorized by law, only if certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

Section 191 directs the Secretary of Transportation to work with the Secretary of Homeland Security to ensure that best practices for industrial control systems procurement are up to date and that

systems procured with funds provided under this title were procured using such practices.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION

EXECUTIVE OFFICES

Appropriation, fiscal year 2021	$17,292,000
Budget request, fiscal year 2022	16,200,000
Recommended in the bill	15,000,000
Bill compared with:	
Appropriation, fiscal year 2021	−2,292,000
Budget request, fiscal year 2022	−1,200,000

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

COMMITTEE RECOMMENDATION

The Committee provides $15,000,000 for the Executive Offices for fiscal year 2022.

Collaboration with Department of Health and Human Services (HHS).—The Committee recognizes that a number of Department programs have an impact in improving health outcomes. The Committee is aware that the Continuing Appropriations Act, 2019 (P.L. 115–245) encouraged HHS to devise a strategy on how to construct a decision-support tool that can contribute to community-participatory health prevention efforts. The Committee is interested in whether HUD can collaborate with HHS in such a decision support tool to assess the value of departmental investments. Within 90 days of enactment of this Act, the Committee directs the Department to report to the House and Senate Committees on Appropriations on the feasibility of a collaboration with HHS to support a local decision support tool. Furthermore, the Committee directs the Department to provide a report within 180 days of enactment of this Act on ways it can further collaborate and coordinate with HHS and other government agencies, such as the Departments of Transportation, Veterans Affairs, and Labor, on shared goals and values.

Violence Against Women Act.—The Committee remains concerned about the Department's implementation of its responsibilities under the Violence Against Women Act, but is pleased with the establishment of a position for a Violence Against Women Act Director within the Office of the Secretary and encourages the Department to fill it expeditiously. In addition, the Committee reiterates the direction in House Report 116–452 for the Department to provide the Committee with information regarding the status of implementation of housing protections for victims of domestic violence, dating violence, sexual assault, and stalking outlined in 34 U.S.C.

12491, including notification requirements, confidentiality requirements, and emergency transfers. The Department is also directed to provide information about the extent to which public housing agencies and owners have adopted emergency transfer policies since the publication of the Department's model emergency transfer plan, and the effectiveness of those emergency transfer policies in allowing victims to access safe housing. The Committee directs the Department to provide a report to the House and Senate Committees on Appropriations on this information within 90 days of enactment of this Act.

Energy codes.—The Committee is concerned the Department has yet to update minimum energy efficiency standards, as required under 42 U.S.C. 12709, since the 2009 International Energy Conservation Code and ASHRAE Standard 90.1–2007. Further, the Committee notes the findings of the Department of Energy reveal that more recent model codes reduce energy use by more than 25 percent and are cost effective. The Committee urges the Department to take immediate steps to update the standards as required under the law, which will reduce operating expenses for HUD owned and subsidized properties.

Efficient, resilient, and healthy housing.—The Committee is aware that millions of American households experienced energy insecurity last year, unable to pay an energy bill. Housing energy consumption can be significantly and successfully reduced by increasing energy efficiency through methods such as improved envelopes, more efficient HVAC systems, efficient lighting and appliances, as well as solar and renewable energy systems and building electrification. The Committee directs the Secretary to evaluate such measures to identify and implement opportunities to improve energy efficiency, resilience, and healthfulness of public and assisted housing, and lower energy costs for low- and moderate-income residents. In doing so, the Secretary should consider a range of approaches, such as partnering with nonprofit organizations with expertise in energy efficiency, collaboration with other Federal agencies and with states, leveraging private finance, and protecting housing investments through measures, such as third party verification of outcomes where appropriate. Further, within 180 days of enactment of this Act, the Secretary is directed to report to the House and Senate Committees on Appropriations on the result of such evaluation and provide recommendations for any additional funding or authority needed to achieve efficiency, resilience, and health improvements in assisted housing.

Cost analysis on HUD-assisted household spending on rent and utilities.—The Committee recognizes that, due to the rising cost of utilities, some households that receive Federal housing assistance pay more than 30 percent of their income on rent and utilities. This issue is most likely to affect households that pay for utilities directly and receive a utility allowance from their public housing agency (PHA). The Committee directs the U.S. Government Accountability Office (GAO), in consultation with the House and Senate Committees on Appropriations, to study the issue of utility costs and consumption and rent burdens for HUD-assisted households, including such matters as: the extent to which rent burdens of HUD-assisted households exceed 30 percent; the extent to which PHAs review and update utility allowances in accordance with

HUD guidance; the sufficiency of HUD's guidance for establishing utility allowances and HUD's oversight of PHA allowance-setting processes; options for minimizing the number of households whose rent burdens exceed 30 percent due to utility costs, and other topics deemed appropriate by Comptroller General to offer recommendations to minimize the impact of rising utility costs on families that receive HUD housing assistance. The Committee expects an initial consultation with GAO on the cost analysis not later than 180 days after enactment of this Act, with a deadline for the final delivery of the report to be set at that time.

Equal access to housing.—The previous Administration removed and rolled back HUD rules, regulations, and guidance designed to minimize or eliminate discrimination against lesbian, gay, bisexual, transgender, and queer (LGBTQ) individuals, in particular, subregulatory guidance specified in House Report 115–750. Under the new leadership, the Committee is pleased that the Department has prioritized restoring equal protections for all individuals, regardless of gender identity by publishing a Notice on April 27, 2021 in the Federal Register that effectively withdrew the previous Administration's proposed rule that would have threatened protections for transgender people and their families. The Committee strongly supports HUD's reinstatement of technical assistance and guidance for HUD grantees, to help ensure that all HUD-assisted and -insured housing remains available to eligible persons, without regard to sexual orientation or gender identity. It is the belief of the Committee that these key steps work to restore equitable access to and treatment in Federally assisted housing.

Top management challenges.—In November 2020, the HUD Office of Inspector General (OIG) identified ten top management challenges: (1) Responding to the COVID–19 Pandemic, (2) Financial Management, (3) Management and Oversight of Information Technology, (4) Monitoring and Mitigating Risk, (5) Ensuring the Availability of Affordable Housing That is Decent, Safe, Sanitary, and in Good Repair, (6) Protecting the FHA Insurance Fund, (7) Administering Disaster Recovery Assistance, (8) Human Resource Management Challenges, (9) Increasing Efficiency in Procurement Processes, and (10) Ensuring Ethical Conduct, many of which have been identified as top management challenges facing the Department for the past few years. The Committee continues to be concerned that the Department is stymied by basic business fundamentals, despite increases in funding each year. The Committee reminds the Department of the direction provided in House Report 116–452 to form an executive task form to address the OIG's top management challenges for fiscal year 2020, to expand the report to address the additional challenges identified in the OIG's 2021 report, and further directs the Department to report to the House and Senate Committees on Appropriations on the progress of the executive task force to address these challenges within 30 days of enactment of this Act.

HUD staffing assessment.—The Committee is concerned by the significant reductions in Department staffing levels and by reports that affordable housing projects have been delayed because the Department lacks the staff capacity to process requests in a timely manner. The Committee directs GAO to do a comprehensive evaluation of staff capacity across the entire Department, including in

the field, regional, and headquarters offices, in consultation with the House and Senate Committee on Appropriations. The report or reports should examine staff hiring, training, and retention, the capacity of staff to meet workload at current staff levels, the impact of low staff capacity on completion of affordable housing projects, and provide recommendations both to the Department and the House and Senate Committees on Appropriations on ways to improve staff capacity.

Housing income limits for Puerto Rico.—The Committee encourages the Department to work with relevant Federal stakeholders and the government of Puerto Rico to review current income limits used to determine eligibility for affordable Federal housing programs in Puerto Rico. The Committee further encourages the Department's assessment on how these income limits may be affecting the participation of low-income individuals and developers in Federal housing programs, indicate if they are a hinderance in participation, and identify ways to potentially remedy this issue.

Investment in Central Appalachia.—To diversify and enhance economic opportunities, the Committee encourages the Secretary to prioritize discretionary funding to distressed counties within the Central Appalachian region to help communities and regions that have been affected by job losses in coal mining, coal power plant operations, and coal-related supply chain industries due to the economic downturn of the coal industry.

Women- and minority-owned businesses and procurement.—The Committee acknowledges the barriers that women-owned businesses and small disadvantaged businesses face. The Committee directs HUD to examine its Federal contracting requirements for procurement to determine if any revisions need to be made, particularly with regard to bonding and insurance, for the purpose of promoting contracting with women-owned businesses and small disadvantaged businesses, and report back to the House and Senate Committees on Appropriations on its findings within 270 days of enactment of this Act.

Review of HUD grantees.—The Committee recognizes that HUD appoints Federal monitors to oversee and assist with the management of Federal funds and that these monitors may add additional cost burdens to the cities, states, and territories to which the monitors are appointed. The Committee directs GAO, in consultation with the House and Senate Committees on Appropriations, to review the efficacy and cost of the monitorship, management, and administration of HUD grantees under the direction of a monitor, including the New York City Housing Authority and the Community Development Block Grant Disaster Recovery administering agencies for Puerto Rico and the U.S. Virgin Islands.

Affordable housing and construction costs.—The Committee recognizes that the demand and need for affordable housing throughout the nation continues to outpace production and supply. Programs like the HOME investment partnerships program, choice neighborhoods initiative, Native American housing block grants—competitive, housing for the elderly, housing for persons with disabilities, and the self-help and assisted homeownership opportunity program play a critical role in expanding affordable single family and multifamily housing for low-income people. In fiscal year 2022, the Committee again provides significant resources through these

programs to support new construction of affordable housing. One of the many challenges with combatting the affordable housing crisis is the cost of construction. Costs associated with land acquisition, infrastructure improvements, construction, and development have increased across the country and even more so recently as a result of the COVID–19 pandemic. To better understand the impacts of construction and development costs on the ability of these HUD programs to expand the affordable housing supply, the Committee directs GAO to conduct an evaluation of how the per unit costs of eligible activities under these HUD programs have changed throughout the country based on historical cost trends, including identification of regions or housing markets in the country where costs have increased more significantly than others, an analysis on how such increases impacted affordable housing development, and recommendations on how such programs could better address this challenge. The Committee directs GAO to brief the House and Senate Committees on Appropriations on its preliminary findings no later than 180 days after enactment of this Act, and to provide a full report to the House and Senate Committees on Appropriations on a date established during such briefing.

Architectural Barriers Act (ABA) standards.—The Committee recognizes that HUD is the only agency that has not adopted the ABA implementation guidelines that the Access Board published in 2004 and instead continues to apply the Uniform Federal Accessibility Standards. Adopting the ABA standards will lead to more accessible housing for Americans with disabilities and promote greater consistency government-wide with respect to the accessibility of Federal facilities. The Committee directs HUD to brief the House and Senate Committees on Appropriations within 90 days of enactment of this Act on its plans to implement these guidelines.

ADMINISTRATIVE SUPPORT OFFICES

Appropriation, fiscal year 2021	$576,689,000
Budget request, fiscal year 2022	657,250,000
Recommended in the bill	594,418,000
Bill compared with:	
Appropriation, fiscal year 2021	+17,729,000
Budget request, fiscal year 2022	−62,832,000

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

COMMITTEE RECOMMENDATION

The Committee recommends the following amounts for each ASO office.

Administrative Support Offices	Request	Recommendation
Office of Chief Financial Officer	$91,800,000	$77,906,000
Office of General Counsel	118,400,000	112,274,000
Office of the Assistant Secretary for Administration	309,050,000	276,843,000

Administrative Support Offices	Request	Recommendation
Office of Field Policy and Management	63,600,000	59,652,000
Office of the Departmental Equal Employment Opportunity	4,600,000	4,300,000
Office of the Chief Information Officer	69,800,000	63,443,000
Total, ASO	657,250,000	594,418,000

Hiring and separation report.—The Committee continues to direct the Office of the Chief Financial Officer 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. The reports should include position titles, location, associated full-time equivalent (FTE), total number of unfilled FTEs, and the length of time each individual FTE has been unfilled. The reports should include the Office of the Inspector General and Government National Mortgage Association.

Office space.—The recommendation includes $5,143,000 to address urgent, previously unfunded Robert C. Weaver Federal Building deferred maintenance and modernization of critical infrastructure systems that are well past their useful lives and at high-risk of failure. Not later than 90 days after the enactment of this Act, the Secretary is directed to submit to the House and Senate Committees on Appropriations an expenditure plan for these funds. Any changes to this plan are subject to the reprogramming process described in section 405 of this Act.

Top management challenges.—Based on the Department's top ten management challenges identified in November 2020 by the HUD OIG, the Committee is concerned that the Department's growing and complex mission rests on a fragile foundation. Many of these challenges will need to be addressed within the ASO. The Committee directs the executives of the ASO to fully participate and support the executive task force that the Secretary was directed to form to address these challenges.

Office of the Chief Information Officer (OCIO).—The Committee directs OCIO to hire not less than one FTE for project management and one FTE for cost accounting to enhance OCIO's ability to estimate and analyze the cost and schedule of projects throughout their lifecycle and to report these costs and schedules in a timely and accurate manner to internal and external stakeholders.

PROGRAM OFFICES

Appropriation, fiscal year 2021	$904,673,000
Budget request, fiscal year 2022	1,007,500,000
Recommended in the bill	950,329,000
Bill compared with:	
Appropriation, fiscal year 2021	+45,656,000
Budget request, fiscal year 2022	−57,171,000

The Program Offices appropriation pays for the staff cost attributable to specific department programs, whereas the cost of the assistance is accounted for in the preceding program accounts. Each PO office implements one or more HUD programs.

- The Office of Public and Indian Housing oversees the administration of the Public Housing, Housing Choice Voucher, and all of HUD's Native American and Native Hawaiian programs.

• The Office of Community Planning and Development is responsible for the administration of Community Development Block Grants (CDBG), the HOME Investment Partnership (HOME), Homeless Assistance Grants, and other community development programs.

• The Office of Housing implements Federal Housing Administration multi- and single-family homeownership programs and assisted rental housing programs.

• The Office of Policy Development and Research directs the Department's annual research agenda to support the research and evaluation of housing and other departmental initiatives to improve HUD's effectiveness and operational efficiencies.

• The Office of Fair Housing and Equal Opportunity receives, investigates, conciliates, and recommends the issuance of charges of discrimination and determinations of non-compliance for complaints filed under Title VIII and other civil rights authorities.

• The Office of Lead Hazard Control and Healthy Homes is responsible for the Lead-Based Paint Hazard Reduction program and addressing multiple housing-related hazards affecting the health of residents, particularly children.

COMMITTEE RECOMMENDATION

The Committee recommends the following amounts for each Program Office.

Program Offices	Request	Recommendation
Office of Public and Indian Housing	$268,900,000	$258,896,000
Office of Community Planning and Development	146,600,000	142,381,000
Office of Housing	452,300,000	412,703,000
Office of Policy Development and Research	35,500,000	37,320,000
Office of Fair Housing and Equal Opportunity	93,100,000	88,726,000
Office of Lead Hazard Control and Healthy Homes	11,100,000	10,303,000
Total	1,007,500,000	950,329,000

Empowerment zones (EZs).—The Committee recognizes that EZs can serve as an important tool for community revitalization. The Committee also acknowledges that additional data is needed to assess the effectiveness of EZs. The Committee directs GAO to evaluate the effectiveness of round I EZs, including the management of Federal funds. The Committee directs GAO to brief the House and Senate Committees on Appropriations on its preliminary findings no later than 180 days after enactment of this Act, and to provide a full report to the House and Senate Committees on Appropriations on a date established during such briefing.

Environmental regulations enforcement.—The Committee is concerned about the OIG Report entitled, "Contaminated Sites Pose Potential Health Risks to Residents at HUD Funded Properties", (2019–OE–0003) showing that the Department neglected for years to enforce its own environmental regulations at public housing complexes. This lack of oversight resulted in the lead poisoning of children in at least one public housing development. Therefore, the Committee directs the Department to report on the progress that they have made on the recommendations provided by the HUD

OIG, in the above-captioned report within 180 days of enactment of this Act.

Foster care youth.—The Committee recognizes that foster care youth are more likely to suffer from trauma or post-traumatic stress disorder than other children their age and, on average, move once to twice a year. Although children entering foster care are required to undergo physical health assessments, many children do not receive a mental health screening. The Committee strongly recommends that the Department collaborate HHS to identify and support programs that could promote mental health screenings for foster youth. It is the Committee's understanding that these mental health screenings should occur within 30 days of a child entering the foster care system.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

The Department of Housing and Urban Development's Working Capital Fund (WCF), in its present form, was established by the Consolidated Appropriations Act, 2016 (P.L. 114–113) to perform a limited number of commodity-like administrative functions where economies of scale can be achieved. These functions are limited in statute to the following: printing, records management, space renovation, furniture, and supply services.

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

COMMITTEE RECOMMENDATION

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

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

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2021	$25,777,439,000
Budget request, fiscal year 2022	30,442,000,000
Recommended in the bill	29,215,714,000
Bill compared with:	
Appropriation, fiscal year 2021	+3,438,275,000
Budget request, fiscal year 2022	−1,226,286,000

In fiscal year 2005, the housing certificate fund was separated into two new accounts: tenant-based rental assistance and project-based rental assistance. This account administers the tenant-based

section 8 rental assistance program otherwise known as the housing choice voucher program.

COMMITTEE RECOMMENDATION

The Committee recommends $29,215,714,000 for tenant-based rental assistance. Consistent with the budget request, the Committee continues the advance of $4,000,000,000 of the funds appropriated under this heading for section 8 programs to October 1, 2022. The following table provides funding levels for activities funded within this account.

	Request	Recommendation
Voucher renewals	$25,001,000,000	$24,950,926,000
Tribal HUD–VASH	*up to $5,000,000*	*up to $5,000,000*
Administrative fees	2,790,000,000	2,469,535,000
Veterans Affairs supportive housing (VASH)	– – –	20,000,000
Tenant protection vouchers	100,000,000	100,000,000
Family unification vouchers	– – –	25,000,000
Section 811 mainstream vouchers	508,000,000	500,253,000
Mobility services demonstration	491,000,000	150,000,000
Incremental vouchers	1,552,000,000	1,000,000,000
Total	30,442,000,000	29,215,714,000

Voucher renewals.—The Committee provides $24,950,926,000 for the renewal of tenant-based vouchers. The Committee directs the Department to monitor and report to the House and Senate Committees on Appropriations each quarter on the trends in section 8 subsidies and to report on the required program alterations due to changes in rent or changes in tenant income.

Incremental vouchers to address homelessness.—The Committee provides $1,000,000,000 to support more than 125,000 new incremental vouchers to expand affordable housing opportunities for low-income people in America. The Committee supports the use of these funds for housing opportunities targeted to individuals and families that are experiencing or at-risk of homelessness and individuals and families fleeing, or attempting to flee, domestic violence, dating violence, sexual assault, or stalking, as well as for veterans.

Veterans Affairs supportive housing (VASH).—The Committee recognizes the value and impact of the HUD–VASH program, which serves veterans experiencing homelessness. To continue the effort to eliminate homelessness among our Nation's veterans, the Committee provides $20,000,000 for new, incremental vouchers dedicated to vulnerable veteran households. In addition, no less than $762,500,000 of the amounts made available for voucher renewals is available to renew more than 100,000 eligible VASH vouchers funded in prior years. Since 2008, the Committee has provided more than $835,000,000 in targeted funding to increase the number of HUD–VASH vouchers available to address veteran homelessness and billions of dollars have been made available to renew HUD–VASH vouchers over the same period.

Case management services are critically important to the success of the program, and public housing agencies (PHAs) rely on Department of Veterans Affairs (VA) Medical Center referrals to house veterans. In fiscal year 2021, the Committee directed HUD to work with the VA to determine how PHAs can become des-

ignated entities to screen for eligibility and make referrals to the VA for services. Further, the Committee directed the VA and HUD to use their existing authorities to allow PHAs to house and provide services to veterans in the interim. The Committee directs HUD to continue its coordination with VA and to issue guidance no later than one year after enactment of this Act on how PHAs can coordinate with local VA Medical Centers to improve service delivery and referrals for HUD–VASH eligible veterans awaiting a VA-issued referral to ensure no veteran goes unserved where housing and services remain available. The Committee recommendation provides $5,000,000 for PHAs administering temporary case management and supportive services for HUD–VASH eligible veterans awaiting a referral from the VA.

Housing and economic mobility.—The Committee supports the Department's new initiative to target funds to a mobility services demonstration to help families with children move to areas of opportunity and provides $150,000,000 for this purpose. This level of funding is in addition to the combined $50,000,000 provided in fiscal years 2019 and 2020 for the housing mobility demonstration, which builds on research that has found that when families with young children use housing vouchers to locate in areas with quality schools and other opportunities, their children are much more likely to attend college and earn more income as adults. The Committee believes counseling, relocation assistance, landlord incentives, and targeted coordination between families, PHAs, financial institutions, landlords, and other key stakeholders will be critical to helping improve outcomes for low-income children and families.

Vouchers for homeless Native American veterans.—The Committee provides up to $5,000,000 for rental assistance and associated administrative costs for Tribal HUD–VASH to serve Native American veterans who are homeless or at risk of homelessness living on or near a reservation, or other Indian areas. The Committee anticipates that this funding will be needed to renew previously provided rental assistance. This program was first funded in fiscal year 2015, and because of the unique nature of the program, a separate renewal line is required. These resources are in addition to the HUD–VASH program.

The Committee recognizes that the rural and remote nature of many tribal communities presents unique barriers to hiring and retaining qualified professionals who meet the VA's standards for case managers. The Committee encourages HUD to continue working collaboratively with the VA and Tribal HUD—VASH funding recipients to implement their program. In addition, the Committee urges HUD to ensure that Tribal HUD—VASH funding recipients unable to fully implement their program due to challenges hiring and retaining case managers are not treated inequitably due to delays, particularly in performance evaluations and when applying for continued funding.

Tenant protection vouchers.—The Committee provides $100,000,000 for tenant protection vouchers. In its annual notice of funding awards for tenant protection vouchers, the Department shall also include each specific property ID and name that experienced a triggering event to support each funding award.

Section 811 mainstream vouchers.—The Committee provides $500,253,000 for section 811 tenant-based subsidies. This level of funding is sufficient to renew previously awarded eligible vouchers.

Supportive housing for people with mental illness pilot.—The Committee is concerned that people with serious mental illness have inadequate access to housing and supportive services. The Committee is alarmed by the frequency in which these individuals are found in hospitals and public institutions like jails, prisons, and emergency shelters, which results in increased costs to taxpayers and does not allow individuals to receive the robust behavioral health services that they need. As evidenced by the progress made through the HUD–VASH program, the Committee recognizes that pairing housing with wrap-around services is a successful model. In fiscal year 2021, the Committee requested a report from HUD and the Department of Health and Human Services Substance Abuse and Mental Health Services Administration (SAMHSA) on the feasibility of creating a pilot program for individuals with serious mental illness. To pilot this initiative, the Committee provides up to $5,000,000 for public housing agencies to partner with SAMHSA grantees through the projects for assistance in transition from homelessness (PATH) program to support new housing vouchers for individuals concurrently seeking housing and mental health supportive services.

Family unification program (FUP) vouchers.—The Committee provides $25,000,000 for family unification vouchers, which provide housing assistance for youth transitioning out of foster care and for child welfare-involved families whose primary barrier to reunification is lack of stable housing. Young adults associated with the child welfare systems are more likely to experience homelessness as adults or as they transition to adulthood. The Committee recognizes that stable, affordable housing with appropriate services can help prevent children from being unnecessarily removed from their families and help youth exiting foster care transition to adulthood. The Committee is concerned that FUP vouchers are underutilized as a housing strategy to assist at-risk youth and that PHAs and local public child welfare agencies have had limited success in developing effective partnerships. According to a May 2014 report from HUD's Office of Policy Development and Research, youth only comprise about 14 percent of the total FUP participants. Therefore, the Committee directs $10,000,000 of the funding provided for FUP vouchers to PHAs that partner with their local public child welfare agency to ensure youth referrals for these vouchers. The Committee also includes language permitting the Secretary to recapture voucher assistance from PHAs that no longer have a need for that assistance and reallocate it to PHAs with an identified need.

Homeless veterans on the United States-Mexico border.—The Committee notes that there are many homeless veterans living on the United States-Mexico border, many of whom have not historically been counted in the point-in-time homelessness survey. The Committee directs HUD to take action to ensure that HUD—VASH vouchers are made available to this population. The Committee further directs HUD to build upon previous work and develop strategies and recommendations for addressing and reducing veteran homelessness on the southern border. The Department is directed

to report to the House and Senate Committees on Appropriations on these efforts within 60 days of the enactment of this Act.

Section 8 management assessment program.—In fiscal year 2019, the Committee directed the Department to analyze whether differences in scoring PHAs created inequities and to report to the Committee. The Committee continues to look forward to receiving the results of this report.

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

Administrative fees.—The Committee encourages the Department to work with its authorizing congressional committees to determine the feasibility of providing administrative fees for the section 8 housing choice voucher program to high performing, fully-leased PHAs that are prioritizing housing homeless and special needs populations. This consideration should be given to PHAs in high-cost areas that serve these populations and have leveraged local resources.

Home buying assistance.—The Committee directs HUD to report to the House and Senate Committees on Appropriations on the impediments and/or barriers of using section 8 housing choice voucher program funding for the purposes of home purchase assistance such as down payment assistance and closing costs no later than 120 days after enactment of this Act.

Project-based vouchers.—The Committee supports the use of project-based vouchers for expanding affordable housing to special needs populations who would otherwise face barriers in finding suitable housing in the private rental market. The Committee encourages the Department to work with its authorizing congressional committees to consider increasing the percentage cap on project-based rental assistance in order to expand housing opportunities for populations such as those with special needs.

HOUSING CERTIFICATE FUND

(INCLUDING RESCISSIONS)

The housing certificate fund, until fiscal year 2005, provided funding for both the project-based and tenant-based components of the section 8 program. Project-based rental assistance and tenant-based rental assistance are now separately funded accounts. The housing certificate fund retains balances from previous years' appropriations.

COMMITTEE RECOMMENDATION

Language is included to allow unobligated balances from specific accounts to renew or amend project-based rental assistance contracts.

PUBLIC HOUSING FUND

Appropriation, fiscal year 2021	$7,806,000,000
Budget request, fiscal year 2022	8,575,000,000
Recommended in the bill	8,640,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+834,000,000
Budget request, fiscal year 2022	+65,000,000

The public housing fund provides funding for the costs associated with operating and maintaining public housing, as well as modernization and capital expenses for approximately 3,100 PHAs (except tribally designated housing entities) that manage public housing units.

COMMITTEE RECOMMENDATION

The Committee recommends $8,640,000,000 for the public housing fund to support the operating and capital expenses of more than 960,000 public housing units in calendar year 2022.

Operating and capital formula grants.—The Committee recommendation provides $4,897,000,000 to allocate to PHAs by formula to support the operating expenses of public housing. Of the funding provided for operating formula grants, the Committee recommendation includes up to $21,000,000 for resident participation activities, including tenant organizing activities, capacity building and technical assistance, and access to community services. The Committee recommendation provides $3,400,000,000 to allocate to PHAs by formula to support the maintenance of public housing. This level of funding will address the estimated accrual need in calendar year 2022 to prevent the loss of any public housing unit to disrepair.

Shortfall prevention.—The Committee recommendation provides $25,000,000 for shortfall prevention to reduce the risk of financial insolvency for high risk PHAs.

Emergency and disaster grants.—The Committee recommendation provides $65,000,000 for emergency capital needs, excluding Presidentially-declared disasters. Of this amount, $45,000,000 is for PHAs in receivership or under the direction of a Federal monitor and no less than $10,000,000 is for safety and security measures.

Financial and physical assessment.—The Committee recommendation provides $23,000,000 to support the ongoing public housing financial and physical assessment activities of HUD's real estate assessment center.

Administrative and judicial receiverships.—The Committee recommendation provides $15,000,000 to support the costs of administrative and judicial receiverships.

Lead hazard reduction and healthy homes.—The Committee recommendation provides $65,000,000 for competitive grants to PHAs to evaluate and reduce lead-based paint and other health hazards, including addressing carbon monoxide, mold, fire safety, and other household hazards. Of this amount, up to $5,000,000 is to continue a pilot for radon testing and mitigation in public housing.

Energy and water performance.—The Committee supports the Department's energy performance contracting (EPC) as a tool for innovative financing that uses cost savings from reduced energy consumption to repay the cost of installing energy conservation

measures. The Committee recognizes that HUD's rate reduction incentive allows PHAs to share cost savings resulting from utility rate reduction action equally with HUD. In order to strengthen energy conservation measures, the Committee recommendation provides $50,000,000 for public housing energy and water efficiency initiatives, including an EPC incentive pilot program. As part of this pilot, the Committee directs HUD to consider the following changes to its utility cost reduction programs: (1) accept rate reduction benefit from all utilities; (2) waive the three-year water baselines; (3) permit use of all available funding sources to generate utility savings, including the frozen base; (4) remove restrictions on EPC incentives; and (5) allow structured financing for operations and maintenance to reduce costs. The Committee recognizes that there is insufficient information to estimate the full cost of public housing capital needs due to a lack of data on the costs of public housing electrification. The Committee directs HUD to ensure that PHAs participating in the pilot include a detailed description of energy deficiencies in their physical needs assessments.

Further, the Energy Policy Act of 2005 amended the public housing capital section of the United States Housing Act of 1937 to encourage the integration of utility management and capital planning to maximize energy conservation and efficiency measures. All PHAs are currently required to perform energy audits every five years pursuant to 24 CFR 965. However, energy audit data is not collected on a national basis, nor is it required to be integrated with capital needs planning. Decarbonizing the existing public housing stock is projected to reduce carbon emissions by as much as 5.6 million metric tons, which is the equivalent of 1.2 million cars each year. In the process, it is estimated that energy cost savings of up to 70 percent could be realized and up to 240,000 jobs could be created each year, including 36,000 on-site maintenance and constructions jobs. The Committee believes that the Department and PHAs have the potential to ensure a sustainable future for public housing and directs HUD to submit a report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act on how HUD and PHAs can increase the available data on public housing for energy usage, energy conservation and efficiency measures, and other relevant information, including green physical needs assessments, in order to ensure public housing fund resources are being used in a way that maximizes their impact.

Utility conservation and climate resiliency.—The Committee recommendation includes $100,000,000 for competitive grants to PHAs for capital improvements to reduce utility consumption or improve the climate resilience of public housing.

Green retrofits.—The Committee recognizes the benefits of readily available physical and green assessment data that could assist with long-term asset management, ensure resident safety and well-being, and promote the longevity and decarbonization of public housing. The Committee believes that HUD is well-suited to provide data on green retrofits financed through the public housing fund and directs HUD, in collaboration with PHAs, to report on green retrofitting activities by PHA.

Quality assurance of physical inspections.—The Committee is troubled by reports of deplorable living conditions found in some

HUD-subsidized properties across the country. The scope of this issue spans geographic regions, highlights systemic problems, and calls into question the effectiveness of HUD's oversight and the real estate assessment center's (REAC) inspections of HUD-assisted housing. The Committee encourages the Department to work with the Committee on enforcement actions, including civil monetary penalties, that HUD can take to ensure PHAs and landlords maintain the physical quality and safety of HUD-assisted units. Similarly, while the Committee is supportive of efforts to quickly issue tenant-protection vouchers, the issuance of such vouchers due to unsafe housing conditions is an acknowledgement by the Department that it has failed to ensure housing units are maintained as decent, safe, and sanitary. Additionally, failure to maintain the physical condition of HUD-assisted properties results in a loss of critical affordable housing and tenant protection vouchers are more difficult for individual and families to utilize in communities with limited affordable housing options. As part of any change in inspection protocols or standards, the Committee directs the Department to solicit comments from stakeholders, including tenants, to identify ways the Department can improve its inspection protocols and oversight. The Committee will continue to closely monitor the Department's efforts and progress and directs the Department to submit to the House and Senate Committees on Appropriations, within 60 days of enactment of this Act, a report identifying how HUD is improving the inspection process and related protocols, including quality assurance of inspections, identified actions yet to be implemented, the status of actions undertaken, and a timeline for completion of all actions.

Public housing trusts.—The Committee recognizes that certain public housing preservation and recapitalization tools result in affordable housing units being transferred to the ownership of public entities. The Committee is aware that, as part of these ownership transfers, some PHAs have expressed interest in establishing a separate entity to further leverage public and private funding sources, including through the establishment of a public housing trust, in order to execute capital projects with the greatest possible efficiency. When converting public housing units, the Committee encourages the Department to work with PHAs in order to leverage public-private partnerships.

Fire safety.—The Committee understands that while the Federal Fire Safety Act of 1992 mandated that all new public housing units have automatic sprinkler systems, it did not mandate that these systems be installed in Federally-assisted housing units built prior to the date of enactment of the Act, which poses a risk to tenants residing in outdated units without adequate fire sprinkler systems. The Committee recommendation provides funding under this heading for fire safety, which may be used to install automatic sprinkler system in public housing. Furthermore, the Committee directs the Department to provide a report within 120 days of enactment of this Act to the House and Senate Committees on Appropriations on the presence or absence of automatic sprinkler systems in public housing.

Burial grounds.—The Committee directs HUD to survey PHAs to determine how many public housing properties are known to be built on cemeteries or historic burial grounds and report its find-

ings to the House and Senate Committees on Appropriations within 90 days of enactment of this Act.

Recycling and zero waste.—The Committee recognizes the benefits of recycling and zero-waste programs and supports expanding the availability of such programs in public housing. Therefore, the Committee directs the Department to create a pilot program to support recycling and zero-waste programs in public housing and provides $10,000,000 from public housing operations funding under this heading for such a pilot program.

Carbon monoxide.—The Committee is alarmed at reports of incidents of carbon monoxide poisoning in public housing and supports the Department's use of emergency safety and security funding provided under this heading to award funding to PHAs for the purchase and installation of carbon monoxide detectors. The Committee directs HUD to, within 90 days of enactment of this Act, report to the House and Senate Committees on Appropriations on its progress to meet the requirements of section 101 of title I of division Q of the Consolidated Appropriations Act, 2021 (P.L. 116–260), including its efforts to educate tenants on carbon monoxide poisoning to help prevent future injuries, deaths, and other harms.

Physical needs assessments.—The Committee recognizes that the data needed to estimate the full cost of public housing capital needs is insufficient to inform short- and long-term funding and capital planning needs. The Committee urges the Department to consider requiring a detailed description of energy deficiencies as part of a PHA's physical needs assessments.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriation, fiscal year 2021	$200,000,000
Budget request, fiscal year 2022	250,000,000
Recommended in the bill	400,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+200,000,000
Budget request, fiscal year 2022	+150,000,000

The choice neighborhoods initiative program leverages significant public and private funding to support locally driven strategies that transform underserved neighborhoods with distressed public and/or HUD-assisted housing into neighborhoods of choice through a comprehensive approach. The program uses Federal grants to help communities transform neighborhoods by revitalizing severely distressed public and/or HUD-assisted housing into high quality, energy efficient, mixed-income housing; providing supportive services to residents related to employment, health care, and education; and catalyzing community-wide improvements in the neighborhood, like addressing vacant property, economic development, public safety, services, and schools.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $400,000,000 for the choice neighborhoods initiative program. Of the total funds provided, not more than $10,000,000 is for planning grants to conduct comprehensive local planning for neighborhood transformation plans which includes engagement with residents and the community. The Committee encourages the Department to give prior year

planning grant recipients priority consideration when awarding implementation grants.

Supporting residents.—Supportive services are a key component to helping residents thrive and remain stably housed. Through the choice neighborhoods initiative program, supportive services are tailored to the needs of residents to strengthen self-sufficiency by focusing on employment and income, health, and education. These services help ensure individuals receive support during their relocation and return to the public and/or HUD-assisted housing that is being redeveloped. For households receiving this support, HUD has found that 85 percent of grantees have increased employment rates, the percentage of residents with a regular health care provider has increased, and the number of children participating in early childhood and after-school programs increased by 22 percent and 26 percent, respectively. The Committee notes that the amount of implementation grant funding that may be used for supportive services for residents is limited to 15 percent, and that 66 percent of all implementation grant awardees budgeted the maximum 15 percent allowable for supportive services and the average for all awardees was 14.8 percent. Considering the strong utilization of funding for supportive services by awardees and the demonstrated success for residents, the Act increases the maximum amount of implementation grant funding that may be used for supportive services to 20 percent in order to continue to improve social outcomes for residents.

Improving cross-agency coordination.—The Committee is pleased that the Department of Transportation (DOT) incorporated the choice neighborhoods initiative program into the notice of funding opportunity (NOFO) for some of its fiscal year 2021 competitive grant programs, effectively making an application for a transportation project proposed in a choice neighborhood more competitive than a similar transportation project not located in a choice neighborhood. In order to achieve a successful neighborhood transformation, a choice neighborhoods initiative applicant must leverage significant public and private funding opportunities. At the Federal level, a diverse set of agencies including DOT, the Department of Health and Human Services (HHS), the Department of Education (ED), and the Department of Labor (DOL), among others, could all have a role to play in the housing, people, and neighborhood components of the choice neighborhoods initiative program. However, it is often difficult for local communities, especially lower-income and disadvantaged communities, to leverage resources across multiple Federal agencies. The Committee directs HUD to work with DOT, HHS, ED, DOL, and any other Federal agencies HUD deems appropriate to identify Federal resources which could be leveraged by choice neighborhoods initiative applicants and awardees, improve cross-agency coordination with respect to NOFOs, if appropriate, and to explore developing incentives and increasing emphasis within NOFOs on certain activities to encourage potential applicants to approach community development in a more holistic manner. The Committee directs HUD to brief the House and Senate Committees on Appropriations on its initial cross-agency engagement and findings no later than 180 days after the enactment of this Act.

Program evaluation.—Since fiscal year 2010, HUD has awarded more than $1,200,000,000 to 41 implementation grants. These implementation grants will replace more than 11,300 distressed public and/or HUD-assisted housing units, construct more than 26,800 total affordable and market rate housing units, leverage more than $7 of non-Federal investment for every $1 of implementation grant funding, and as noted earlier improve social outcomes for residents. An initial study on the first five choice neighborhoods, managed by HUD's Office of Policy Development and Research (PDR), was completed in 2015. At that time, the five choice neighborhoods had not completed their full implementation, redevelopment was still underway, and Federal funding was still being expended. The Committee understands that PDR has initiated phase two of this study to collect additional information on the first five choice neighborhoods and a second cohort of choice neighborhoods. This follow-on evaluation will provide HUD and Congress with important information on the outcomes, challenges, and opportunities for the housing, people, and neighborhood elements of the choice neighborhoods initiative program. The Committee directs HUD to brief the House and Senate Committees on Appropriations on the status of phase two of this study, including any initial findings, no later than 120 days after the enactment of this Act.

SELF-SUFFICIENCY PROGRAMS

Appropriation, fiscal year 2021	$155,000,000
Budget request, fiscal year 2022	175,000,000
Recommended in the bill	200,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+45,000,000
Budget request, fiscal year 2022	+25,000,000

The self-sufficiency programs account funds several programs which help low-income individuals and families living in subsidized housing enhance job skills, increase earnings, and improve their economic security. The family self-sufficiency (FSS) program provides grants for FSS coordinators to public housing agencies (PHAs) and the Economic Growth, Regulatory Relief, and Consumer Protection Act (P.L. 115–174) expanded eligibility to residents of project-based rental assistance (PBRA) properties. The resident opportunity and self-sufficiency (ROSS) program funds service coordinators to work with residents of public and Indian housing, and the jobs-plus initiative provides grants to PHAs, which are required to partner with Department of Labor jobs centers.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $200,000,000 for the self-sufficiency programs account. The following table provides funding levels for activities within this account.

	Request	Recommendation
Family self-sufficiency	$120,000,000	$150,000,000
Resident opportunity and self-sufficiency	35,000,000	35,000,000
Jobs-plus initiative	20,000,000	15,000,000
Total	175,000,000	200,000,000

Expanded FSS eligibility.—The Committee commends HUD for issuing a proposed rule on September 21, 2020 to implement the Economic Growth, Regulatory Relief, and Consumer Protection Act (P.L. 115–174) which amended the FSS program. Specifically, section 306 of P.L. 115–174 streamlined FSS program administration and expanded the program to residents of PBRA properties. The Committee directs HUD to thoroughly review and consider all comments received in response to the proposed rule and to issue a final rule as soon as practicable. In addition, the Act ensures that owners or sponsors of PBRA properties are eligible for new grants upon the Secretary issuing a final rule.

FSS performance measurement system.—In 2017, HUD issued a notice requesting comment on a proposed performance measurement system for PHAs receiving FSS program coordinator grants. On November 15, 2018, HUD issued a final notice on the new performance measurement system with revisions to the methodology used to compute FSS performance scores in response to public comments received to the notice. According to the final notice entitled "Family Self-Sufficiency Performance Measurement System ("Composite Score")", a PHA's FSS performance score will be calculated based on an earnings performance measure, graduation rate, and participation rate. While HUD intended to begin using this performance measurement system in determining FSS funding awards in fiscal year 2019, section 236 of the Further Consolidated Appropriations Act, 2020 (P.L. 116–94) and section 233 of the Consolidated Appropriations Act, 2021 (P.L. 116–260) prohibited HUD from considering performance measures or scores in making funding awards for the FSS program. The Committee supports the intent of HUD's efforts to evaluate individual FSS programs, which could provide HUD vital information on the FSS program overall and inform best practices and technical assistance. However, the Committee considers the focus on earnings, graduation rate, and participation rate to be too narrow in scope and insufficient in terms of measuring success and outcomes for individuals participating in the program. For example, while graduation rates are important such a metric does not provide insights into how graduation from the FSS program may result in individuals exiting HUD-assisted housing and no longer needing rental assistance. The Committee understands that HUD is working to make further improvements to the performance measurement system and directs HUD to consider additional metrics focused on social outcomes for individuals.

Tribal participation.—The Committee reminds HUD, applicants, and residents of HUD-assisted housing that tribes and tribally designated housing entities are eligible applicants for the ROSS program.

NATIVE AMERICAN PROGRAMS

Appropriation, fiscal year 2021	$825,000,000
Budget request, fiscal year 2022	1,000,000,000
Recommended in the bill	950,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+125,000,000
Budget request, fiscal year 2022	−50,000,000

The Native American programs account funds the Native American housing block grants and Indian community development

block grant programs. The Native American housing block grants program, authorized by the Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA), provides funding to American Indian tribes and tribally designated housing entities (TDHEs) to help address affordable housing needs in tribal communities. The Indian community development block grant program, authorized under title I of the Housing and Community Development Act of 1974, provides American Indian tribes the opportunity to compete for funding to address tribal community development needs.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $950,000,000 for the Native American programs account. The following table provides funding levels for activities within this account.

	Request	Recommendation
Native American housing block grants formula	$723,000,000	$722,000,000
Native American housing block grants competitive	100,000,000	150,000,000
Energy efficiency and resiliency measures	100,000,000	– – –
Title VI loan program	– – –	1,000,000
Indian community development block grant	70,000,000	70,000,000
Training and technical assistance	7,000,000	7,000,000
Total	1,000,000,000	950,000,000

In addition, the American Rescue Plan Act of 2021 (P.L. 117–2) provided a total of $745,000,000 to prevent, prepare for, and respond to COVID–19, of which $450,000,000 was for the Native American housing block grants formula program, $280,000,000 was for the Indian community development block grant program, $10,000,000 was for training and technical assistance, and $5,000,000 was for administrative oversight.

Competitive grants.—A 2017 HUD report confirmed that homelessness in tribal areas translates into overcrowded homes, finding that between 42,000 and 85,000 Native Americans were living with friends or relatives only because they had no place of their own and to prevent homelessness. In addition, 23 percent of households in tribal areas experienced plumbing, kitchen, heating, electrical, and maintenance problems which is significantly more than the five percent of all U.S. households experiencing similar issues. According to the report, 33,000 new units are needed in Indian country to eliminate overcrowding and another 35,000 new units are needed to replace units that are physically inadequate. Recognizing this significant need in tribal communities across the country, the Committee has appropriated $400,000,000 for competitive grants to eligible recipients under NAHASDA to spur the construction and rehabilitation of housing. To date, HUD has awarded funding from fiscal years 2018, 2019, and 2020, which is expected to result in approximately 1,700 new and rehabilitated housing units. The Committee recommendation provides $150,000,000 to continue to assist tribal communities with expanding affordable housing and improving housing conditions through this competitive grant program. In addition, the Act expands this competitive grant program to allow the Secretary to award grants to rehabilitate or retrofit housing units owned, operated, or assisted by eligible recipients under

NAHASDA to improve water or energy efficiency or increase resilience to natural hazards.

The Committee directs HUD to administer the fiscal year 2022 funding as a stand-alone competition and to review and score each application in its entirety. HUD shall not combine the fiscal year 2022 notice of funding opportunity (NOFO) with prior or future year appropriations for the same purpose, except that any remaining unobligated balances from prior fiscal year competitions may be included in the fiscal year 2022 NOFO. While the fiscal year 2022 NOFO should require applicants to meet a capacity threshold, it shall not provide additional points for capacity above want is needed to successfully administer these grants. Further, the Committee notes that $1,727,000 in funding appropriated in fiscal year 2017 remains available in the section 184 loan guarantee program for the construction of rental housing for law enforcement, health care, educational, technical, and other skilled workers. The Committee encourages tribes and TDHEs to consider utilizing this support for workforce housing when developing projects for these competitive grants.

Formula grant overfunding.—The Native American housing block grants formula program allocation is based on need, as measured in part by current assisted housing stock. However, housing data used to calculate allocations in any given year often contains inaccuracies that are subsequently corrected. These data revisions result in some Indian tribes having received grants in excess of their accurate formula allocation which in turn causes all other Indian tribes to be technically underfunded for that same year. To address this recurring problem, the Department has in the past recouped prior year awards made in excess of eligibility by offsetting current year awards. The Committee believes that this practice is within the Department's authority. To ensure that the Native American housing block grants formula program is allocated accurately and in accordance with statutory requirements, the Committee directs the Department to continue the practice of offsetting formula allocations in fiscal year 2022 should it receive data indicating that an overpayment occurred, provided the Department takes action within three years from the date the formula response form is sent out. If the Department recoups funds from a tribe and a subsequent appeals process determines that the funds should not have been recouped, the Committee directs the Department to increase the tribe's next funding allocation, following the final appeals determination, equal to the amount of the improperly recouped funds.

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

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

Coastal tribes.—The Committee understands that several coastal tribal communities are actively working to relocate homes and other critical infrastructure to higher ground to mitigate the impacts of climate change. The Committee encourages HUD to prioritize funding and technical assistance resources to support these efforts and to encourage the use of resilient building and planning practices throughout Indian country. Further, the Act expands the Native American housing block grants competitive program to allow the Secretary to award grants to rehabilitate or retrofit housing units owned, operated, or assisted by eligible recipients under NAHASDA to improve water or energy efficiency or increase resilience to natural hazards and allows the Secretary to give priority to projects that include activities that improve water or energy efficiency or increase resilience to natural hazards through the Indian community development block grant program.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

Appropriation, fiscal year 2021	$2,000,000
Budget request, fiscal year 2022	3,500,000
Recommended in the bill	3,500,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,500,000
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $3,500,000 for the Indian housing loan guarantee fund program account, of which $3,000,000 is for the cost of section 184 guaranteed loans and $500,000 is for administrative contract expenses to carry out the section 184 loan guarantee program. The Act allows HUD to use prior year unobligated balances to support the cost of section 184 guaranteed loans. The fiscal year 2022 funding combined with the unobligated balances will support a total loan volume of up to $1,400,000,000.

Management and oversight.—The Committee remains concerned with the Department's response to three management and oversight reviews by the HUD OIG on the section 184 program, with the initial audit report dating back to 2015. In the Consolidated Appropriations Act, 2021 (P.L. 116–260) the Committee directed the HUD OIG to conduct a follow-up review on the section 184 program to determine if the weaknesses in internal controls and information technology (IT) systems previously identified by the HUD

OIG have been effectively addressed. According to the June 2021 update the Committee received from the HUD OIG on the status of the Department's efforts to address these issues, 16 of the 20 recommendations the HUD OIG has issued or reopened remain open and unresolved. Further, the HUD OIG reiterated that the Office of Native American Programs (ONAP) "must continue its efforts to get the Section 184 program to a point at which there are adequate systems, monitoring, oversight, and enforcement." While 14 of the open recommendations are targeted for completion by the end of calendar year 2021, the Committee remains concerned with the Department's ability to complete this work. Further, while the Committee notes positive progress on the IT systems in the information technology fund account, addressing the IT systems needs is only one portion of the issues ONAP must address. The Committee directs the Department to redouble its efforts to complete the necessary regulations, develop and implement policies and procedures to supplement such regulations, work with authorizing committees to enact indemnification authority, and address issues relating to the expenditure of the administrative contract expenses. The section 184 program is an important tool to foster Native American homeownership and has typically supported between 3,000 and 4,000 loans each year. It is imperative that the Department fully implement the HUD OIG recommendations to ensure the integrity and sustainability of this vital program for Native Americans, tribes, and tribally designated housing entities.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriation, fiscal year 2021	$2,000,000
Budget request, fiscal year 2022	7,000,000
Recommended in the bill	4,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+2,000,000
Budget request, fiscal year 2022	−3,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $4,000,000 for the Native Hawaiian housing block grant program. The Committee directs the Department to continue to provide technical assistance to DHHL in developing and executing plans to meet the housing needs of low-income Native Hawaiians.

In addition, the American Rescue Plan Act of 2021 (P.L. 117–2) provided $5,000,000 for the Native Hawaiian housing block grant program to prevent, prepare for, and respond to COVID–19.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	–$6,000,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2021	– – –
Budget request, fiscal year 2022	+6,000,000

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

COMMITTEE RECOMMENDATION

The Committee rejects the proposal in the budget request to rescind $6,000,000 in prior year unobligated balances from the section 184A loan guarantee program. The Act provides $28,000,000 in loan guarantee commitment authority to make section 184A loans and provides the Secretary the authority to guarantee refinance loans.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriation, fiscal year 2021	$430,000,000
Budget request, fiscal year 2022	450,000,000
Recommended in the bill	600,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+170,000,000
Budget request, fiscal year 2022	+150,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $600,000,000 for HOPWA, which is sufficient funding to ensure that no grantee receives less funding in fiscal year 2022 than they did in fiscal year 2021. The Committee recommendation includes formula grants and funding for the renewal of certain expiring contracts that were previously funded under HOPWA competitive grants.

Formula modernization.—As HOPWA formula modernization has come to an end and housing continues to consume a larger percentage of the incomes of low- and moderate- income people, the Committee is concerned that without significant increases in funding, people living with HIV or AIDS in communities nationwide will lose their access to stable housing. With this recommended funding

level, as well as funds for any community that would see its funding reduced, the Committee strives to ensure that no person who is currently housed will lose such housing or associated services.

Competitive program.—The Committee is concerned that the automatic renewal of competitive grants does not fulfill the goals of the HOPWA program or advance the practice of providing essential services to people living with HIV or AIDS. At the same time, the Committee is aware that certain providers eligible for such renewals may be the only providers in their state or area. As a result, the Committee provides a way for service providers with pre-2010 grants to transition into new service models or to show that current models are effective for the population they are serving. The Committee believes that competitive funds under the HOPWA program can provide innovations in care that inform the practice of providing housing and other services for people living with HIV or AIDS. The Committee expects that over the next several years, as the next step after formula modernization, preference for pre-2010 grantees will lessen.

COMMUNITY DEVELOPMENT FUND

Appropriation, fiscal year 2021	$3,475,000,000
Budget request, fiscal year 2022	3,770,000,000
Recommended in the bill	4,688,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,213,000,000
Budget request, fiscal year 2022	+918,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of $4,688,000,000 for the CDBG formula program for entitlement communities and states. Of the amount provided for the CDBG formula programs, $7,000,000 is for insular areas, per 42 U.S.C. 5306(a)(2), which is the same as the fiscal year 2021 enacted level. The recommendation continues language requiring the Department to notify grantees of their formula allocation not later than 60 days after enactment of this Act.

In addition, under this header, the Committee provides up to $935,500,000 for community projects funded through the Economic Development Initiative (EDI) program in accordance with the table at the end of this report.

Resilience.—The Committee again directs the Secretary to encourage grantees of the CDBG program to utilize funds for activities designed to increase project resilience including hardening structures to withstand severe weather and other natural hazards such as flooding, wind, and other hazards identified by the Secretary.

Reinvestment in low- and moderate-income communities.—The Committee reminds both HUD and grantees that a core tenet of the CDBG program is the improvement of the living environment of low- and moderate-income families. The Committee challenges

grantees to refocus the level of CDBG investment in low- and moderate-income families and neighborhoods. CDBG funding is a tool to create equitable, viable, and cohesive neighborhoods throughout a jurisdiction. Further, the Committee notes that CDBG funding can be used to rebuild and revitalize areas affected by civil unrest and strongly encourages grantees that have an identified need for this purpose to consider using CDBG funding in these areas.

Transitional housing for individuals exiting recovery.—The Committee recognizes the importance of stable transitional living environments for individuals in recovery from substance misuse disorder, including opioid addiction, and includes up to $25,000,000 for activities authorized under section 8071 of the SUPPORT for Patients and Communities Act (P.L. 115–271). The Committee directs HUD to encourage CDBG recipients to provide funding to organizations that offer transitional housing opportunities to those in recovery, and further directs HUD to give special consideration to recipients that offer wrap-around services for those exiting recovery. Fiscal year 2022 will be the third year of funding for the SUPPORT Act. As a result, the Committee directs HUD to complete an analysis of how such funding has been used in order to identify and disseminate best practices for housing and supporting individuals in recovery.

Technical assistance for the SUPPORT Act.—Notwithstanding section 8071(f) of the SUPPORT for Patients and Communities Act, the Committee includes funds for technical assistance under the SUPPORT Act within the Office of Policy, Development and Research to ensure that HUD can support CDBG grantees in facilitating housing for people recovering from opioid addiction and to ensure efficient and effective spending of appropriated funds.

Fairness in CDBG formulas.—The Committee is concerned that the CDBG distribution formulas are not accurately targeting communities with the most pressing needs and the least ability to address those needs with their own resources. The Congress explored revising formulas during 2005 and 2006 but no legislation was ever passed. In order to revisit the question, the Committee directs HUD to update the 2005 report titled "CDBG Formula Targeting to Community Development Need" in order to analyze the current formula's effectiveness in meeting the goals of the CDBG program and if it is meeting those goals equitably. The Committee directs HUD's Office of Policy, Development, and Research to complete a publicly available report and brief the House and Senate Committees on Appropriation within one year of enactment of this Act.

CDBG best practices report.—The Committee is pleased with the provision of a CDBG best practices report to Congress. The Committee recognizes that the flexibility of the CDBG program can bring development to communities with diverse needs and assets. The Committee encourages HUD to conduct trainings on best practices gleaned from success stories from urban areas. Such trainings will provide technical expertise to other struggling urban areas on how best to invest and leverage these grants.

Coordination.—In order to enhance program design and administration at the local level, the Committee encourages HUD to coordinate with other agencies including, but not limited to, DOT, the Department of Commerce, and the Department of Agriculture to

target resources and program goals for infrastructure and other projects funded under CDBG.

Buy America.—The Committee supports the use of American made iron, steel, and manufactured products with use of funds provided under the CDBG program. The Committee encourages HUD to support grantee's use of American manufactured products for the construction, reconstruction, installation, maintenance, or repair of public works or buildings.

Puerto Rico disaster recovery.—The Committee directs the Department to improve the administration of aid for natural disaster relief efforts in Puerto Rico to ensure a more timely and effective response in addressing the overwhelming needs of the territory. Puerto Rico remains in the relatively early stages of recovery from the devastation caused by Hurricanes Maria and Irma in 2017 and the major earthquake activity in 2019 and 2020. HUD must take all necessary steps to significantly progress the administration of agency personnel assistance and congressionally provided aid for Puerto Rico, including efforts to improve resiliency of the territory's energy grid and stabilize permanent housing readiness.

Disaster mitigation.—The Committee is concerned that Community Development Block Grant Mitigation (CDBG—MIT) Program funds that were appropriated for Hurricane Harvey recovery in February 2018 in the Bipartisan Budget Act of 2018 (P.L. 115–123), are not being properly allocated to provide the greatest relief to the hardest hit and neediest populations. Therefore, the Committee directs HUD to conduct a review of state action plans and the criteria used for the distribution of the CDBG—MIT funds for Hurricane Harvey relief with particular focus on Congressional intent for the funding and the impact such plans have on minority and low-income communities who have suffered from repeated flooding events. The Committee directs HUD to provide a report to the House and Senate Committees on Appropriations on its findings not later than 120 days after enactment of this Act.

Community project funding (CPF) grants.—From within funds provided for the Community Development Fund for the EDI program, the Committee recommends up to $935,500,000 for CPF grants to finance a variety of targeted housing, economic, and community development investments. A detailed list of projects is located in the table titled "Incorporation of Community Project Funding" located at the end of this report.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Budget authority	Limitation on guaranteed loans
Appropriation, fiscal year 2021	– – –	$300,000,000
Budget request, fiscal year 2022	– – –	– – –
Recommended in the bill	– – –	300,000,000
Bill compared with:		
Appropriation, fiscal year 2021	– – –	– – –
Budget request, fiscal year 2022	– – –	+300,000,000

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

COMMITTEE RECOMMENDATION

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

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriation, fiscal year 2021	$1,350,000,000
Budget request, fiscal year 2022	1,850,000,000
Recommended in the bill	1,850,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+500,000,000
Budget request, fiscal year 2022	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends $1,850,000,000 for activities funded under this account, an increase of $500,000,000 over fiscal year 2021. HOME is the largest Federal block grant to state and local governments designed exclusively to create affordable housing for low-income households and is therefore a crucial tool in the effort to address homelessness in this country. HOME has invested $38,100,000,000 since 1992 to help build and preserve about 1.33 million affordable homes, of which over 546,000 were for new homebuyers, 256,000 were for owner-occupied rehabilitated housing, and over 530,000 were new and rehabilitated rental units, and to provide direct rental assistance to more than 389,000 families. This investment has leveraged over $158,000,000,000 in other public and private funds.

In addition, the American Rescue Plan Act of 2021 (ARPA) (Public Law 117–2) included $5,000,000,000 for the HOME Investment Partnerships program to address homelessness.

FirstHOME down payment assistance.—The Committee believes that homeownership is an important and proven method of building wealth, however the required down payment and closing costs can be significant financial hindrances to potential first-time homebuyers. Therefore, the Committee includes $50,000,000 for down payment assistance to support sustainable homeownership among first-generation, first-time homebuyers. To improve the likelihood that the terms and conditions of a mortgage are well-matched with the personal and financial circumstances of an individual before a home purchase and throughout homeownership, the Committee encourages the Department to refer first-time homebuyers to utilize HUD-approved housing counseling services.

Energy and water efficiency and resilience.—The Committee acknowledges that the HOME regulation, 24 CFR 92.251, requires grantees to construct housing according to property standards that mitigate against the impact of disasters such as earthquakes,

wildfires, floods, and windstorms. However, the Committee believes the Department can do more to improve the longevity and resiliency of HUD assisted housing and directs the Department to promulgate regulations updating its property standards for HOME to reduce carbon pollution, increase energy and water efficiency, and increase resilience to natural hazards. The Department is directed to brief the House and Senate Committees on Appropriations on its efforts within 180 days of enactment of this Act.

Requirements for rental assistance.—The Committee recognizes many families do not qualify for the HOME program because their combined income marginally exceeds 60 percent of the area median income. The Committee recognizes the need for affordable housing for low- and moderate-income families and encourages the Department to work with HOME grantees to leverage partnerships with other housing providers to identify income-eligible housing options for income-ineligible households and to brief the House and Senate Committees on Appropriations within one year of enactment of this Act on the extent to which partnerships and referrals can be improved.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriation, fiscal year 2021	$60,000,000
Budget request, fiscal year 2022	60,000,000
Recommended in the bill	65,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+5,000,000
Budget request, fiscal year 2022	+5,000,000

The self-help and assisted homeownership opportunity program account funds several programs. The self-help homeownership opportunity program (SHOP) supports low-income homeownership by providing funding to non-profit organizations and consortia that utilize the sweat-equity model to build housing for first-time homeowners. Funds are distributed through grants for land acquisition and improvements associated with developing new, quality housing for low-income persons, including those living in colonias. This account also funds the capacity building for affordable housing and community development program, known as section 4, and assistance to rural communities, as authorized by the HUD Demonstration Act of 1993 (P.L. 103–120), which provides grants to build and expand the capacity of non-profit organizations to develop affordable housing and carry out community development activities that benefit low-income persons. In addition, this account funds the veterans housing rehabilitation and modification pilot program, as authorized by the Carl Levin and Howard P. "Buck" McKeon National Defense Authorization Act for Fiscal Year 2015 (P.L. 113–291), which awards grants to non-profit organizations to assist in the rehabilitation and modification of the primary residence of veterans who have disabilities or low-incomes.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $65,000,000 for the self-help and assisted homeownership opportunity program account. The following table provides funding levels for activities within this account.

	Request	Recommendation
Self-help homeownership opportunity program	$10,000,000	$15,000,000
Section 4 capacity building	41,000,000	45,000,000
Rural capacity building activities	*[not less than $5,000,000]*	*[not less than $5,000,000]*
National organizations rural capacity building	5,000,000	5,000,000
Veterans housing rehabilitation and modification pilot program	4,000,000	– – –
Total	60,000,000	65,000,000

Section 4 capacity building.—HUD awards section 4 funding competitively to a limited number of non-profit organizations which work to build and expand the capacity of community development corporations (CDCs) and community housing development organizations (CHDOs). CDCs and CHDOs then undertake affordable housing and community development activities, such as financing small businesses, revitalizing commercial corridors, and addressing local health care, childcare, education, and safety needs, in low- and moderate-income urban and rural communities. The Committee notes that the section 4 program was highlighted during its March 25, 2021 hearing on Creating Equitable Communities through Transportation and Housing as a key program for promoting equitable development and housing production by fostering bottom-up solutions and empowering community organizations. Further, the Committee understands that every $1 of section 4 funding leverages more than $20 in public and private investments, which is much more than the program requirement that each dollar awarded be matched by $3, and continues to support programs that leverage additional investments.

Multiyear agreements.—The Committee appreciates the Department's proposal to improve grant management and execution for the section 4 program through the use of multiyear agreements. The Committee notes that a similar change was made for the housing counseling assistance program, and has been implemented with positive results for HUD and grantees. While the use of multiyear agreements, subject to the availability of annual appropriations, could be beneficial to HUD and grantees of the section 4 program, more information is needed by the Committee on how such multiyear agreements would be implemented in order to fully evaluate this proposal and its potential impact on grantees. Therefore, the Committee directs HUD to develop an implementation plan for the use of multiyear agreements for the section 4 program, to consult with potentially impacted grantees, and to submit the implementation plan to the House and Senate Committees on Appropriations no later than 180 days after enactment of this Act.

HOMELESS ASSISTANCE GRANTS

Appropriation, fiscal year 2021	$3,000,000,000
Budget request, fiscal year 2022	3,500,000,000
Recommended in the bill	3,420,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+420,000,000
Budget request, fiscal year 2022	–80,000,000

Homeless assistance grants provide funding for programs under title IV of the McKinney Act, as amended by the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act of 2009. HEARTH Act programs include the continuum of care

(CoC) competitive grants, the emergency solutions grants (ESG) program, and the rural housing stability grants program.

COMMITTEE RECOMMENDATION

The Committee recommends $3,420,000,000 for homeless assistance grants, to remain available until September 30, 2024. This level of funding is an increase of $420,000,000 from fiscal year 2021 and includes $225,000,000 for new CoC grants. The Committee recommendation includes not less than $290,000,000 for emergency solutions grants and not less than $52,000,000 to provide housing and services for survivors of domestic violence, equal to fiscal year 2021. The recommendation also includes up to $92,000,000 for grants to comprehensively serve youth experiencing homelessness, of which up to $10,000,000 is for technical assistance to improve service delivery for youth experiencing homelessness.

These investments in homeless assistance grants taken together with the new investment of $1,000,000,000 for vouchers targeted to individuals currently experiencing homelessness, including veterans and survivors of domestic violence, and a $500,000,000 increase to the HOME investment partnerships program to increase the supply of affordable housing, represent a major step forward by this Act in supporting efforts to reduce homelessness across the nation.

Addressing the needs of survivors of domestic violence, sexual violence, and stalking.—The Committee recommendation includes not less than $52,000,000 for rapid re-housing and supportive services projects for survivors of domestic violence, sexual assault, dating violence, and stalking. The Committee again recommends that the Department and CoCs partner with providers, including service providers, that have experience in delivering trauma-specific and culturally appropriate care to survivors.

Homelessness in California.—The Committee is aware of the complex challenges California faces with its affordable housing crisis and homelessness, which has only been exacerbated by the COVID–19 pandemic. The Committee commends all stakeholders in California for their work to reduce homelessness during these difficult times. The Committee encourages the Secretary to exercise all existing authorities to work or partner with entities, including the U.S. Interagency Council on Homelessness, the State of California, and local governments, to continue efforts to reduce homelessness, including through, but not limited to, construction of transitional housing, permanent supportive housing, and emergency shelters, as well as wrap-around services, such as substance abuse programs and mental health services, for individuals and families experiencing homelessness.

Annual homeless assessment report (AHAR) to Congress.—The Committee continues to be concerned that the AHAR does not include data on homelessness in the U.S. territories, including Puerto Rico. The Committee encourages the Department to take all reasonable steps to collect and publish homelessness estimates for these jurisdictions in forthcoming versions of the AHAR, in the same manner that such data is collected and published for states and the District of Columbia. The Committee also urges the Department to work with grantees on data quality, and to provide technical assistance when necessary.

COVID–19 impacts.—The Committee is aware of the diverse and complex housing and services needs that exist as a result of COVID–19. The Committee directs the Secretary, in consultation with the relevant Federal agencies, to within 180 days of the enactment of this Act, submit a report to the House and Senate Committees on Appropriations on the impact COVID–19 has had on individuals experiencing homelessness or housing-instability, including youth, and ways to address and reduce long-term homelessness and housing instability that has been exacerbated by the economic crisis brought on by the pandemic.

GAO study on hunger and homelessness.—The Committee is concerned about the short and long-term effects of hunger and homelessness on people in America, including the 172,000 individuals in families with children that were experiencing homelessness in 2020. Hunger or food insecurity can lead to poor mental and physical health, developmental delays, and even child mortality; and a person experiencing hunger is more likely to also experience housing instability or homelessness. The Committee understands that programs such as the emergency food and shelter grants program of the Federal Emergency Management Agency, as authorized by subtitle B of title III of the McKinney-Vento Homeless Assistance Act (42 U.S.C. 11341 et seq.), provide a shared benefit for addressing issues of food and housing insecurity. However, the Committee believes more should be done to leverage Federal resources in order to comprehensively address these issues. As such, the GAO is directed to identify and analyze the methods in effect on the date of the enactment of this Act for distributing Federal assistance to determine whether such current methods adequately address the needs of persons experiencing hunger and homelessness. Not later than 180 days after the enactment of this Act, GAO shall brief the House and Senate Committees on Appropriations on the preliminary findings of such study and provide a full report, including recommendations as to how the respective Federal agencies should revise such methods to adequately and accurately meet such needs, to the House and Senate Committees on a date established during such briefing. The Committee directs GAO to give special consideration to the ways in which funds are allocated to counties with high levels of homelessness and to counties with high levels of economic inequality.

Comprehensive approaches to serving youth experiencing homelessness.—The Committee strongly believes that every CoC must provide safe, inclusive, and culturally appropriate services for youth at risk of or experiencing homelessness. To accomplish this goal, the recommendation provides up to $92,000,000 for projects dedicated to providing services to youth experiencing homelessness, including up to $10,000,000 for technical assistance to help every CoC better serve youth at risk of or experiencing homelessness. This recommendation is intended to advance best practices learned in this demonstration through targeted training and technical assistance to help inform broader systems change.

As part of its competitive youth demonstration process, the Committee supports that HUD places an emphasis on projects that can demonstrate community-wide authentic youth collaboration in strategy, design, and implementation; quality data collection, management, and utilization of youth experiencing homelessness; and

collective ownership of a common goal to end youth homelessness as demonstrated by a coordinated plan with accountability to community-wide performance indicators. The Committee encourages HUD to ensure that youth demonstrations provide services and housing that are developmentally appropriate for young adults, including connections to education and employment support, and to provide services for youth in all four of the HUD categories of homelessness without a waiver. Further, as part of its data collection, HUD is encouraged to include separate outcome measures for youth aged 25 and under, including families headed by youth aged 25 and under, and to gather data on social and emotional well-being, permanent connections, education and employment, and stable housing.

The Committee applauds the Department's work to ensure that the voices of youth with experiences of homelessness are an integral part of a local community's application and planning process, and that youth are further integrated into HUD's own process for reviewing applications for the demonstration. The Secretary is encouraged to utilize models and practices that are informed by authentic youth engagement and shared decision-making, which should include creating and maintaining youth advisory boards with participation by individuals with lived experiences of youth homelessness, providing board members support for their participation, and empowering such boards to inform youth demonstration coordinated community plans.

Further, the Committee understands that a growing number of CoCs have identified a need to expand opportunities for youth but may not have the capacity to undertake the planning that is required to demonstrate an effective youth homelessness response model. The Department is directed to submit a report to the House and Senate Committees on Appropriations, within 180 days of enactment of this Act, on the ways HUD can increase the capacity of CoCs to comprehensively plan for and address homelessness among youth, including the cost of providing such assistance.

Rural units.—The Committee notes that the Department has made great progress to expand housing for people experiencing homelessness. Housing options and where a person ultimately secures housing varies based on the market and person seeking housing, but some prefer living in tiny homes in rural communities. The Committee is aware that current Federal housing programs may limit a community's ability to secure Federal funding for the purchase and construction of rural, single unit, tiny homes for individuals experiencing homelessness, which could provide a pathway to stable housing for people exiting or experiencing homelessness. The Committee directs the Department to submit, within 180 days of enactment of this Act, a report detailing the legislative or regulatory changes that would be required to support such activities, on a pilot basis, and the feasibility and estimated cost of such activities. The report should be provided to the House and Senate Committees on Appropriations, the House Committee on Financial Services, and Senate Committee on Banking, Housing, and Urban Affairs.

Internet access in emergency shelters.—The Committee is concerned about the lack of internet access and capacity in emergency shelters and the impacts this has had on students living in such

shelters, particularly throughout the COVID–19 pandemic and remote learning requirements. The Committee notes that emergency solutions grants can be used to pay for the costs of carrying out operations and essential services, including the cost of internet service and devices that help deliver essential services to residents in emergency shelters. The Committee encourages the Secretary to issue guidance on how ESG can be leveraged to address the gaps in internet access or capacity in emergency shelters.

Advancing nondiscrimination practices.—The Committee recognizes the role of local CoCs and community-based organizations in advancing nondiscrimination practices that support homelessness service providers in responding to the critical needs of transgender and LGBTQ people in America. The Committee supports these efforts and encourages HUD to work with these providers to overcome significant barriers to securing Federal funding, including lack of previous development experience, limited ability to secure matching funds, and limited support from local and state governments, among others.

Equal Access.—The Committee recognizes the necessity of the Equal Access rule in helping transgender and non-gender conforming individuals seeking emergency housing and affirms their right to be housed safely, regardless of sexual orientation or gender identity. The Committee further recognizes HUD's efforts to investigate complaints of housing discrimination based on sexual orientation or gender identity through the Fair Housing Act. In previous years, such complaints have gone ignored, denying recourse, justice, and protection to transgender and non-gender conforming individuals seeking shelter. HUD is directed to prioritize investigating allegations of discrimination and misgendering against transgender and non-gender conforming individuals. HUD is also directed to prioritize outreach to such populations to raise awareness of their rights and protections under the Fair Housing Act, including options for filing a complaint.

Serving vulnerable youth populations.—The Committee recognizes the challenges faced by vulnerable foster youth who face significantly higher risks of experiencing homelessness, domestic violence, and sex trafficking. The Committee provides annual funding under this heading to take local, community-driven, and innovative approaches to ending housing insecurity and domestic violence. The Committee encourages HUD to diligently ensure that the CoC program continues to address all populations, including vulnerable youth in foster care and youth who have aged out of foster care.

Mental health support for youth.—LGBTQ youth who experienced housing instability reported considering suicide at twice the rate and attempted suicide at more than three times the rate of LGBTQ youth who had not experienced housing instability. LGBTQ youth who experience housing instability were on average younger, transgender or non-gender conforming, Hispanic or a racial minority, and from families with low-income. Youth who experienced housing instability also reported higher rates of discrimination and physical threats or harm related to their sexual orientation or gender identity. To this end, the Committee supports projects that facilitate mental health support for LGBTQ youth by working with specialty partners to provide educational resources to youth experiencing housing instability and providing the necessary technology

for youth to confidentially access mental health services in times of crisis.

Renewal calculation.—The Committee is aware that the CoC application process takes into account the estimated number and sizes of units for proposed projects and is used in the Department's determination of grant amount eligibility. Grantees have the ability to make changes to unit sizes by submitting to HUD an amendment to an existing grant agreement or by revising estimated needs through the renewal process in order to use grant amounts to support such units. The Committee encourages the Department to continue working with grantees through the renewal and grant agreement process to ensure grant amounts reflect the unit size under lease.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2021	$13,465,000,000
Budget request, fiscal year 2022	14,060,000,000
Recommended in the bill	14,010,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+545,000,000
Budget request, fiscal year 2022	−50,000,000

The project-based rental assistance (PBRA) account provides a rental subsidy to private landlords tied to a specific housing unit so that the properties themselves, rather than the individual living in the unit, remain subsidized. PBRA provides safe, stable, and affordable housing to over 1,200,000 low-income and very-low income households at approximately 17,000 multifamily housing properties each year. Funding provided through this account supports the renewal of expiring project-based contracts, including section 8, moderate rehabilitation, and single room occupancy contracts; amendments to section 8 project-based contracts; and administrative costs for contract administration.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $14,010,000,000 for the project-based rental assistance account to support the annual renewals and amendments of project-based contracts. Of the total funds provided, $400,000,000 is for advance appropriations, $355,000,000 is for performance-based contract administrators (PBCAs), $30,000,000 is for service coordinators for the elderly, and $10,000,000 is for tenant education and outreach, which includes tenant organizing activities, capacity building and technical assistance, and access to community services.

PBCAs.—The Department suspended PBCA management and occupancy reviews from 2011 to 2016 in response to litigation filed against the Department over the procurement process. The Committee is troubled by the findings in the HUD OIG report 2020–FW–0001 indicating that this suspension resulted in owners not meeting contract requirements and HUD incurring more than $5,600,000 in questionable costs. Furthermore, the Department's lack of monitoring resulted in ongoing compliance issues which have resulted in the physical deterioration of some properties and put the health and safety of residents at risk. The HUD OIG report

demonstrates the important role PBCAs play in providing oversight and ensuring safety for residents. The Committee reiterates its concern about the Department's PBCA solicitation procedures, which have resulted in litigation, and due to the contract structure have increased costs and created the potential for excessive profits. While HUD worked with PBCAs to reinstate management and occupancy reviews in 2016 and extended annual contributions contracts for existing PBCAs to prevent further disruptions to program operations, the Committee notes that the annual contributions contracts are set to expire in January 2022. The Committee understands that HUD is working to develop a new solicitation for PBCA contracts that takes into account decisions by the Federal Circuit and Court of Appeals, complies with the Competition in Contracting Act, and meets requirements under the Federal Acquisition Regulations. The Committee reiterates that it is HUD's responsibility to implement a new competition and award procedure that includes stakeholder comments, full and open competition, and is compliant with all Federal laws and regulatory requirements. The Committee is also aware of the impact that COVID–19 may have on the capacity of PBCAs and stakeholders to respond to future contract or award opportunities and encourages HUD to take this into consideration.

Reimbursement delays.—The Committee notes with disappointment that the Department has not submitted a report required by House Report 116–452 providing information on PHAs which converted housing units under the rental assistance demonstration program to be funded through PBRA and are experiencing late payments. The Committee directs HUD to complete this report and submit it to the House and Senate Committees on Appropriations no later than 30 days after enactment of this Act.

HOUSING FOR THE ELDERLY

Appropriation, fiscal year 2021	$855,000,000
Budget request, fiscal year 2022	928,000,000
Recommended in the bill	1,033,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+178,000,000
Budget request, fiscal year 2022	+105,000,000

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

COMMITTEE RECOMMENDATION

The Committee provides $1,033,000,000 for Housing for the Elderly, to remain available until September 30, 2025, which will fully fund contract renewals and amendments. Within the total amount provided, up to $125,000,000 is provided for service coordinators and the continuation of congregate services grants to provide supportive services for residents, which will fully fund the renewal of approximately 1,600 existing Service Coordinator and Congregate Housing Services grants plus new awards that will be determined based on the results of the 2021 Notice of Funding Op-

portunity (NOFO). This recommendation provides $205,000,000 for new construction of affordable senior housing, including up to $10,000,000 for intergenerational housing. This will provide for approximately 2,250 new units for seniors. To further the goal of making HUD-assisted properties more energy efficient and more resilient to extreme weather events, the bill allows the Secretary to give preference to projects that promote water and energy efficiency or seek to increase resilience to natural hazards. The Committee directs the Department to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act on ways the Department can further the goals of energy efficiency and resiliency in Section 202 housing.

Investments in new construction.—The Committee recommendation includes $205,000,000 for new capital advances to address the acute shortage of affordable housing for seniors. From fiscal years 2018–2021, the Committee provided a total of $298,000,000 in funds for new construction. To date, the Department has only awarded a total of $51,647,750 for 18 awards to create an estimated 1,100 units for very low-income seniors, and a significant portion of funds have yet to be made available. The Committee directs the Department to make all remaining funding provided in fiscal years 2018, 2019, 2020, and 2021 available within 60 days of enactment of this Act, and to award that funding within 180 days of enactment of this Act.

Continuation of the Integrated Wellness in Supportive Housing (IWISH) demonstration.—The Committee directs the Department to provide an update to the House and Senate Committees on Appropriations on the IWISH demonstration within 60 days of enactment of this Act.

Intergenerational housing.—The Committee recognizes the critical need to provide housing opportunities for grandparents raising grandchildren in high poverty urban and rural areas. This need has only increased due to the opioid crisis. The Committee provides up to $10,000,000 to expand the supply of intergenerational dwelling units as described in the Legacy Act (P.L. 108–186).

HOUSING FOR PERSONS WITH DISABILITIES

Appropriation, fiscal year 2021	$227,000,000
Budget request, fiscal year 2022	272,000,000
Recommended in the bill	352,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+125,000,000
Budget request, fiscal year 2022	+80,000,000

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

COMMITTEE RECOMMENDATION

The Committee provides $352,000,000 for Section 811 activities, which will fully fund project rental assistance and project assistance contract renewals and amendments, to remain available until September 30, 2025. The recommendation also includes

$160,000,000 for new capital advances and project rental assistance contracts to increase the availability of affordable housing for persons with disabilities. To further the goal of making HUD-assisted properties more energy efficient and more resilient to extreme weather events, the bill allows the Secretary to give preference to projects that promote water and energy efficiency or seek to increase resilience to natural hazards. The Committee directs the Department to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act on ways the Department can further the goals of energy efficiency and resiliency in Section 811 housing. The recommendation continues to include bill language allowing funds to be used for inspections and analysis of data by HUD's REAC program office.

Investments in new construction.—The Committee recommendation includes $160,000,000 for new capital advances and project rental assistance contracts to increase the availability of affordable housing for persons with disabilities. This will provide for approximately 1,800 new affordable housing units for persons with disabilities. From fiscal years 2018–2021, the Committee provided a total of $206,755,00 for capital advances and project rental assistance contracts. Thus far, the Department has issued Notices of Funding Availability (NOFA) or Notices of Funding Opportunity (NOFO) for $112,000,000, but final awards have yet to be made. The Committee directs the Department to expeditiously make all remaining funding provided in fiscal years 2018, 2019, 2020, and 2021 available within 60 days of enactment of this Act and to award that funding within 180 days of enactment of this Act.

Importance of supportive services.—House Report 116–06 and House Report 116–452 directed the Department to provide a report on: vacancy rates and wait lists (by state); how Section 811-funded projects are partnering with service providers, including state health and human services departments and Medicaid agencies to provide access to community-based supportive services; and recommendations for ensuring that necessary supportive services for tenants are provided in all units. The Committee has yet to receive the report and reiterates the direction included in the past two fiscal years and expects the Department to provide this report to the House and Senate Committees on Appropriations within 30 days of enactment of this Act.

Supportive services for persons with disabilities.—The Committee understands that supportive services for persons with disabilities may be provided through state health and human services and Medicaid agencies to support independent living. However, not all individuals living in Section 811 housing require the types of intensive services offered by those agencies, but may still need some level of support services or assistance. In order to help property owners provide additional support to aid in self-sufficiency and connection to community resources, the Committee recommendation allows excess residual receipts to be used to pay for supportive services, including a service coordinator, not currently covered by HUD or other governmental agencies in an area for which a Section 811 household resides. The Department is further directed to issue guidance to property owners on how they can work with local supportive service agencies to leverage services for residents.

HOUSING COUNSELING ASSISTANCE

Appropriation, fiscal year 2021	$77,500,000
Budget request, fiscal year 2022	85,900,000
Recommended in the bill	100,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+22,500,000
Budget request, fiscal year 2022	+14,100,000

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

COMMITTEE RECOMMENDATION

For fiscal year 2022, the Committee recommends $100,000,000 for housing counseling assistance in the Office of Housing Counseling (OHC) and provides $20,000,000 for legal assistance grants in the Office of Policy Development and Research (PDR). These grants were initially funded in fiscal year 2021 under this heading and the fiscal year 2022 budget requests funding for these grants in OHC, but they are being administered by PDR.

Home inspection.—The Committee reminds the Department to provide training to housing counseling agencies (HCAs) on the availability and importance of obtaining an independent home inspection (12 U.S.C. 1701x–1(d)) and directs the Department to remind HCAs of their obligation to provide each client, as part of the home purchase counseling process, with HUD Document 92564–CN "For Your Protection: Get a Home Inspection" (12 U.S.C. 1701x–1(a)).

Limited English proficiency.—The Committee directs the OHC to remind HCAs of their obligation to provide meaningful support to limited English proficient communities, including recruiting, certifying, and training additional bi- and multi-lingual housing counselors.

Pre- and post-purchase homeownership counseling.—The excitement and enjoyment of homeownership, especially for first-time buyers, must not be overshadowed by the serious and continuous financial and legal responsibilities that are required of homeowners. Pre-purchase counseling is an opportunity for potential homeowners to assess their readiness to purchase a home and to learn about the process of obtaining a mortgage loan, the costs and responsibilities associated with maintaining a home, and basic personal finance matters, such as credit and budgeting. Post-purchase counseling completes a homeowner's education with an understanding of emergency preparedness, energy and water efficiency, fire and flood prevention, refinancing, and home sale. To improve the likelihood that terms and conditions of a mortgage is well-matched with the personal and financial circumstances of an individual before home purchase and throughout homeownership, not less than $5,000,000 of the funds made available under this heading is for participants in the HOME down payment assistance pro-

gram to receive pre- and post- purchase counseling from HUD-approved housing counselors.

Real estate wire fraud.—The Committee looks forward to the Department's report on its efforts to educate consumers on real estate fraud as required by the Consolidated Appropriations Act of 2021 (P.L. 116–260) and encourages the development of brochures and flyers for HCAs to distribute to clients.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriation, fiscal year 2021	$13,000,000
Budget request, fiscal year 2022	14,000,000
Recommended in the bill	14,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,000,000
Budget request, fiscal year 2022	– – –

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

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation of direct loans	Limitation of guaranteed loans	Administrative contract expenses
Appropriation, fiscal year 2021	$1,000,000	$400,000,000,000	$130,000,000
Budget request, fiscal year 2022	1,000,000	400,000,000,000	180,000,000
Recommended in the bill	1,000,000	400,000,000,000	150,000,000
Bill compared with:			
Appropriation, fiscal year 2021	– – –	– – –	+20,000,000
Budget request, fiscal year 2022	– – –	– – –	–30,000,000

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

COMMITTEE RECOMMENDATION

FHA loan limits.—The Committee encourages HUD to use the highest possible median house price to calculate FHA loan limits for metropolitan statistical areas (MSA) that experienced a drop in FHA loan limits of 20 percent or more when the Housing Economic Recovery Act went into effect. To qualify, MSAs must be at least 1,300 square miles or more in land area.

Small dollar loans.—The Committee looks forward to the Department's report on single-family mortgage insurance policies, practices, and products for mortgages having an original principal obligation of $70,000 or less as required by the Consolidated Appropriations Act of 2021 (P.L. 116–260).

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation of direct loans	Limitation of guaranteed loans
Appropriation, fiscal year 2021	$1,000,000	$30,000,000,000
Budget request, fiscal year 2022	1,000,000	30,000,000,000
Recommended in the bill	1,000,000	30,000,000,000
Bill compared with:		
Appropriation, fiscal year 2021	– – –	– – –
Budget request, fiscal year 2022	– – –	– – –

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

COMMITTEE RECOMMENDATION

Housing finance agency risk sharing.—The Committee notes the HUD Office of Multifamily Housing Programs' intention to use its administrative authority under section 542(c) of P.L. 102–550 (12 U.S.C. 1707) to enter into risk-sharing arrangements to help state and local housing finance agencies provide more insurance and credit for multifamily loans. The Committee appreciates that the Department has recognized the importance that section 542(c) has played in development of affordable multifamily housing.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation of guaranteed loans	Administrative contract expenses
Appropriation, fiscal year 2021	$1,300,000,000,000	$33,500,000
Budget request, fiscal year 2022	900,000,000,000	40,350,000
Recommended in the bill	900,000,000,000	35,000,000
Bill compared with:		
Appropriation, fiscal year 2021	−400,000,000	+1,500,000
Budget request, fiscal year 2022	– – –	−5,350,000

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

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriation, fiscal year 2021	$105,000,000
Budget request, fiscal year 2022	145,000,000
Recommended in the bill	185,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+80,000,000
Budget request, fiscal year 2022	+40,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $185,000,000 for this account. Of the amounts provided under this heading, $20,000,000 is for legal assistance grants. These grants were initially funded in fiscal year 2021 and included in the fiscal year 2022 budget request under the heading "Housing Counseling Assistance" but are administered by the Office of Policy Development and Research (PDR).

The Committee recommends up to $81,500,000 for the core research programs, including market surveys, research support and dissemination, data acquisition, housing finance studies, research partnerships, and housing technology, and $20,000,000 for cooperative agreements and research partnerships with historically Black colleges and universities and Hispanic serving institutions.

The Committee recommends $24,100,000 for new and continuing studies and demonstration evaluations, including the:

- Mobility demonstration evaluation,
- Family options long term tracking study,
- Choice neighborhoods initiative,
- Stakeholder engagement for national evictions database,
- Evaluation of the emergency housing voucher program (EHV),
- Evictions legal assistance demonstration,
- Evictions among HUD-assisted households,
- PHA use of COVID–19 waivers and effects for PHAs and tenants,
- FHA's role in closing the homeownership gap and preserving homeownership during economic decline, and
- Advanced research projects agency for climate.

Further, the Committee recommendation includes no less than $50,000,000 for all technical assistance, including assistance to

grantees receiving allocations for SUPPORT Act activities under the heading "Community Development Fund". Of the funds made available under technical assistance, $7,500,000 shall be available on a competitive basis to non-profit or private sector organizations to provide technical assistance to units of general local government or non-profit organizations that serve distressed areas, prioritizing applications for jurisdictions containing persistent poverty census tracts where 20 percent or more of the population living in poverty as measured by the 1990 and 2000 decennial census and the most recent five-year data series available from the American Community Survey of the Census Bureau, and any territory or possession of the United States. Such targeted technical assistance may include outreach efforts for local governments that have persistent poverty tracts in their jurisdiction.

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

Eviction prevention.—More than 6,300 individuals living in America are evicted every day—nearly one eviction every four minutes. Low-income women, especially women of color, are at particularly high risk of eviction. Only 10 percent of tenants in eviction cases have legal representation, while 90 percent of landlords do. The Committee recommendation provides $20,000,000 for competitive grants to nonprofit or governmental entities to provide legal assistance, including assistance related to pretrial activities, trial activities, post-trial activities, and alternative dispute resolution, at no cost to eligible low-income tenants at risk of or subject to eviction. The Committee also directs the Department to remind grantees that the ESG program can be used as a tool to prevent evictions.

Higher education and community partnerships.—The Committee is aware that many localities across the country lack the staff, resources, or expertise to fully utilize the many opportunities available to them and supports the partnership and critical role that anchor institutions of higher education play in communities and in achieving the Department's mission. Of the amounts made available under this heading, up to $5,000,000 is available to competitively award a cooperative agreement for institutions of higher education or nonprofit entities that train and support institutions of higher education, to conduct research or provide technical assistance on matters related to economic opportunity, reducing homelessness, stable homeownership, disaster resiliency, equity, environmental and climate justice in housing, sustainable housing options and practices, expanding services focused on social determinants of health, workforce development, or other areas that improve the long-term capacity of communities or otherwise address priorities of PDR. In addition, the Committee urges the Department to include funding for its Office of University Partnerships in its fiscal year 2023 congressional budget justification.

Thriving and sustainable communities.—Homebuyers and homebuilders are faced with limited access to financing, increasing building material costs, a limited pool of skilled labor, and restrictive land-use policies. Local zoning and planning policies can also prevent the integration of housing and transportation development, disconnecting communities from access to public transit, jobs, public services, and other necessities. The Committee provides funding within DOT to support the planning and revisioning of distressed and disconnected communities through the thriving communities initiative and directs that up to $5,000,000 of the amounts provided under this heading for technical assistance shall be used by HUD to work with DOT to ensure housing and infrastructure development is taken into consideration as part of this initiative. The Department is directed to brief the House and Senate Committees on Appropriations on its progress no later than 90 days after enactment of this Act. The Committee further directs the Department to provide a report to the Committees within 270 days of enactment of this Act on ways the Department can work with local governments to foster reform and reduce barriers, including through the reform of existing building codes and zoning ordinances, to achieve affordable, economically vital, and sustainable communities and discourage inefficient land-use patterns.

Broadband access for HUD-assisted households.—The Committee recognizes that broadband infrastructure barriers and high monthly costs result in HUD-assisted households often receiving inadequate access to internet and capacity not provided through a personal cellular device. Using amounts made available for core research programs, the Committee directs HUD to complete an analysis of the extent to which this problem exists, the results of which are to be made publicly available within one year of enactment of this Act. As part of this analysis, the Committee directs the Department to explore potential methods for providing high-quality, subsidized broadband to HUD-assisted households, including through the expansion of monthly utility subsidies to include broadband, and the cost for building such capacity. The Committee recognizes broadband access is a particularly urgent concern in many rural communities and directs that this analysis include options for expanding broadband access to HUD-assisted households in rural areas.

Housing smart.—The Committee is aware of promising initiatives developed by nonprofit community groups in collaboration with local health systems and public housing agencies that are targeted at homeless and unstably housed individuals who are frequent users of expensive and relatively inefficient medical care provided by emergency departments at hospitals. These initiatives work across different areas of core competency to provide safe, affordable housing together with ancillary medical, behavioral, substance use disorder, nutritional, and employment or job training services. Some participants demonstrate significant improvements in their health, sustainable incomes, and reduced use of emergency and other expensive medical services. The Committee encourages the Department to support research to understand the cost effectiveness of such approach, and to coordinate such activities with the Department of Health and Human Services.

Roofing and housing rehabilitation for seniors.—The Committee is concerned about the prospect of seniors not being able to afford roofing and housing rehabilitation, which could lead to unsafe living conditions that could lead to increased poverty for this vulnerable population. The Committee is troubled by the impact and cost burden that roof repair and housing rehabilitation may place on seniors, therefore, the Committee directs HUD to within 120 days of enactment of this Act report to the House and Senate Committees on Appropriations on the estimated number of seniors that are unable to afford to have their homes reroofed and rehabilitated by geographical region.

Affordable housing and child care.—The Committee remains concerned about the need to better integrate access to affordable housing and high-quality child care and notes that the Consolidated Appropriations Act, 2021 (P.L. 116–260) provided funding for a research collaboration with the Department of Health and Human Services to better promote and prioritize on-site child care supportive services for HUD-assisted families. The Committee looks forward to reviewing the findings of this research collaboration and directs the Department to keep the House and Senate Committees on Appropriations apprised of its progress and any interim findings during the course of its assessment.

Innovation in climate and resiliency.—Based on data from the National Oceanic and Atmospheric Administration, climate projections for cities across the country indicate they will continue to get hotter and wetter for decades to come, even under emissions reductions scenarios. Hotter temperatures and the increased frequency and severity of storms will continue to harm public health, damage homes and infrastructure, and result in billions of dollars in clean-up and recovery costs. These impacts have not and will continue to not be felt equally, with low-income individuals and people of color more at risk of being harmed, and less likely to fully recover after disruptive events. These dire projections require a holistic adaptation and resiliency program to inform future development, identify critical vulnerabilities, and engage residents in efforts to increase community resiliency. Municipalities across the country have developed and are implementing interagency climate adaptation and resiliency plans to create more resilient cities through planning, development, and engagement. Adaptation and resilient strategies include updating zoning and land use requirements, as well as investments in flooding mitigation, tree planting, cool roof installation, and home weatherization, among other activities. The Department is directed to prioritize amounts provided under this heading for the Office of Innovation for climate adaptation and resiliency innovation.

Housing innovation.—The Committee recognizes the important work that the Office of Innovation does to advance solutions to make housing more affordable and resilient. The Committee directs the Office of Innovation to establish a pilot program that challenges the affordable housing industry to substantially drive down the cost of affordable housing design and production, which shall include an evaluation of vertically integrated modular housing development.

Eviction counseling.—Nearly one million households in the United States were evicted in 2016 and the Committee is concerned

about the short- and long-term effects of these evictions on families and individuals. The Committee provides funding for a new pilot study to explore the incidence of evictions among HUD-assisted households in order to understand eviction trends and to inform a larger study of evictions in HUD-assisted housing. The Committee directs HUD to work with housing counselors to identify the predominant causes of evictions and to report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act on efforts to improve their processes, including the identification of any barriers to the collection of data on at-risk households, as well as to augment the services offered by housing counselors.

Demolition of abandoned properties.—Concentrations of abandoned properties negatively impact the long-term viability of the communities in which they are located and undermine the potential positive impacts of other infrastructure improvements. When undertaken strategically and directed by a coherent long-term strategy for addressing vacant and abandoned structures, demolition of abandoned properties can alleviate these challenges. The Department is directed to examine property demolition programs, including the neighborhood stabilization program, and report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act on the feasibility and reasonableness of these types of programs.

Digitizing housing code violations.—The Committee is troubled by reports of deplorable living conditions found in HUD-subsidized properties and properties in the rental market in cities and towns that receive funding through the community development block grant (CDBG) program. The scope of this issue spans geographic regions and highlights systemic problems in the affordable housing rental market. Individuals and families have the right to know if the home they may be renting has had repeated housing code violations without having to file a Freedom of Information Act request.

The Committee directs the Department to complete a feasibility study on the extent to which HUD can help cities and localities digitize housing codes for public view, including the associated costs. The Department shall submit the feasibility study to the House and Senate Committees on Appropriations within 120 days of enactment of this Act.

Fair market rents.—The Committee is aware of the concerns regarding the data used to calculate fair market rents and directs the Department to work with its authorizing congressional committees to develop statutory flexibilities for operating the voucher program in such a way that vouchers are usable in rapidly rising rental markets. The Committee further directs the Department to study the correlation of rapidly rising rental markets and areas, defined as high-growth by the latest census data, and report to the House and Senate Committees on Appropriations on its findings within 120 days of enactment of this Act.

Factory-built housing.—As noted throughout this report, the Committee supports expanding affordable housing. HUD is responsible for research into strategies that increase efficiency in housing manufacturing. The Committee urges HUD to continue research to identify areas that could benefit from factory-built housing, regulatory barriers to factory-built housing, and impacts of those barriers on communities.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriation, fiscal year 2021	$72,555,000
Budget request, fiscal year 2022	85,000,000
Recommended in the bill	85,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+12,445,000
Budget request, fiscal year 2022	– – –

The Office of Fair Housing and Equal Opportunity (OFHEO) is responsible for implementation, enforcement, administration, development, and public understanding of federal fair housing policies and laws. OFHEO manages fair housing grants, investigates discrimination complaints, conducts civil rights compliance reviews, and ensures civil rights protections are included in HUD programs, with the overall goal of preventing housing discrimination.

COMMITTEE RECOMMENDATION

The bill provides $85,000,000 for OFHEO. The following table provides the funding for various fair housing activities undertaken by the office:

	Request	Recommendation
Fair Housing Assistance Program (FHAP)	$56,000,000	$56,000,000
Fair Housing Initiative Program (FHIP)	25,000,000	25,000,000
Limited English Proficiency Initiative	1,000,000	1,000,000
National Fair Housing Training Academy	3,000,000	3,000,000
Total	85,000,000	85,000,000

Of the funds provided for FHIP, not less than $10,400,000 is for education and outreach programs, and not less than $3,700,000 is for fair housing organization initiatives.

In addition, the American Rescue Plan Act, 2021 (P.L. 117–2) included $19,400,000 for Fair Housing Activities to address fair housing inquiries, complaints, investigations, education and outreach activities, and costs of delivering or adapting services, during or relating to COVID–19.

Application of the Fair Housing Act.—The Committee recognizes that the Departments of Justice (DOJ) and HUD are jointly responsible for the enforcement of the Fair Housing Act. In 2016, these Departments issued a joint statement on the Fair Housing Act's requirements as it relates to state and local land use practices and zoning laws. The Committee directs HUD to conduct additional legal analysis, in consultation with DOJ, to determine the fullest extent to which the Fair Housing Act can be used to determine when state and local zoning and land use policy violates Federal law and to report its findings to the House and Senate Committees on Appropriations.

Tester coordinator training.—The Committee directs the Department to operate a comprehensive tester coordinator training program and to provide ongoing training, technical assistance, and resources to test coordinators working in fair housing organizations. Upon the publication of the fiscal year 2022 tester training NOFO, the Department is directed to clearly outline grantee eligibility requirements, provide thorough guidance, and indicate any changes

from the previous NOFO so prospective grantees can plan their application strategies with sufficient notice before the submission deadline. HUD shall ensure technical assistance remains an eligible use of funds in the fiscal year 2022 tester training NOFO. Additionally, the Department shall not merge existing tester coordinator training with other fair housing activities, including the national fair housing training academy.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	$360,000,000
Budget request, fiscal year 2022	400,000,000
Recommended in the bill	460,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+100,000,000
Budget request, fiscal year 2022	+60,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes $460,000,000 for the OLHCHH. Of this amount, the Committee provides $85,000,000 for the healthy homes initiative and directs the Department to fund activities aimed at reducing incidences of asthma, mold, noise, pests, and radon. The recommendation also includes $60,000,000 for a housing choice voucher lead risk assessment demonstration and allows up to $2,000,000 to be transferred from the OLHCHH to PDR for research and studies.

HCV lead risk assessment demonstration.—The Committee notes the value of the OLHCHH as a tool to eliminate childhood lead poisoning. Lead risk assessments are essential in halting exposure to lead-based paint hazards, which has a devastating long-term impact on children's health. The Committee recognizes the need for increased lead inspection standards within HCV units occupied by a child under age 6. The Department continues to assert that it does not have the statutory authority to require more than a visual lead assessment in HCV units, and those limited actions are only required when a child under age 6 resides or is expected to reside in the unit.

According to a recent GAO report (GAO–21–325), voucher holders lived in 2.1 million housing units as of year-end 2019. Of these units, 1.1 million, or 53 percent, were built before 1978—the year the United States banned the use of lead paint in housing. Of these pre-1978 units, 171,000, or 16 percent, were occupied by families

that included about 229,000 young children. Given the estimated prevalence of young children living in voucher-supported housing units that may be exposed to the risk of the lead, the Committee provides $60,000,000 for a HCV lead risk assessment demonstration and directs HUD to provide the House and Senate Committees on Appropriations with a report on the implementation and findings of this demonstration, including whether public housing agencies can effectively incorporate a lead risk assessment or a lead hazard screening into the HCV unit inspection process while preserving rental housing availability and affordability.

Lead in drinking water.—The Committee encourages the Secretary to work in coordination with the EPA's programs to mitigate sources of lead exposure from water from the public water supply, ambient air, and industrial emissions.

Multiple health hazards in homes.—The HHI strives to protect children and their families from housing-related health and safety hazards. Among these health and safety concerns are mold, noise, allergens, asthma, pesticides, and volatile organic compounds. The presence of these multiple hazards exacerbates existing health problems and can lead to new physical and psychological ones. The Committee directs the OLHCHH to give homes with multiple hazards priority consideration.

Radon.—The Committee looks forward to an update from the Department as required by the Consolidated Appropriations Act of 2021 (P.L. 116–260) on two outstanding commitments outlined in the Federal Radon Action Plan.

INFORMATION TECHNOLOGY FUND

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2021	$300,000,000
Budget request, fiscal year 2022	323,200,000
Recommended in the bill	278,200,000
Bill compared with:	
Appropriation, fiscal year 2021	−21,800,000
Budget request, fiscal year 2022	−45,000,000

The appropriations pays for the information technology (IT) systems that support departmental programs and operations, including mortgage insurance, housing assistance and grant programs, as well as core financial and general operations.

COMMITTEE RECOMMENDATION

Native advantage.—The Committee notes that the Department has tried over several years with limited success to deploy an IT system for the Office of Native American Programs' (ONAP) section 184 program and to implement corrective actions to the HUD OIG recommendations identified in reports 2015–LA–0002, 2018–LA–0801, and 2018–OE–0004. In 2020, the OCIO and ONAP determined that replicating the FHA catalyst IT system for the section 184 and section 184A programs could address an immediate need to transition a paper-based process to an electronic solution in the face of COVID–19, as well as the long-term needs for a functional IT system. The Committee supports the OCIO's efforts to develop the native advantage IT system, its plans to add additional functionality to better support ONAP's loan guarantee process, and

once completed support the full loan life cycle. The Committee directs the OCIO to continue to work collaboratively with ONAP on native advantage to ensure this IT system meets the needs of the section 184 and section 184A programs and addresses the remaining open HUD OIG recommendations.

Performance plans and budget request.—The Committee looks forward to the performance plans and quarterly updates on the PIH and FHA IT modernization initiatives required by the Consolidated Appropriations Act of 2021 (P.L. 116–260) and continued discussion with the Department about its development, modernization, and enhancement needs. The Committee directs the OCIO to include in its fiscal year 2023 budget request for the IT Fund a detailed cost and schedule of its information technology activities. For each activity, the OCIO shall provide the prior, current, and upcoming lifecycle stage, costs, and benefits; identify risks and mitigation plans; and procurement strategy.

OFFICE OF INSPECTOR GENERAL

Appropriation, fiscal year 2021	$137,200,000
Budget request, fiscal year 2022	147,000,000
Recommended in the bill	145,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+7,800,000
Budget request, fiscal year 2022	−2,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $145,000,000 for the Office of Inspector General.

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

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

(INCLUDING RESCISSIONS)

Section 201 splits overpayments evenly between Treasury and state HFAs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 216 requires the Secretary to publish all notices of funding opportunity that are competitively awarded on the internet for fiscal year 2022.

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

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

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

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

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

Section 222 prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 223 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with respect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 224 allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be reobligated for additional research.

Section 225 prohibits funds for financial awards for employees subject to administrative discipline.

Section 226 allows program income as an eligible match for 2015 through 2022 continuum of care funds.

Section 227 permits HUD to provide one year transition grants under the continuum of care program.

Section 228 maintains current promise zone designations and agreements.

Section 229 prohibits funds from being used to establish review criteria, including rating factors or preference points, for competitive grants programs for envision center participation or coordination, with exceptions.

Section 230 prohibits funds from being used to make changes to the annual contributions contract that was in effect on December 31, 2017, with exceptions.

Section 231 clarifies the use of funds for the family self-sufficiency program.

Section 232 addresses the establishment of reserves for public housing agencies designated as MTW agencies.

Section 233 prohibits funds from being used to make certain eligibility limitations as part of a notice of fund opportunity for competitive grant awards under the public housing fund.

Section 234 prohibits funds from being used to issue rules or guidance in contravention of section 210 of Public Law 115–254 (132 Stat. 3442) or section 312 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5155).

Section 235 extends the liquidation of valid obligations for one year for amounts made available for the choice neighborhoods initiative program in fiscal years 2014, 2015, 2016, 2017, 2018, 2019, and 2020.

Section 236 allows HUD to make additional grants for the same purpose and under the same conditions as amounts appropriated by section 11003(a)(2) of the American Rescue Plan Act of 2021 (P.L. 117–2) with amounts from the Coronavirus Aid, Relief, and Economic Security Act (P.L. 116–136) that are not accepted as of the date of enactment of this Act, voluntarily returned, or otherwise recaptured.

Section 237 changes the availability of certain funding in the Disaster Relief Appropriations Act, 2013 (P.L. 113–2, division A; 127 Stat. 36) and specified conditions for certain waivers.

Section 238 prohibits funds from being used to implement, administer, enforce, or in any way make effective the proposed rule

entitled "Housing and Community Development Act of 1980: Verification of Eligible Status", issued by the Department on May 10, 2019 (Docket No. FR–6124–P–01), or any final rule based substantively on such proposed rule.

TITLE III—RELATED AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2021	$9,200,000
Budget request, fiscal year 2022	9,750,000
Recommended in the bill	9,750,000
Bill compared with:	
Appropriation, fiscal year 2021	+550,000
Budget request, fiscal year 2022	– – –

The United States Access Board (Access Board) was established by section 502 of the Rehabilitation Act of 1973 with the mission of promoting equality for people with disabilities through accessible design and the development of accessibility guidelines and standards for the built environment, transportation, communication, medical diagnostic equipment, and information technology.

The Access Board is responsible for developing guidelines under the Americans with Disabilities Act, the Architectural Barriers Act, and the Communications Act, as well as for developing standards under the Rehabilitation Act for accessible electronic and information technology used by Federal agencies. The Access Board enforces the Architectural Barriers Act and provides training and technical assistance on its guidelines and standards. The Access Board serves on the election assistance commission's board of advisors and technical guidelines development committee to assist in developing voluntary guidelines for voting systems, including accessibility for people with disabilities. Additionally, the Access Board maintains a small research program that develops technical assistance materials and provides information needed for rulemaking.

COMMITTEE RECOMMENDATION

The Committee recommends $9,750,000 for the operations of the Access Board.

Rulemakings.—The Committee recognizes that executive order 13771, "Reducing Regulation and Controlling Regulatory Costs", for the past four years hindered the Access Board's ability to proceed with vital rulemakings. The Committee is pleased that with the executive order now reversed by the new administration, the agency can continue its mission and continue with the Public Rights-of-Way Accessible Guidelines and Americans with Disabilities Act Guidelines for Transportation Vehicles rulemakings that have been put on hold for the last four years.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriation, fiscal year 2021	$30,300,000
Budget request, fiscal year 2022	30,873,000
Recommended in the bill	31,398,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,098,000
Budget request, fiscal year 2022	+525,000

Established in 1961, the Federal Maritime Commission (FMC) is an independent agency, responsible for the regulation of ocean-borne transportation in the foreign commerce of the United States. The FMC monitors ocean common carriers, marine terminal operators, conferences, ports, and ocean transportation intermediaries to ensure they maintain just and reasonable practices. Among other activities, the FMC also maintains a trade monitoring and enforcement program, monitors the laws and practices of foreign governments and their impacts on shipping conditions in the U.S., and enforces special regulatory requirements as they apply to controlled carriers.

The principal shipping statutes administered by the FMC are the Shipping Act of 1984 (46 U.S.C. 40101–44106), the Foreign Shipping Practices Act of 1988 (46 U.S.C. 42301–42307), section 19 of the Merchant Marine Act, 1920 (46 U.S.C. 42101–42109), sections 2 and 3 of Public Law 89–777, and section 834 of the Frank LoBiondo Coast Guard Authorization Act of 2018 (P.L. 115–282).

COMMITTEE RECOMMENDATION

The Committee recommendation provides $31,398,000 for the FMC. Of the total funds provided, up to $577,781 is available for the Office of Inspector General.

Staffing.—The Committee provides $525,000 above the budget request to support the hiring of additional full-time equivalents. The FMC may use these additional resources to further the statutorily established purpose of the FMC to "promote the growth and development of United States exports through competitive and efficient ocean transportation and by placing a greater reliance on the marketplace" (46 U.S.C. 40101(4)), including to support the Office of Consumer Affairs and Dispute Resolution Services (CADRS), Bureau of Enforcement (BOE), Area Representatives (ARs), Bureau of Trade Analysis, Office of the Secretary, the national shipper advisory committee, fact finding investigations, and for necessary support services. The Committee understands that the FMC has initiated a review of the CADRS' caseload to determine if additional resources would benefit U.S. exporters and importers and other supply chain participants. The Committee urges the FMC to conduct a similar review of the BOE. The FMC should use these assessments to help inform its hiring decisions. Further, the Committee directs the FMC to brief the House and Senate Committees on Appropriations no later than 60 days after enactment of this Act detailing its hiring plans for these additional resources.

Shipping practices.—On March 31, 2020, the FMC initiated fact finding 29 in response to supply chain impacts related to COVID–19 and to help identify operational solutions to cargo delivery system challenges. The initial findings from fact finding 29 led the

FMC to approve a supplemental order on November 20, 2020 to authorize a formal investigation to examine issues related to detention and demurrage practices, container return practices, and the availability of containers for export cargo and to determine if the policies and practices of vessel-operating common carries (VOCCs) violate section 44102(c) of title 46, United States Code. The Committee understands that the FMC issued information demand orders to VOCCs and marine terminal operators (MTOs) on these practices and is in the process of reviewing the information received. Further, the FMC voted on May 19, 2021 to formally establish the national shipper advisory committee which was created by the Elijah E. Cummings Coast Guard Authorization Act of 2020 (P.L. 116–283) for exporters and importers to advise the FMC on policies relating to the competitiveness, reliability, integrity, and fairness of the international ocean freight delivery system. The Committee directs the FMC to brief the House and Senate Committees on Appropriations, the House Transportation and Infrastructure Committee, and the Senate Committee on Commerce, Science, and Transportation no later than 90 days after enactment of this Act on the progress of fact finding 29 and its investigation, any subsequent enforcement actions, and an analysis on any additional resources and authorities the FMC may deem necessary as a result of the findings from fact finding 29.

Further, the Committee notes that the fines and penalties that the FMC assessed in fiscal year 2020 totaled just $103, which is a significant decrease from $660,125 in fiscal year 2019 and $1,108,194 in fiscal year 2018. The Committee encourages the FMC to use its existing authorities and enforcement tools to investigate and address instances in which VOCCs that are regulated under the Shipping Act of 1984 are engaging in unfair or unjust discriminatory practices, giving undue or unreasonable preferences, or unreasonably refusing to deal or negotiate. In addition, the Committee directs the FMC, through the CADRS, to continue to assist U.S. exporters and importers, ocean transportation intermediaries (OTIs), and truckers in engaging with VOCCs and MTOs, and, as requested, intercede on their behalf in disputes with such entities.

Section 46106 of title 46, United States Code, requires the FMC to submit an annual report to Congress no later than April 1 of each year. The Committee notes that the 59th Annual Report for Fiscal Year 2020 submitted to Congress on March 31, 2021 provided details on the work of the CADRS through alternative dispute resolution, ombuds, and mediation services, the BOE and ARs through investigations and enforcement cases, and formal proceedings through investigations, private complaints, and litigation. In addition to providing such information for fiscal year 2021, the Committee directs the FMC to detail efforts across the agency to protect U.S. exporters and importers, OTIs, and truckers against unfair and unjust discriminatory practices, including instances where the CADRS responded to a request by a U.S. exporter or importer, OTI, or trucker for assistance with a commercial cargo matter, in the 60th Annual Report for Fiscal Year 2021 which the FMC is to deliver to Congress no later than April 1, 2022 as required by section 46106 of title 46, United States Code.

NATIONAL RAILROAD PASSENGER CORPORATION OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriation, fiscal year 2021	$25,274,000
Budget request, fiscal year 2022	26,248,000
Recommended in the bill	26,762,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,488,000
Budget request, fiscal year 2022	+514,000

The Office of Inspector General (OIG) is an independent, objective unit responsible for detecting and preventing fraud, waste, abuse, and violations of law and for promoting efficiencies and effectiveness at Amtrak.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $26,762,000 for the OIG. The recommendation will allow the OIG to undertake audits, evaluations, and investigations and will ensure effective oversight of Amtrak's programs and operations. The OIG's efforts have resulted in valuable reports and recommendations for the Committee and for Amtrak that have yielded cost savings and management improvements.

COVID–19 oversight.—The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) (P.L. 116–136), Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA, P.L. 116–260), and American Rescue Plan Act of 2021 (ARPA, P.L. 117–2) provided a combined $3,718,000,000 to Amtrak in supplemental funding in fiscal years 2020 and 2021 to support Amtrak's workforce, operations, and response to COVID–19. The Committee appreciates the work done to date by the OIG to monitor and assess Amtrak's use, accounting, and reporting of this funding, issuing interim observations on the CARES Act on August 5, 2020, final observations on the CARES Act on December 15, 2020, and an assessment on CRRSAA on May 12, 2021. The Committee is pleased that Amtrak has established and implemented effective controls, has incorporated the OIG's suggestions for improving accountability and transparency, and overall has demonstrated good stewardship of this funding, according to the OIG. As Amtrak continues to implement CRRSAA and ARPA, the Committee directs the OIG to continue to monitor Amtrak's use, accounting, and reporting of this funding and any other authorized use of Federal funds provided to Amtrak in response to the COVID–19 pandemic. Further, the Committee directs the OIG to notify the House and Senate Committees on Appropriations of any anomalies it finds through its monitoring of CRRSSA and ARPA spending and any other authorized use of Federal funds provided to Amtrak in response to the COVID–19 pandemic.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2021	$118,400,000
Budget request, fiscal year 2022	121,400,000
Recommended in the bill	121,400,000
Bill compared with:	
Appropriation, fiscal year 2021	+3,000,000
Budget request, fiscal year 2022	– – –

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in other modes of transportation—including railroad, highway, marine, and pipeline—and issuing safety recommendations aimed at preventing future accidents.

In addition to its investigatory duties, the NTSB is responsible for maintaining the government's database of civil aviation accidents and conducting special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, the NTSB supplies investigators to serve as U.S. accredited representatives for aviation accidents overseas involving U.S.-registered aircraft, or involving aircraft or major components of U.S. manufacture.

COMMITTEE RECOMMENDATION

Most wanted list.—The Committee appreciates the NTSB's effort to increase transparency in its selection of transportation safety issues for its annual most wanted list in response to the recommendations in GAO–20–395 and looks forward to GAO's review of these efforts.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriation, fiscal year 2021	$165,000,000
Budget request, fiscal year 2022	170,000,000
Recommended in the bill	185,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+20,000,000
Budget request, fiscal year 2022	+15,000,000

The Neighborhood Reinvestment Corporation (NRC) was created by the Neighborhood Reinvestment Corporation Act (title VI of the Housing and Community Development Amendments of 1978). The NRC now operates under the trade name "NeighborWorks America" and helps local communities establish working partnerships between residents and representatives of the public and private sectors. These partnership-based organizations are independent, tax-exempt, community-based nonprofit entities, often referred to as NeighborWorks organizations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $185,000,000 for fiscal year 2022, of which $5,000,000 is for a multi-family rental housing program.

In addition, the American Rescue Plan Act of 2021 (ARPA) (Public Law 117–2) included $100,000,000 for NRC.

Neighborhood revitalizations.—The Committee provides $25,000,000 for a competitive grant program to carry out neighborhood revitalization support activities in areas with concentrations of abandoned or distressed properties. The Committee directs that NRC brief the House and Senate Committees on Appropriations on its proposed competition guidelines no later than 180 days after enactment of this Act.

Aging in place.—Due to the rising costs of long-term care and societal changes, the Committee continues to support aging in place programs that modify and improve older homes so that seniors may safely live in those homes for a longer period as they age. The Committee continues to encourage NRC to support training, counseling, and programs that assist seniors in sustainable aging in place and to identify the conflux of older housing stock, older-population states, and, in particular, older-population regions within those states and to invest robustly in those regions with aging in place housing programs.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2021	$37,500,000
Budget request, fiscal year 2022	39,152,000
Recommended in the bill	39,152,000
Bill compared with:	
Appropriation, fiscal year 2021	+1,652,000
Budget request, fiscal year 2022	– – –

The Surface Transportation Board (STB) was created by the ICC Termination Act of 1995 (P.L. 104–88) and is the successor agency to the Interstate Commerce Commission. The STB is an economic regulatory and adjudicatory body charged by Congress with resolving railroad rate and service disputes and reviewing proposed railroad mergers, and the regulation of other surface transportation carriers, including the intercity bus industry and surface pipeline carriers, and household-good carriers. The Surface Transportation Board Reauthorization Act of 2015 (P.L. 114–110) established the STB as a wholly independent agency.

COMMITTEE RECOMMENDATION

The Committee recommendation provides an appropriation of $39,152,000 for the STB. The STB is estimated to collect $1,250,000 in fees, which will offset the appropriation for a total program cost of $37,902,000.

Cost-benefit analysis.—In March 2019, a petition was filed with the STB to institute a rulemaking to adopt procedural rules that would require a cost-benefit analysis in certain future STB rulemaking proceedings. In response, the STB reviewed the practices at other agencies, including independent agencies that, like the STB, are not statutorily required to have cost-benefit analysis procedural rules. In November 2019, the STB issued a solicitation of information to request comments from stakeholders on whether and how particular cost-benefit analysis approaches might be more formally integrated into the STB's rulemaking process. The Committee continues to encourage the STB to thoroughly review and consider all comments received in response to the solicitation of in-

formation to determine the extent to which cost-benefit analysis would be helpful in ensuring that the economic consequences of certain significant rulemakings are fully evaluated and that the basis for any decisions are clear to stakeholders. If the STB decides to adopt a cost-benefit analysis procedure for significant rulemakings, then the Committee encourages the STB to request additional resources, as necessary, to ensure the STB has the staffing and expertise to undertake such cost-benefit analyses.

On-time performance.—A significant obstacle to establishing new passenger rail service or adding frequencies is the ability to obtain reliable access to host railroad tracks. The Committee recognizes the challenges host railroads face in balancing the demands of passenger and freight trains, which can impact on-time performance. These challenges are regularly reflected in Amtrak's existing service. In fiscal year 2020, Amtrak reports that its long-distance trains were on time at stations 59.2 percent of the time, while its state-supported trains were on time 84.5 percent of the time. Congress sought to address on-time performance through the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110–432). The Committee is pleased that following several years of litigation in Federal court regarding PRIIA, FRA and Amtrak jointly developed proposed metrics and minimum standards for measuring the performance and service quality of intercity passenger train operations as required by section 207 of PRIIA, consulted with impacted stakeholders, and led to FRA issuing a final rule on November 16, 2020. The final rule establishes a customer on-time performance minimum standard of 80 percent for any two consecutive calendar quarters, establishes a certified schedule metric that addresses alignment with the customer on-time performance metric and standard, provides time for Amtrak and host railroads to negotiate schedules, and includes a dispute resolution process if the parties disagree on schedules.

The Committee understands that the customer on-time performance minimum standard is in effect for certified and uncertified schedules as of July 2021 and will go into effect for disputed schedules in October 2021, which means the first opportunity for a party to initiate an on-time performance investigation before the STB would be in January 2022 and April 2022 for disputed schedules. While the STB could play a critical role in the implementation of the customer on-time performance minimum standard in fiscal year 2022, the Committee understands it is difficult to predict in advance the amount of resources and staff the STB may need as the customer on-time performance minimum standard goes into effect. The Committee appreciates the STB forming a passenger rail working group to assist with evaluating the current and future needs of the STB to fulfill its oversight and investigatory responsibilities for the customer on-time performance minimum standard. The Committee directs the STB to brief the House and Senate Committees on Appropriations on the status of its preparation for such oversight and investigatory responsibilities no later than 60 days after enactment of this Act. Further, the Committee directs the STB to report to the House and Senate Committees on Appropriations no later than January 31, 2023 on the number of on-time performance matters formally brought before the STB, the average staff resources dedicated to each such matter, the average length

of time needed to complete its work on each such matter, the number of staff necessary to support these activities, and estimates on any additional resources needed to address such matters in a timely manner.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriation, fiscal year 2021	$3,800,000
Budget request, fiscal year 2022	4,000,000
Recommended in the bill	4,000,000
Bill compared with:	
Appropriation, fiscal year 2021	+200,000
Budget request, fiscal year 2022	– – –

The mission of the United States Interagency Council on Homelessness (USICH) is to coordinate multi-agency Federal response to homelessness.

COMMITTEE RECOMMENDATION

The Committee recommends $4,000,000 for continued operations of the United States Interagency Council on Homelessness, to remain available until September 30, 2022.

Schools and housing opportunities.—The Committee is concerned that students lacking adequate housing opportunities leads to instability in schools, worsening school performance, and the continuation of the cycle of poverty. The Committee directs the USICH, in consultation with the Department of Education, to provide a report to the House and Senate Committees on Appropriations within 180 days on the feasibility of creating stronger partnerships between schools and housing agencies to facilitate access to stable housing opportunities for students.

LGBTQ youth care.—The Committee requests USICH to issue a report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act on the steps that can be taken to improve access to housing services for LGBTQ youth, who make up 40 percent of the youth homeless population. The report should also detail methods in which the Federal government can partner with LGBTQ youth organizations to provide the highest standard of care through using the four core outcomes of the Federal framework to end youth homelessness: stable housing, permanent connections, education/employment, and social-emotional well-being. The report should serve as a roadmap for continuum of care grantees on how to best care for LGBTQ youth and provide access to needed mental health services.

Vehicular homelessness community response.—The Committee recommends that the USICH, in consultation with HUD's Office of Special Needs Assistance Program and Office of Policy Development and Research, report on how communities are responding to the challenge of individuals who are experiencing vehicular homelessness to the House and Senate Committees on Appropriations within 180 days of enactment of this Act.

TITLE IV

GENERAL PROVISIONS—THIS ACT

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

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

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

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

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

Section 406 provides that not to exceed 50 percent of unobligated balances for salaries and expenses may remain available until September 30, 2023, for each account for the purposes authorized, subject to the approval of the House and Senate Committees on Appropriations.

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

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

Section 409 prohibits funds from being used by an entity unless the expenditure is in compliance with the Buy American Act.

Section 410 prohibits funds from being made available to any person or entity that has been convicted of violating the Buy American Act.

Section 411 prohibits funds from being used for first-class airline accommodations in contravention of sections 301–10.122 and 301–10.123 of title 41, CFR.

Section 412 restricts the number of employees that agencies may send to international conferences unless such attendance is important to the national interest.

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

Section 414 caps the amount of fees the STB can charge or collect for rate or practice complaints filed at the amount authorized for district court civil suit filing fees.

Section 415 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 416 prohibits funds from being used to deny an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector

General has responsibilities, or to prevent or impede that Inspector General's access to such records, documents, or other materials.

Section 417 prohibits funds to be used to pay award or incentive fees for contractors whose performance is below satisfactory, behind schedule, over budget, or failed to meet requirements of the contract, with exceptions.

Section 418 references Congressionally requested projects contained in this report.

Section 419 prohibits the use of funds by employers or companies that have a contract with the Federal Government for nondisclosure agreements relating to workplace harassment as a condition of employment.

Incorporation of Community Project Funding

Agency	Account	Project	Location	Amount
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Northwest Arkansas National Airport—XNA ADA Compliance Lobby Renovation/Skybridge Project	AR	$4,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	San Bernardino International Airport Runway Repair Project	CA	1,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Airport Airfield Lighting Improvements	CO	270,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Igor I Sikorsky Memorial Airport (BDR) Terminal Area, Security and Wildlife Hazard Fencing Improvements	CT	2,187,628
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Rehabilitation of the Runway 9-26 at the Tallahassee International Airport (TLH)	FL	4,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	North Glycol Storage Tank Repair, Des Moines International Airport	IA	3,267,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	North Aircraft Parking Apron at the Independence Municipal Airport	IA	1,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	City of Boise Airport Department -Taxi-lane D Rehabilitation at Boise Airport	ID	700,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Lewis University Airport Safety Enhancements	IL	680,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Willard Airport Security Screening Checkpoint Improvements	IL	1,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Equipment Acquisition—Gary/Chicago International Airport	IN	2,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Kalamazoo/Battle Creek International Airport—AZO Runway Extension	MI	1,500,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Gerald R Ford International Airport—Concourse A Expansion & Widening Phase 1, Gate A3 Expansion	MI	1,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Roben Hood Airport Runway Extension	MI	1,827,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Jefferson City Memorial Airport Air Traffic Control Tower Reconstruction	MO	3,400,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Gulfport-Biloxi Regional Airport Authority—GPT T-Hangar #3 and #4 Taxiway Infrastructure	MS	250,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Toledo-Lucas County Port Authority Instrument Landing System Technology Upgrade of Toledo Express Airport	OH	5,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Akron-Canton Taxiway F Improvements	OH	720,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Jackson County Regional Airport Parking and Security Project Jackson, OH 45640	OH	457,507
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Global Transportation and Industrial Park	OK	3,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Fayette County Airport Authority—Master Plan Update, Joseph A. Hardy Connellsville Airport	PA	1,500,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Jimmy Stewart Airport Improvements	PA	1,200,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Johnstown Airport Intermodal Connector Road, Hangar, Building Improvements, and Apron Development	PA	4,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Erie International Airport—General Aviation Apron	PA	4,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Pittsburgh-Butler Regional Airport—Extension of Runway 8	PA	2,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Brute Force Electric Central Utility Plant	TX	5,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	International Parkway Bridge Replacement Program	TX	5,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	New Snow and Ice Removal Equipment Storage Facility at DFW Airport	TX	5,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Lancaster Regional Airport Taxiway Relocation	TX	5,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	DFW Airport—Aircraft Rescue and Fire Fighting Station Consolidation	TX	5,000,000
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Yakima Air Terminal-McAllister Field (YKM)	WA	5,000,000
Department of Transportation	Local Transportation Priorities	Baldwin County—Eastern Shore Trail construction	AL	633,050
Department of Transportation	Local Transportation Priorities	Fairground Road Expansion	AL	702,941
Department of Transportation	Local Transportation Priorities	Millry Road Resurfacing	AL	265,000
Department of Transportation	Local Transportation Priorities	I-49 Expansion from Arkansas Highway 22 to I-40 Segment 1 Project Development	AR	5,000,000
Department of Transportation	Local Transportation Priorities	Highline Canal Recreational Path Lighting Replacement, Guadalupe	AZ	501,824
Department of Transportation	Local Transportation Priorities	32nd Street and Thomas Road Intersection Safety Improvements	AZ	960,000
Department of Transportation	Local Transportation Priorities	Gila River Indian Community Traffic Sign Replacement	AZ	915,000
Department of Transportation	Local Transportation Priorities	Interstate 15 Smart Freeway Pilot Project	CA	5,000,000
Department of Transportation	Local Transportation Priorities	Bradley Road Bridge Over Salt Creek	CA	5,000,000
Department of Transportation	Local Transportation Priorities	State Route 91 Improvement Project	CA	3,000,000

Department of Transportation	Local Transportation Priorities	Santa Clarita Circulation and Safety Improvement	CA	1,500,000
Department of Transportation	Local Transportation Priorities	Henry Mayo Hospital Ingres and Egress Access Improvement	CA	1,120,000
Department of Transportation	Local Transportation Priorities	Pittsburg Center Smart City Pilot	CA	1,200,000
Department of Transportation	Local Transportation Priorities	Concord Smart Signals Project	CA	1,200,000
Department of Transportation	Local Transportation Priorities	Iron Horse Trail Bridge, Nature Park, and Pedestrian Safety Project	CA	350,000
Department of Transportation	Local Transportation Priorities	Danville Townwide Traffic Signal Modernization/ITS Project	CA	1,000,000
Department of Transportation	Local Transportation Priorities	La Media Improv. Siempre Viva to Truck Rte, San Diego, CA	CA	400,000
Department of Transportation	Local Transportation Priorities	Traffic and Safety Improvement Along the Alameda de las Pulgas Corridor	CA	2,000,000
Department of Transportation	Local Transportation Priorities	US 101/SR 92 Area Improvement Project	CA	1,000,000
Department of Transportation	Local Transportation Priorities	Tillotson Parkway Extension	CA	320,000
Department of Transportation	Local Transportation Priorities	Pennsylvania Avenue Widening Project, Beaumont	CA	1,500,000
Department of Transportation	Local Transportation Priorities	County of Los Angeles Rosemead Boulevard Complete Street Improvements	CA	1,500,000
Department of Transportation	Local Transportation Priorities	City of Bishop Streets and Sidewalk Improvements	CA	1,000,000
Department of Transportation	Local Transportation Priorities	City of Highland Victoria Avenue Improvements	CA	2,000,000
Department of Transportation	Local Transportation Priorities	City of Needles First Year Paving Replacement Phase 3	CA	757,803
Department of Transportation	Local Transportation Priorities	City of Hesperia Maple Avenue Street Improvements	CA	2,000,000
Department of Transportation	Local Transportation Priorities	Avenue 95/96 Farm to Market Corridor Repairs, Terra Bella to Pixley, Tulare County, CA	CA	3,000,000
Department of Transportation	Local Transportation Priorities	California State University, Fullerton Titan Gateway Bridge	CA	5,000,000
Department of Transportation	Local Transportation Priorities	Golden Avenue Bridge Replacement Project	CA	2,200,000
Department of Transportation	Local Transportation Priorities	Mt. Whitney Avenue Complete Streets	CA	3,000,000
Department of Transportation	Local Transportation Priorities	Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing	CA	2,000,000
Department of Transportation	Local Transportation Priorities	Safe Routes to Schools Mini-grant Program, Alameda	CA	1,700,000
Department of Transportation	Local Transportation Priorities	Telfair Avenue Multi-Modal Bridge Over Pacoima Wash Project	CA	5,000,000
Department of Transportation	Local Transportation Priorities	City of Carlsbad's Carlsbad Barrio Street Lighting and Traffic Circles Project	CA	5,000,000
Department of Transportation	Local Transportation Priorities	Kelseyville Sidewalk Project	CA	450,000
Department of Transportation	Local Transportation Priorities	Bayshore Bikeway, Barrio Logan Segment	CA	2,150,000
Department of Transportation	Local Transportation Priorities	Bayshore Bikeway Segment 5	CA	300,000
Department of Transportation	Local Transportation Priorities	City of Watsonville, Lee Road Trail Project Phase 1	CA	1,000,000
Department of Transportation	Local Transportation Priorities	24th Street First and Last Mile Connections to Trolley Station, National City	CA	3,332,781
Department of Transportation	Local Transportation Priorities	Bicycle and Pedestrian Safety Near Woodside High School	CA	800,000
Department of Transportation	Local Transportation Priorities	Accessible Recreational Trails at Rockville Trails Preserve (Solano County, California)	CA	431,250
Department of Transportation	Local Transportation Priorities	Accessible Pedestrian Pathways and Parking at Lake Solano County Park	CA	867,648
Department of Transportation	Local Transportation Priorities	24th Street Trolley Pedestrian Bridge Feasibility Study, National City	CA	294,700
Department of Transportation	Local Transportation Priorities	Sacramento Vision Zero School Safety Project	CA	2,200,000
Department of Transportation	Local Transportation Priorities	Doheny Village Connectivity Improvements	CA	1,870,000
Department of Transportation	Local Transportation Priorities	Southport Levee Recreation Trail	CA	1,800,000
Department of Transportation	Local Transportation Priorities	E. Sir Francis Drake Blvd Gap Closure	CA	700,000
Department of Transportation	Local Transportation Priorities	Hammond Trail Bridge Replacement	CA	5,000,000
Department of Transportation	Local Transportation Priorities	La Verne Gold Line Station Pedestrian Bridge	CA	4,000,000
Department of Transportation	Local Transportation Priorities	Antelope Valley Line State of Good Repair	CA	3,000,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Transportation	Local Transportation Priorities	Manteca Station Rider Safety Improvement and Station Modernization	CA	4,485,000
Department of Transportation	Local Transportation Priorities	County of Los Angeles, East Los Angeles and Florence Firestone Bus Stop Improvements Project	CA	1,000,000
Department of Transportation	Local Transportation Priorities	Palomar Street Light Rail Grade Separation	CA	2,000,000
Department of Transportation	Local Transportation Priorities	COASTER Commuter Rail Corridor Study	CA	1,000,000
Department of Transportation	Local Transportation Priorities	De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bicycle Projects	CA	2,725,000
Department of Transportation	Local Transportation Priorities	Caltrain Mini High Ramps	CA	460,000
Department of Transportation	Local Transportation Priorities	South Milpitas Boulevard Extension Bridge	CA	3,000,000
Department of Transportation	Local Transportation Priorities	Pedestrian and Safe Routes to School Improvements in SNAIL and Braly Corners Neighborhoods	CA	880,000
Department of Transportation	Local Transportation Priorities	MTS Imperial Avenue Division Zero Emission Bus Infrastructure Project	CA	750,000
Department of Transportation	Local Transportation Priorities	NCTD Next Generation Hydrogen Fueling Infrastructure	CA	1,717,836
Department of Transportation	Local Transportation Priorities	ACE Locomotive Zero Emission Engine Conversion Project	CA	1,500,000
Department of Transportation	Local Transportation Priorities	North Lathrop Multi-Modal Transfer Station	CA	1,500,000
Department of Transportation	Local Transportation Priorities	SH 93 Widening and Relocation Design, City of Golden	CO	2,320,000
Department of Transportation	Local Transportation Priorities	Commerce City Quiet Zones	CO	615,000
Department of Transportation	Local Transportation Priorities	East Industrial Road Reconstruction (Branford)	CT	2,250,000
Department of Transportation	Local Transportation Priorities	City of Stamford Safe Routes to Schools and Access to Public Transit Facilities	CT	2,000,000
Department of Transportation	Local Transportation Priorities	Norwalk Safe Sidewalks, Crossings, and Trails Project	CT	1,400,000
Department of Transportation	Local Transportation Priorities	Town of Southbury Pedestrian Safety Improvements	CT	444,946
Department of Transportation	Local Transportation Priorities	West Avon Road, Country Club Road, Scoville Road Sidewalk Replacement in the Town of Avon	CT	424,000
Department of Transportation	Local Transportation Priorities	River Road Regional Interstate Connector South Phase Design	FL	1,000,000
Department of Transportation	Local Transportation Priorities	Dixie Highway Corridor Improvements	FL	600,000
Department of Transportation	Local Transportation Priorities	Town of Windermere Safe Route to School Project Phase 1	FL	760,000
Department of Transportation	Local Transportation Priorities	Lake Wales Street Resurfacing, ADA, and Street Tree Improvements	FL	800,000
Department of Transportation	Local Transportation Priorities	Jacksonville Transportation Authority (JTA) Renewable Energy Generation for Electric Vehicles	FL	1,200,000
Department of Transportation	Local Transportation Priorities	PSTA On-Route Induction Charging	FL	1,200,000
Department of Transportation	Local Transportation Priorities	Cass-White Road from Busch Drive to Great Valley Parkway- Phase II	GA	5,000,000
Department of Transportation	Local Transportation Priorities	Chattahoochee RiverLands Pilot Project, Environmental Review & Final Design for Phase II	GA	2,500,000
Department of Transportation	Local Transportation Priorities	Dried Indian Creek Corridor Protection and Connection Initiative	GA	900,000
Department of Transportation	Local Transportation Priorities	Dekalb County, Pleasantdale Road Pedestrian Improvements	GA	600,000
Department of Transportation	Local Transportation Priorities	Fairview Road Multi-use Trail, Newton County	GA	800,000
Department of Transportation	Local Transportation Priorities	Cumberland Multi-Modal Path	GA	1,700,000
Department of Transportation	Local Transportation Priorities	Flat Shoals Parkway (SR 155) Sidewalk Improvements—Columbia Drive to Flakes Mill Road	GA	800,000
Department of Transportation	Local Transportation Priorities	Big Shanty Widening, Kennesaw, Georgia	GA	2,000,000
Department of Transportation	Local Transportation Priorities	Brookhaven Station Rehabilitation	GA	1,000,000
Department of Transportation	Local Transportation Priorities	City of Alpharetta- Bus Shelter Construction	GA	150,000
Department of Transportation	Local Transportation Priorities	Derrydown Way Complete Streets Project	GA	600,000

Department of Transportation	Local Transportation Priorities	Tower Terrace Road Corridor (Phase 7 Improvements)	IA	5,000,000
Department of Transportation	Local Transportation Priorities	Reconstruction of Iowa Highway 38	IA	2,000,000
Department of Transportation	Local Transportation Priorities	Mahaska Oskaloosa Driving Economic Success (MODES) Planning Study	IA	850,000
Department of Transportation	Local Transportation Priorities	Chaplain Schmitt Island Trail Connection	IA	615,000
Department of Transportation	Local Transportation Priorities	Scott County Bridge Replacement	IA	600,000
Department of Transportation	Local Transportation Priorities	Raccoon River East Pedestrian Bridge	IA	1,000,000
Department of Transportation	Local Transportation Priorities	Bridge Replacement—PPCB on County Highway R57 over North River, FHWA# 335290	IA	1,600,000
Department of Transportation	Local Transportation Priorities	Iowa City Transit Operations and Maintenance Facility	IA	750,000
Department of Transportation	Local Transportation Priorities	Iron Bridge Road to MacArthur Boulevard Extension	IL	3,000,000
Department of Transportation	Local Transportation Priorities	West Grand Avenue—Highway/Rail Grade Separation	IL	1,300,000
Department of Transportation	Local Transportation Priorities	Grand Avenue and George Street Traffic Safety Enhancement	IL	650,000
Department of Transportation	Local Transportation Priorities	Barrington—Pedestrian Grade Separation at Main Street and the Canadian National Railroad	IL	500,000
Department of Transportation	Local Transportation Priorities	Deer Park Boulevard—Road Program	IL	614,000
Department of Transportation	Local Transportation Priorities	St. Clair County—Frank Scott Parkway East/Thouvenot Lane Widening	IL	5,000,000
Department of Transportation	Local Transportation Priorities	Madison County Fiscal Court—Improved Access via Economy Road from KY-52 to the Central Kentucky Regional Airport	IL	2,350,000
Department of Transportation	Local Transportation Priorities	St. Clair County—Greenmount Road from Lebanon Avenue to South of Frank Scott Parkway Widening	IL	2,500,000
Department of Transportation	Local Transportation Priorities	St. Clair County—Greenmount Road from Route 161 to Lebanon Avenue Widening	IL	2,500,000
Department of Transportation	Local Transportation Priorities	Lincoln Avenue Reconstruction	IL	3,500,000
Department of Transportation	Local Transportation Priorities	US Route 6 Multi-Use Path Extension	IL	900,000
Department of Transportation	Local Transportation Priorities	Lincoln Park ADA Accessibility Improvements	IL	1,000,000
Department of Transportation	Local Transportation Priorities	National Parkway and Higgins Road (IL 72) Pedestrian Signal Improvements	IL	200,000
Department of Transportation	Local Transportation Priorities	Wolf Road Sidewalk, City of Prospects Heights	IL	1,126,734
Department of Transportation	Local Transportation Priorities	Marquette Greenway Trail/Cline Avenue to Bridge Street	IN	682,080
Department of Transportation	Local Transportation Priorities	Breckinridge County: Improve KY 86 from Jesse Priest Road to Rosetta Corners	KY	2,000,000
Department of Transportation	Local Transportation Priorities	Washington County: Improve U.S. 150 from KY 1872 to Mayfield Lane	KY	2,000,000
Department of Transportation	Local Transportation Priorities	Improved Access via Economy Road from KY-52 to the Central Kentucky Regional Airport	KY	5,000,000
Department of Transportation	Local Transportation Priorities	Sidewalk Rehabilitation, Louisville, KY	KY	1,000,000
Department of Transportation	Local Transportation Priorities	US 190: LA 437—US 190 BUS Bridge Replacement Project	LA	5,000,000
Department of Transportation	Local Transportation Priorities	Re-Building University Avenue: Gateway to Our Future	LA	5,000,000
Department of Transportation	Local Transportation Priorities	City of Ruston, Louisiana E. Kentucky Ave: Safety and Capacity Improvements Project	LA	5,000,000
Department of Transportation	Local Transportation Priorities	Morrison Road Improvements, New Orleans, LA	LA	5,000,000
Department of Transportation	Local Transportation Priorities	Assabet River Rail Trail extension—Stow	MA	750,000
Department of Transportation	Local Transportation Priorities	Design and Construction of the Wakefield Broadway Commuter Rail Crossing	MA	1,200,000
Department of Transportation	Local Transportation Priorities	Border to Boston Trail Engineering and Design	MA	1,200,000
Department of Transportation	Local Transportation Priorities	Separated Bicycle Lane Network Build Out, Cambridge	MA	958,218
Department of Transportation	Local Transportation Priorities	Wonderland Multimodal Connector	MA	4,000,000
Department of Transportation	Local Transportation Priorities	Wellington Greenway Phase IV	MA	500,000
Department of Transportation	Local Transportation Priorities	Chris Walsh Aqueduct Trail Connectivity Project	MA	220,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Transportation	Local Transportation Priorities	South Salem Commuter Rail Stop	MA	372,000
Department of Transportation	Local Transportation Priorities	Fleet Electrifcation Anne Arundel County	MD	5,000,000
Department of Transportation	Local Transportation Priorities	Beck Road Business Corridor Improvement Project	MI	4,797,600
Department of Transportation	Local Transportation Priorities	Emmet County Road Commission—Lake Shore Drive Reconstruction Project	MI	1,440,000
Department of Transportation	Local Transportation Priorities	Pinckney Multi-Modal Pathway and Connectors	MI	2,000,000
Department of Transportation	Local Transportation Priorities	Clinton Area Transit System Rural Transit Facility Expansion	MI	2,500,000
Department of Transportation	Local Transportation Priorities	Interurban Transit Partnership (The Rapid)—The Rapid Zero Emission Bus Project	MI	2,355,200
Department of Transportation	Local Transportation Priorities	City of Virginia 2021/2023 Street and Infrastructure Improvements Project —Phase One, Stage Two	MN	3,000,000
Department of Transportation	Local Transportation Priorities	Annandale Highway 24 and Hemlock Intersection	MN	2,000,000
Department of Transportation	Local Transportation Priorities	Highway 212 Rural Freight Mobility and Safety: Carver County	MN	2,500,000
Department of Transportation	Local Transportation Priorities	Stearns County Bridge 6819 along Country State Aid Highway (CSAH) 75	MN	1,000,000
Department of Transportation	Local Transportation Priorities	Extension of CSAH 116/Fletcher Bypass, City of Rogers, MN	MN	3,501,040
Department of Transportation	Local Transportation Priorities	Highway 5 Mobility and Lake Minnewashta Causeway Bridge, Carver County, MN	MN	2,000,000
Department of Transportation	Local Transportation Priorities	Bruce Vento Trail Extension	MN	1,300,000
Department of Transportation	Local Transportation Priorities	Central Greenway Regional Trail Improvements	MN	1,000,000
Department of Transportation	Local Transportation Priorities	City of Jordan US 169 Multi-Use Trail Underpass	MN	1,124,000
Department of Transportation	Local Transportation Priorities	MLK Park Pedestrian Bridge at Brush Creek	MO	2,800,000
Department of Transportation	Local Transportation Priorities	City of Joplin—Mainstreet Streetscaping	MO	3,000,000
Department of Transportation	Local Transportation Priorities	OATS Transit Inc. Bus Replacement	MO	500,000
Department of Transportation	Local Transportation Priorities	SR 7 and University Avenue in Oxford Roundabout Interchange Lafayette County	MS	5,000,000
Department of Transportation	Local Transportation Priorities	City of Hattiesburg 4th Street Sidewalk Project	MS	500,000
Department of Transportation	Local Transportation Priorities	Downtown Pineville Intersection Redesign	NC	1,435,000
Department of Transportation	Local Transportation Priorities	Town of Black Mountain Emergency Signals Project	NC	30,000
Department of Transportation	Local Transportation Priorities	Cary Regional Bus Operations and Maintenance Facility	NC	1,000,000
Department of Transportation	Local Transportation Priorities	84th Street Pedestrian and Bicycle Safety Improvements	NE	5,000,000
Department of Transportation	Local Transportation Priorities	Cotton Mill Transfer Bridge ADA Accessibility	NH	300,000
Department of Transportation	Local Transportation Priorities	Mechanic Street Sideway Project	NH	290,250
Department of Transportation	Local Transportation Priorities	Mason Street Bridge	NH	600,000
Department of Transportation	Local Transportation Priorities	Hanover Multi-Use Path	NH	350,000
Department of Transportation	Local Transportation Priorities	Keene Transportation Heritage Trail	NH	394,800
Department of Transportation	Local Transportation Priorities	Pedestrian Walkway Improvements Along Rt. 53 and Tabor Road	NJ	136,330
Department of Transportation	Local Transportation Priorities	Borough of Bernardsville Boylan Terrance Neighborhood Pedestrian Connection	NJ	1,427,500
Department of Transportation	Local Transportation Priorities	Broad Street, East/West Grand Street Traffic Light Replacement, City of Elizabeth	NJ	532,240
Department of Transportation	Local Transportation Priorities	Hoboken Electric Vehicle Fast Charging Station Project	NJ	250,000
Department of Transportation	Local Transportation Priorities	Bergen County's Hackensack Transit Connector Project	NJ	250,000
Department of Transportation	Local Transportation Priorities	Sussex County Elderly, Veteran, and Employment Services Transportation Services	NJ	500,000

Department of Transportation	Local Transportation Priorities	Carson City Public Works Department—Western Nevada Safe Routes to School Vulnerable User Pedestrian Safety Infrastructure Improvement Project	NV	1,000,000
Department of Transportation	Local Transportation Priorities	Regional Transportation Commission of Southern Nevada Bike Share Expansion	NV	142,500
Department of Transportation	Local Transportation Priorities	The Kiss and Drop Project, Yerington	NV	598,000
Department of Transportation	Local Transportation Priorities	Historic Westside Complete Streets, Las Vegas	NV	3,000,000
Department of Transportation	Local Transportation Priorities	Bedford Harris Road/Babbitt Road Safety Improvements	NY	650,000
Department of Transportation	Local Transportation Priorities	New York State Route 100B—Dobbs Ferry Road Sidewalk Project	NY	1,000,000
Department of Transportation	Local Transportation Priorities	Utica Harbor Pedestrian Bridge	NY	2,000,000
Department of Transportation	Local Transportation Priorities	Sullivan County O&W Rail Trail	NY	1,100,000
Department of Transportation	Local Transportation Priorities	Riverwalk Improvements at new NFTA-Metro Rail DL&W Station	NY	1,000,000
Department of Transportation	Local Transportation Priorities	The Riverline—First Gateway, Buffalo	NY	900,000
Department of Transportation	Local Transportation Priorities	Ogdensburg-Prescott International Bridge Girder Span and Lead-Based Paint Project	NY	3,000,000
Department of Transportation	Local Transportation Priorities	Reconstruction of Ferry Drive	OH	460,000
Department of Transportation	Local Transportation Priorities	I-675 / Grange Hall Interchange Project	OH	400,000
Department of Transportation	Local Transportation Priorities	Village of New Richmond Route 52 Highway Safety Mitigation Project	OH	2,929,745
Department of Transportation	Local Transportation Priorities	SR 63 widening from its existing two (2) lanes to four (4) lanes between Union Road and east of SR 741.	OH	5,000,000
Department of Transportation	Local Transportation Priorities	City of Madeira Miami Ave Revitalization & Complete Streets Project	OH	3,397,799
Department of Transportation	Local Transportation Priorities	Franklin County Engineer's Office Reynoldsburg-New Albany Road at Havens Road Project	OH	3,000,000
Department of Transportation	Local Transportation Priorities	City of Pataskala Safe Travel Plan	OH	135,000
Department of Transportation	Local Transportation Priorities	Garvin/Pontotoc County Project	OK	5,000,000
Department of Transportation	Local Transportation Priorities	Grady County Project—Adding shoulders and resurfacing SH-19 between Alex and Lindsay, Oklahoma, OK-HD-4.	OK	5,000,000
Department of Transportation	Local Transportation Priorities	Ponca City Multi-Modal Transportation Infrastructure Project	OK	2,000,000
Department of Transportation	Local Transportation Priorities	North Fork Road Improvements Project, Marion County	OR	1,440,000
Department of Transportation	Local Transportation Priorities	Oregon City Quiet Zone	OR	2,000,000
Department of Transportation	Local Transportation Priorities	Willamette Shore Line Rail & Trestle Repair Project	OR	2,000,000
Department of Transportation	Local Transportation Priorities	Trail extension and tunnel preconstruction, Westmoreland Heritage Trail—Middle Gap Development, Westmoreland County, PA	PA	1,000,000
Department of Transportation	Local Transportation Priorities	Knox Kane Pedestrian Highway Crossing Safety	PA	322,435
Department of Transportation	Local Transportation Priorities	Bristol Waterfront Park and Maple Beach Road Bridge Improvements	PA	500,000
Department of Transportation	Local Transportation Priorities	Independence Street Downtown Makeover (Implementation project from GoShamokin Revitalization Plan)	PA	2,675,000
Department of Transportation	Local Transportation Priorities	Chester County Electric Vehicle Charging Station Project	PA	645,609
Department of Transportation	Local Transportation Priorities	North Avenue Streetscape, Safety and Signal Improvements, Pittsburgh	PA	2,000,000
Department of Transportation	Local Transportation Priorities	Restoration of Passenger Rail Service Between Berks County and Philadelphia	PA	750,000
Department of Transportation	Local Transportation Priorities	Schuylkill River Trail Safety Improvements at Norristown Transportation Center	PA	332,350
Department of Transportation	Local Transportation Priorities	Purgatory Road Sidewalks	RI	960,000
Department of Transportation	Local Transportation Priorities	Jefferson Street Multimodal Cap and Connector, Nashville, TN	TN	3,000,000
Department of Transportation	Local Transportation Priorities	Smart City Testbed Expansion	TN	1,600,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Transportation	Local Transportation Priorities	Smith Ranch Road Expansion	TX	2,000,000
Department of Transportation	Local Transportation Priorities	FM 528 (Alvin) Expansion	TX	3,000,000
Department of Transportation	Local Transportation Priorities	Wayfinding Technology Project, San Antonio	TX	894,881
Department of Transportation	Local Transportation Priorities	Veterans Memorial Blvd Phase II	TX	5,000,000
Department of Transportation	Local Transportation Priorities	City of Austin IH-35 Cap & Stitch Study	TX	1,500,000
Department of Transportation	Local Transportation Priorities	Temple Outer Loop West Phase I	TX	5,000,000
Department of Transportation	Local Transportation Priorities	US 190 4-Lane Divided Highway with Grassy Median Between Hearne, Texas, and Bryan, Texas	TX	3,000,000
Department of Transportation	Local Transportation Priorities	FM 2154 (Wellborn Road) / FM 2347 (George Bush Drive) Interchange	TX	3,000,000
Department of Transportation	Local Transportation Priorities	FM 1179 East Widening from FM 158 to Steep Hollow Road	TX	3,000,000
Department of Transportation	Local Transportation Priorities	Sharpstown Multi-Use Trail Phase 1	TX	1,000,000
Department of Transportation	Local Transportation Priorities	Restoration of the Roma-Miguel Aleman International Suspension Bridge	TX	5,000,000
Department of Transportation	Local Transportation Priorities	City of Austin MoKan Trail	TX	1,000,000
Department of Transportation	Local Transportation Priorities	Dallas Area Rapid Transit (DART) Smart Bus Technology	TX	833,000
Department of Transportation	Local Transportation Priorities	Ephraim Road Safety & Economic Development Project	UT	4,000,000
Department of Transportation	Local Transportation Priorities	Utah Military Installation Development Authority—3-Gate Trail site acquisition and construction	UT	3,000,000
Department of Transportation	Local Transportation Priorities	Industrial Road Improvements	UT	3,000,000
Department of Transportation	Local Transportation Priorities	Cache Valley Transit District—Bus Request and Tracking App	UT	3,000,000
Department of Transportation	Local Transportation Priorities	Waxpool Road/Loudoun County Parkway Intersection Improvements	VA	2,000,000
Department of Transportation	Local Transportation Priorities	George Washington Memorial Parkway—Traffic and Safety Context Sensitive Solutions, Belle Haven to City of Alexandria	VA	300,000
Department of Transportation	Local Transportation Priorities	Coalfields Expressway Pre-Engineering Project	VA	1,995,000
Department of Transportation	Local Transportation Priorities	Lawson Road Pedestrian Crossing of Tuscarora Creek	VA	935,000
Department of Transportation	Local Transportation Priorities	Glencarlyn Park Pedestrian Bridge	VA	800,000
Department of Transportation	Local Transportation Priorities	Bluemont Junction Trail	VA	325,000
Department of Transportation	Local Transportation Priorities	Pohick Road Sidewalk (I-95 to Richmond Highway) in Fairfax County, VA	VA	1,000,000
Department of Transportation	Local Transportation Priorities	Poindexter Sidewalks Extension (South Norfolk)	VA	2,400,000
Department of Transportation	Local Transportation Priorities	Eastern Shore Rails to Trails Project, Cape Charles to Route 13 Segment	VA	2,500,000
Department of Transportation	Local Transportation Priorities	Ettrick Train Station Revitalization- Bessie Lane Realignment and Reconstruction	VA	1,000,000
Department of Transportation	Local Transportation Priorities	Virginia Beach Parks Avenue Facility Replacement	VA	5,000,000
Department of Transportation	Local Transportation Priorities	City of Spokane Northeast Infrastructure Wellesley-Freya to Havana	WA	3,500,000
Department of Transportation	Local Transportation Priorities	SR-20—Campbell Lake Road Roundabout	WA	1,740,000
Department of Transportation	Local Transportation Priorities	Mountlake Terrace Town Center—Transit Connection Corridor	WA	2,000,000
Department of Transportation	Local Transportation Priorities	Scriber Creek Trail Redevelopment- Phase 2	WA	1,000,000
Department of Transportation	Local Transportation Priorities	Spanaway Transit Center and Bus Rapid Transit Station Completion (at Pacific Avenue/SR 7 BRT route s southern terminus)	WA	3,000,000

Department of Housing and Urban Development	Economic Development Initiatives	Covenant House Alaska Bridge to Success homeless prevention housing units	AK	500,000
Department of Housing and Urban Development	Economic Development Initiatives	North Pacific Rim Housing Authority—Village Within A City capital improvements	AK	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	North Birmingham Elementary School Redevelopment Project	AL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Auburn Center for Developing Industries (ACDI) construction and renovations	AL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Fairhope K-1 Center Redevelopment	AL	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Sheffield Housing Authority—Demolition of Blighted Properties and Purchase and Rehab of Tax Sales and Foreclosed Properties	AL	625,000
Department of Housing and Urban Development	Economic Development Initiatives	Jack Williams Veterans Resource Center Camp Jack Capital Improvements	AR	2,280,000
Department of Housing and Urban Development	Economic Development Initiatives	Fayetteville Supporting Lifelong Success (SLS) Community Infrastructure	AR	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Non-Congregate Shelter	AZ	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Small Business Revitalization and Rehabilitation Program	AZ	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Tohono O'odham Permanent Children's Home	AZ	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Home energy retrofit program for low-income and vulnerable families	AZ	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Pascua Yaqui Tribe Children's Education and Cultural Center	AZ	840,000
Department of Housing and Urban Development	Economic Development Initiatives	Renovation for Veteran Transition Housing Program	AZ	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Edison Impact Hub	AZ	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Vista Village Resident Service Center	AZ	1,391,402
Department of Housing and Urban Development	Economic Development Initiatives	Nogales Rural Innovation Center—Fostering Business Success to Create Jobs	AZ	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Willard Apartments Improvement Project	AZ	800,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Tucson Dunbar Pavilion/Dunbar School Rehabilitation Project	AZ	1,146,028
Department of Housing and Urban Development	Economic Development Initiatives	Mother's Hub at Circle Tree Ranch	AZ	2,838,521

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Historic Old Town	AZ	1,570,000
Department of Housing and Urban Development	Economic Development Initiatives	YMCA Drowning Prevention Services Facility Improvements Project	AZ	600,000
Department of Housing and Urban Development	Economic Development Initiatives	Gardena Community Aquatic & Senior Center	CA	1,400,000
Department of Housing and Urban Development	Economic Development Initiatives	Homeless Shelter Development	CA	2,250,000
Department of Housing and Urban Development	Economic Development Initiatives	Camp2Home	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Parque Rio Development	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Youth Navigation Center of Stanislaus	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Center at Quetzal Gardens	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Guadalupe River Park Restoration	CA	360,000
Department of Housing and Urban Development	Economic Development Initiatives	Building Improvements for Cultural Placekeeper, Neighborhood-Serving Nonprofits	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	TOWER Hotel Seismic Retrofit and Rehab	CA	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Food Bank New Food Storage Facility	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Hawthorne Affordable Housing Improvements Project	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Herz Playground Recreation Center	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Cupertino Library Expansion Project	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Housing Navigation Center Health and Support Services	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	ALL IN Eats, providing for the food insecure in Alameda County	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Inglewood Revitalization Project	CA	3,000,000

Department of Housing and Urban Development	Economic Development Initiatives	Sepulveda Basin Community Room and Ranger Station	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Basic Necessities for Low-Income Infants and Children	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	COVID Relief for Underserved/Unemployed Families	CA	362,000
Department of Housing and Urban Development	Economic Development Initiatives	LA Family Housing—Project Home Key	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Covenant House California Hayward Village	CA	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Veterans of Foreign Wars Post 2075 Rehabilitation Project	CA	235,127
Department of Housing and Urban Development	Economic Development Initiatives	Pacoima Beautiful—Pacoima Wash Greenway	CA	800,000
Department of Housing and Urban Development	Economic Development Initiatives	The Stack Center—Hayward Youth and Family Center	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	15260 Rayen Housing Rehabilitation Project	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Merced County Courthouse Museum Facility Repairs	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Central Valley Training Center (CVTC)	CA	1,900,000
Department of Housing and Urban Development	Economic Development Initiatives	King City Streetscape	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Just Transition Economic Revitalization Plan Project	CA	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Park in Downtown Livermore	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Memorial Buildings Improvements Project	CA	700,000
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing: Pomona Artist Lofts, Pomona	CA	800,000
Department of Housing and Urban Development	Economic Development Initiatives	Smart Cities Digital Divide	CA	1,720,000
Department of Housing and Urban Development	Economic Development Initiatives	Bellflower Constitution Park Revitalization	CA	322,000
Department of Housing and Urban Development	Economic Development Initiatives	Saratoga Park Improvements	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Street Improvements and Walking Trail/Steps Rehabilitation	CA	3,000,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Bellflower Recreation in Motion Fleet Vehicle Replacement	CA	150,000
Department of Housing and Urban Development	Economic Development Initiatives	Destination Crenshaw	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Family, Friend & Neighbor (FFN) Caregiver Support Network	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Roth Building Renovation	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Vine Hill Elementary School Building Replacement	CA	1,375,600
Department of Housing and Urban Development	Economic Development Initiatives	African American Holistic Resource Center	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Improvements to Warner Center Park	CA	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Lake Elsinore Main Street Safety and Pedestrian Improvements Project	CA	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Maple Street Navigation Center	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Anderson Hotel Affordable Housing Preservation	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Santa Barbara Veterans Building Seismic and Safety Upgrade	CA	1,300,000
Department of Housing and Urban Development	Economic Development Initiatives	San Gabriel Valley Affordable Housing Project Pipeline	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	New Soccer Fields at La Palma Park	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Escalante Meadows	CA	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Interim Housing & Supportive Services Center for Homeless and Veteran Families	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Goleta Valley Community Center Seismic/ADA	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Santiago Creek Festival Grounds Transformative Project	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Brisbane Affordable Housing Rehabilitation	CA	495,000

Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing Development/Corporation Yard Environmental Clean-Up and Improvements	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Accessibility Modifications of Main Clubhouse	CA	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Jenesse Center Healthy Family and Community Project	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Neff Park—Accessibility and Lighting	CA	475,000
Department of Housing and Urban Development	Economic Development Initiatives	Ward EDC King Solomon Village Interim Housing	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Mirasol Village Early Childhood Education Center	CA	1,125,000
Department of Housing and Urban Development	Economic Development Initiatives	St. Joseph Center Workforce Development Training Programs for Low Income Adults	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Armenian American Museum and Cultural Center of California	CA	950,000
Department of Housing and Urban Development	Economic Development Initiatives	Highland Park Youth Arts Center	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Covenant House California Safe Haven Emergency Housing Expansion Completion	CA	880,546
Department of Housing and Urban Development	Economic Development Initiatives	Labor Training and Mutual Aid Center	CA	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Ramona Gardens Natural Park	CA	950,000
Department of Housing and Urban Development	Economic Development Initiatives	Habitat for Humanity's Veterans Blitz Build	CA	800,000
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Upland Main Street Economic Recovery and Revitalization Project	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Cooling Boyle Heights	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing in Chinatown	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Fair Oaks Community Clubhouse Facility Renovation	CA	560,929
Department of Housing and Urban Development	Economic Development Initiatives	Soboba Crossroads Project	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Anderson Valley Affordable Housing Initiative	CA	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Opportunities to Advance Sustainability, Innovation, and Social inclusion (OASIS) Clean Technology Park	CA	1,500,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Humboldt County Comprehensive Economic Development Strategy	CA	218,000
Department of Housing and Urban Development	Economic Development Initiatives	Water Reservoir Replacement Project	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Thai Town Marketplace	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Child Care Expansion Project	CA	175,000
Department of Housing and Urban Development	Economic Development Initiatives	Fairfax Cool Neighborhoods	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Hart Park City of Orange	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Center Renovation Project	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	LA-San Gabriel Mountains Urban Shuttle System	CA	995,000
Department of Housing and Urban Development	Economic Development Initiatives	Park Improvements	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Angeles National Forest Recreation Multi-Cultural Visitor Reception/Recreation Area & Trail Signage	CA	125,000
Department of Housing and Urban Development	Economic Development Initiatives	Tierney Center for Veteran Services	CA	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Rancho Santiago Community College District Digital Access Consortium	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Woolner Ave Home Construction	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Torrance Homelessness Response—Encampment Infrastructure	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Disaster Preparedness for Medically Tailored Meals	CA	100,000
Department of Housing and Urban Development	Economic Development Initiatives	Final Phase of the La Puente Park Master Plan	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Arterial Street Medians Rehabilitation Project	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Orangewood Parkette	CA	850,000

Department of Housing and Urban Development	Economic Development Initiatives	Santa Monica Parking Lot Affordable Housing Conversion	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Civic Center Parking Lot Improvement Project	CA	1,800,000
Department of Housing and Urban Development	Economic Development Initiatives	YWCA Harbor Area San Pedro Permanent Supportive Housing	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	San Gabriel Valley Park	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	HOPICS Community Homeless and Housing Services Access Center	CA	250,000
Department of Housing and Urban Development	Economic Development Initiatives	EL Monte—MacLaren Community Park Project	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	The Cove at the Villages at Cabrillo: Housing our City's Veterans	CA	1,094,239
Department of Housing and Urban Development	Economic Development Initiatives	Covina Recreation Village	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Silverado Park Playground	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Los Angeles Watts Greening Public Housing for the Future	CA	860,000
Department of Housing and Urban Development	Economic Development Initiatives	Roadside Park Project	CA	2,222,000
Department of Housing and Urban Development	Economic Development Initiatives	Burlingame Community Center, Photovoltaic Panel Project	CA	900,000
Department of Housing and Urban Development	Economic Development Initiatives	Arnold Avenue Rehabilitation	CA	749,650
Department of Housing and Urban Development	Economic Development Initiatives	Pasadena Broadband Network Expansion	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Agoura Hills/Calabasas Community Center	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Memorial Buildings Improvements	CA	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Alhambra Comprehensive Sustainability Plan	CA	680,000
Department of Housing and Urban Development	Economic Development Initiatives	Farmworker Workforce Center	CA	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Oakland Cultural and Commercial Corridor Recovery Project	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Linda Vista Branch Library, Outdoor Early Learning Patio Project	CA	500,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	City Heights Multimedia IDEA LAB and Performance Annex	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Balboa Park Starlight Bowl ADA Facility Enhancements	CA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Action Partnership of Kern Food Bank Expansion	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Oroville Veterans Memorial Park, ADA Accessibility, and River Access Improvement Project	CA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Chico Sewer Master Plan Project P-18 Trunkline	CA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	OC Loop Tracks at Brea Final Phase Gap Closure	CA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Fire Station	CA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Search and Rescue Training and Vehicle Storage Facility	CO	500,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Loveland Pulliam Community Building Renovations 2021	CO	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing Creation at Stay Inn Site	CO	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Apartment Construction	CO	1,450,000
Department of Housing and Urban Development	Economic Development Initiatives	Urban Peak Shelter Reconstruction Project	CO	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	National Lao-Hmong Memorial	CO	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Village Exchange Center Community Center Renovation Project	CO	1,700,000
Department of Housing and Urban Development	Economic Development Initiatives	Safe Outdoor Spaces Project	CO	1,350,000
Department of Housing and Urban Development	Economic Development Initiatives	Generational Opportunities to Achieve Long-Term Success (GOALS) Program	CO	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Mt. Growmore	CT	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Colt Park Structure Rehabilitation	CT	1,000,000

Department of Housing and Urban Development	Economic Development Initiatives	Lawnhill Terrace	CT	450,000
Department of Housing and Urban Development	Economic Development Initiatives	The Center for Family Justice	CT	865,000
Department of Housing and Urban Development	Economic Development Initiatives	Riverfront Park	CT	900,000
Department of Housing and Urban Development	Economic Development Initiatives	Hartford400	CT	900,000
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation of Hockanum River Linear Park Trail	CT	700,000
Department of Housing and Urban Development	Economic Development Initiatives	Wastewater Treatment Facility	CT	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	La Bodeguita De La Gente	CT	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Demolition of Thomas Aquinas School Building	CT	350,000
Department of Housing and Urban Development	Economic Development Initiatives	Scotland Town Hall Renovation	CT	700,000
Department of Housing and Urban Development	Economic Development Initiatives	East Hartford Downtown Post Office Acquisition	CT	600,000
Department of Housing and Urban Development	Economic Development Initiatives	R.M. Keating Historical Enterprise Park (Middletown)	CT	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Facility Improvements	CT	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Crumbling Foundations Remediation and Restoration	CT	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Recreational Facilities Renewal	CT	350,000
Department of Housing and Urban Development	Economic Development Initiatives	Interior and exterior renovation of 2 Wharton Brook Drive	CT	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Victim Impact Project	CT	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Enfield Rail Station Public Facilities Roadway Access, Sidewalks, and Parking Lot Improvements	CT	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Water Safety and Quality Infrastructure Improvement	CT	1,952,130
Department of Housing and Urban Development	Economic Development Initiatives	Hockanum Mill Roof Replacement and Hazardous Materials Removal	CT	500,000
Department of Housing and Urban Development	Economic Development Initiatives	District Alliance for Safe Housing (DASH)	DC	526,730

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	11th Street Bridge Park	DC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Calvary Women's Services	DC	200,000
Department of Housing and Urban Development	Economic Development Initiatives	SAFE Space Crisis Shelter for Domestic Violence	DC	570,000
Department of Housing and Urban Development	Economic Development Initiatives	Urban Prosperity Hub Development Project	DC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Faunteroy Community Enrichment Center	DC	910,000
Department of Housing and Urban Development	Economic Development Initiatives	Holmes County Multipurpose and Recreational Center Rehabilitation	FL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Everglades City Wastewater Treatment Plant	FL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Chokoloskee Master Pump Station	FL	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Collier County Government—Collier County Sidewalk Project	FL	987,000
Department of Housing and Urban Development	Economic Development Initiatives	Clewiston Ventura Avenue Street Repair	FL	999,858
Department of Housing and Urban Development	Economic Development Initiatives	Hendry County Board of County Commissioners—Hendry County Wastewater Infrastructure	FL	1,800,000
Department of Housing and Urban Development	Economic Development Initiatives	Hendry County Board of County Commissioners—Hendry County Harlem Academy Upgrades	FL	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Simonhoff Floral Park Improvements and COVID-19 Memorial	FL	687,659
Department of Housing and Urban Development	Economic Development Initiatives	The Bahamian Museum of Arts and Culture	FL	2,200,000
Department of Housing and Urban Development	Economic Development Initiatives	Imagine Clearwater	FL	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Construction of a state-of-the-art Child Advocacy Center in North Port, Florida, Sarasota County	FL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	St. Petersburg Science Center	FL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Sanford Housing Authority Resource Center (SHARC)	FL	258,300

Department of Housing and Urban Development	Economic Development Initiatives	Senior Citizen Plaza New Generator and Transformer	FL	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Agape Village Health Center construction	FL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Community and Veteran Empowerment Center	FL	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	AmSkills Workforce Training Innovation Center renovations, including ADA compliance	FL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	White Harvest Farms and Market Project	FL	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Sanborn Square Renovation Project	FL	285,000
Department of Housing and Urban Development	Economic Development Initiatives	Cultural Campus Warehouse Renovation and Site Work	FL	2,125,804
Department of Housing and Urban Development	Economic Development Initiatives	Fair Oaks Senior Center Redevelopment	FL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The Expansion of Eugene Lamb, Jr. Recreation Center	FL	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Life Enrichment Center (LEC) building	FL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Concord School Restoration	FL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Oldsmar State Street Drainage Project	FL	1,600,000
Department of Housing and Urban Development	Economic Development Initiatives	Homeless Family Campus Renovation	FL	998,900
Department of Housing and Urban Development	Economic Development Initiatives	Medical Care for Homeless Populations	FL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Emergency Generators for OHA Public Housing Sites (2)	FL	68,500
Department of Housing and Urban Development	Economic Development Initiatives	Ocoee Lakefront Park Restroom/Concession Building	FL	361,075
Department of Housing and Urban Development	Economic Development Initiatives	Wayne Densch Community Center	FL	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Connectivity for Prosperity	FL	520,000
Department of Housing and Urban Development	Economic Development Initiatives	Berlinsky Community House	FL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Southeast Government Center	FL	1,000,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Winter Haven Dark Fiber Activation of Industrial Development Zone	FL	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Reuse Storage Pond Expansion	FL	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Valencia College-Poinciana Campus Energy Independence project	FL	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Hope Apartments-Motel Conversion	FL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Boys and Girls Club in Miami Gardens	FL	2,400,000
Department of Housing and Urban Development	Economic Development Initiatives	C.W. Thomas Park Redevelopment	FL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Jewish Federation of Sarasota-Manatee Security	FL	1,430,000
Department of Housing and Urban Development	Economic Development Initiatives	Manatee County Palmetto Trails planning and design	FL	2,900,000
Department of Housing and Urban Development	Economic Development Initiatives	Sarasota County Legacy Trail planning design	FL	990,000
Department of Housing and Urban Development	Economic Development Initiatives	Pasco County Board of County Commissioners—Rural Northwest Pasco Community Park Site Acquisition	FL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Kennesaw neighborhood improvements	GA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Ritz Theater and Cultural Center	GA	2,200,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Food Hub	GA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Water and Wastewater Infrastructure for New Industrial Park	GA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Conduct extensive exterior and interior renovations	GA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Driskell Park	GA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Creative Village Affordable Housing and Studio Complex for Artists	GA	209,000
Department of Housing and Urban Development	Economic Development Initiatives	Paces Mill/Palisades Rehabilitation	GA	1,000,000

Department of Housing and Urban Development	Economic Development Initiatives	Georgia Piedmont Technical College Regional Transportation Training Center	GA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Paces Mill Palisades Unit Rehabilitation	GA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The Water Tower Advanced Lab Equipment	GA	310,000
Department of Housing and Urban Development	Economic Development Initiatives	Peachtree Corners Curiosity Lab Mobility Hub Improvements	GA	495,000
Department of Housing and Urban Development	Economic Development Initiatives	Lawrenceville Housing Authority Public Housing Rehabilitation	GA	150,000
Department of Housing and Urban Development	Economic Development Initiatives	The Stitch	GA	1,160,000
Department of Housing and Urban Development	Economic Development Initiatives	Prince Hall Masonic Lodge	GA	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Care Facility and Program Expansion Project	GA	2,200,000
Department of Housing and Urban Development	Economic Development Initiatives	Decatur Recreation Center Clean Energy Project	GA	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Keaau-Puna Youth Development Community Center	HI	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Kauai Creative Technology Center	HI	650,000
Department of Housing and Urban Development	Economic Development Initiatives	Milolii Community Enrichment and Historical Center	HI	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Jones County Affordable Housing Project	IA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	The South End Housing Development Program	IA	904,336
Department of Housing and Urban Development	Economic Development Initiatives	Idaho Grain & Ag Innovation Center building improvements	ID	787,000
Department of Housing and Urban Development	Economic Development Initiatives	Habitat for Humanity Idaho Falls Area, Inc.—Land acquisition and utilities infrastructure	ID	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	CTA Red Line Extension—Workforce Development	IL	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Center on Halsted Youth Housing Program	IL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Fifth City Chicago Renovation Project	IL	475,000
Department of Housing and Urban Development	Economic Development Initiatives	Elam House Renovation	IL	450,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Gillespie Downtown Streetscape	IL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Residential Blight Reduction	IL	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Planning and Design for the new Saint Anthony Hospital	IL	923,000
Department of Housing and Urban Development	Economic Development Initiatives	Humboldt Park Affordable Housing (LUCHA)	IL	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Reclaiming Southwest Chicago	IL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	BPNC Community Center	IL	1,035,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Day Services Center Improvement Projects	IL	975,000
Department of Housing and Urban Development	Economic Development Initiatives	Piotrowski Park Cultural Center Improvements	IL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Village of Granville—Wastewater Treatment Plant Improvements	IL	350,000
Department of Housing and Urban Development	Economic Development Initiatives	Youth Equity Center	IL	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Automation Annex, Morrison Tech Innovation Center Complex	IL	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Byron Water System Improvements Project	IL	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Construction of Community Center and Expansion of Library at East Dubuque District Library	IL	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Former Harrison School Demolition	IL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The MEWS at Spencer Road, Affordable Housing and Mixed Use Development	IL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	360 Youth Services Youth Affordable Housing Resource Center	IL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	New Life Interim Housing Renovation	IL	450,000
Department of Housing and Urban Development	Economic Development Initiatives	Capital Rehabilitation of Glendale Heights Program Campus	IL	197,644

Department of Housing and Urban Development	Economic Development Initiatives	Chicago Eco House Prison to Flower Farm Project	IL	25,000
Department of Housing and Urban Development	Economic Development Initiatives	Robbins Park District Community Center Repairs & Restoration	IL	160,000
Department of Housing and Urban Development	Economic Development Initiatives	Joliet Area Historical Museum Rehabilitation of the Old Joliet Prison Historic Site	IL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	YWCA Evanston/North Shore Domestic Violence Shelter	IL	450,000
Department of Housing and Urban Development	Economic Development Initiatives	Summit Community Center	IL	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Park Street Closure and Enhancement Project	IL	600,000
Department of Housing and Urban Development	Economic Development Initiatives	Northern Illinois Food Bank distribution center	IL	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Hesed House Comprehensive Resource Center and 24/7 Shelter, Aurora, Illinois	IL	1,620,000
Department of Housing and Urban Development	Economic Development Initiatives	Waukegan Carnegie Museum Revitalization Project	IL	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	CASA Clubhouse	IL	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Critical Infrastructure Improvements for Visitor Safety, Animal Welfare, and Energy Efficiency in Lincoln Park	IL	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Global Village Welcome Center	IN	500,000
Department of Housing and Urban Development	Economic Development Initiatives	6th St. Bike Blvd. & Heritage Trail Connection	KS	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Klamm Park Trail	KS	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Sumner Area Green Corridor Design	KS	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Maple Street Park Project	KY	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Unity House family housing improvements	KY	225,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Salyersville Mountain Parkway Improvements	KY	1,290,000
Department of Housing and Urban Development	Economic Development Initiatives	Barren County Fiscal Court—Chapatcha Industrial Park Development	KY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Manchester Market Place	KY	2,200,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	William Wells Brown land acquisition and construction	KY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Woldenberg Riverfront Park Improvements	LA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	9th Ward Stadium	LA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	St. Michael's Residence Hall	LA	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Gonzales Community, Activity, Recreation, and Education (CARE) Center	LA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Facility modifications and upgrades to the New England Center and Home for Veterans	MA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	LeLacheur Baseball Park Rehabilitation	MA	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Fitchburg Early Education Center	MA	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Boys & Girls Club of Dorchester-Martin Richard Foundation construction of a community fieldhouse and outdoor athletic and recreational facilities	MA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Pleasant Street Elementary School Reutilization (Athol)	MA	1,047,542
Department of Housing and Urban Development	Economic Development Initiatives	33 Hawley Street Project	MA	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Opportunity Center-Mary Ellen McCormack Housing Development	MA	1,750,000
Department of Housing and Urban Development	Economic Development Initiatives	Harborlight Community Partners Affordable Housing	MA	700,000
Department of Housing and Urban Development	Economic Development Initiatives	Open Door Expansion of North Shore Hunger Network	MA	786,892
Department of Housing and Urban Development	Economic Development Initiatives	Forest Park Horticultural Plan	MA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Worcester Regional Food Hub Union Station Fit-Out	MA	2,200,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Fall River Urban Renewal Plan Parking Lot and Facility Improvements	MA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Spanish American Center Food Truck and Refrigerated Van	MA	110,000

Department of Housing and Urban Development	Economic Development Initiatives	Framing the Future: construction of a new domestic violence shelter	MA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Camp Atwater	MA	450,000
Department of Housing and Urban Development	Economic Development Initiatives	Greylock Glen Outdoor Center	MA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Patuxent Commons	MD	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Acquisition of new commercial space	MD	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Annapolis City Dock Redevelopment: Resilience and Recovery	MD	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Transform and repurpose vacant/blighted properties	MD	500,000
Department of Housing and Urban Development	Economic Development Initiatives	South Germantown Recreational Park	MD	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Brooklyn Park Teen Center	MD	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Liberty's Promise Program Funding	MD	155,000
Department of Housing and Urban Development	Economic Development Initiatives	Historic Sotterly Restoration and Deferred Maintenance	MD	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Phase 2 of Southern Crossing	MD	160,000
Department of Housing and Urban Development	Economic Development Initiatives	Pikesville Armory Redevelopment Project	MD	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Baltimore's Tivoly Triangle Eco-Village	MD	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Ambassador Theater Redevelopment	MD	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization of Pennsylvania Avenue Market (The Avenue Market)	MD	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Liberty Community Development Youth Center	MD	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Restore and Revitalize the North and South Park Squares of Mount Vernon Place, Baltimore City	MD	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Roll Off Dumpsters and Trucks	MD	245,000
Department of Housing and Urban Development	Economic Development Initiatives	Long Branch Stream Valley Park Pedestrian Bridge Replacements and ADA Improvements	MD	500,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Silver Spring Place-Based Economic Revitalization and Workforce Development Initiative	MD	300,000
Department of Housing and Urban Development	Economic Development Initiatives	The Hill Y in Westminster, MD--Safety and Accessibility Facility Updates	MD	370,000
Department of Housing and Urban Development	Economic Development Initiatives	Bates Mill #5 Renovation	ME	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Forest Products Hub Bio-digester Project, Madison	ME	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	York County Shelter Programs' Community Resource Center	ME	325,000
Department of Housing and Urban Development	Economic Development Initiatives	Eastern Trails Management District planning project	ME	700,000
Department of Housing and Urban Development	Economic Development Initiatives	The Rehabilitation of the Johnson Hall, Inc.	ME	411,710
Department of Housing and Urban Development	Economic Development Initiatives	Abyssinian Meeting House restoration project	ME	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Rumford Fire Station	Rumford Maine, ME	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Brighton Area Fire Authority	MI	1,380,000
Department of Housing and Urban Development,	Economic Development Initiatives	Midland Center for the Arts only for structural improvements	MI	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Breckenridge Industrial, Technology and Agri-Business Park Phase II	MI	1,646,932
Department of Housing and Urban Development	Economic Development Initiatives	Biosolids to Fertilizer	MI	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Eastern Washtenaw Recreation Center	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Plymouth Cultural Center ADA Compliance Project	MI	400,000
Department of Housing and Urban Development	Economic Development Initiatives	North Flint Food Market	MI	650,000
Department of Housing and Urban Development	Economic Development Initiatives	White Lake Civic Center Road and Sidewalk Construction Project	MI	1,600,000
Department of Housing and Urban Development	Economic Development Initiatives	Michigan International Technology Center Improvement Project	MI	2,000,000

Department of Housing and Urban Development	Economic Development Initiatives	Community Pavilion within Civic Center Campus Project	MI	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Creating a Community Meeting Space	MI	505,000
Department of Housing and Urban Development	Economic Development Initiatives	Livonia Senior Center Project	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Library Accessibility and Training Area	MI	490,000
Department of Housing and Urban Development	Economic Development Initiatives	Eastside Community Hub Revitalization Project	MI	480,000
Department of Housing and Urban Development	Economic Development Initiatives	Pre-Development Phase 3 of City of Mount Clemens Art Space Project	MI	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Clinton River Water Trail Improvements	MI	640,000
Department of Housing and Urban Development	Economic Development Initiatives	Removing Publicly-Owned Hazardous Structures in Neighborhoods and Re-Positioning Them for Productive Use	MI	1,750,000
Department of Housing and Urban Development	Economic Development Initiatives	Washtenaw Intergrated Senior Experience (WISE) Center	MI	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Three Mile Trail Extension	MI	900,000
Department of Housing and Urban Development	Economic Development Initiatives	Benton Harbor—Cornerstone Alliance—Free Community Wifi infrastructure and equipment	MI	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Operation We Care and Neighborhood Revitalization	MI	520,000
Department of Housing and Urban Development	Economic Development Initiatives	Flint Home Improvement Fund	MI	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Safe, Healthy, and Net Zero Energy Affordable Supportive Housing	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	North Huron Avenue Rejuvenation Project/2021 Road Project	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Allegan—Streetscape improvements	MI	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Memorial Grove All Abilities Park	MI	797,000
Department of Housing and Urban Development	Economic Development Initiatives	Replace the oldest, least quality, and least reliable water mains	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Addison Twp. Library Building	MI	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Improvements to Fauver-Martin Club for the benefit of Highland Park	MI	2,000,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Ruth Ellis Center on Clairmount (REC Center)	MI	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	SMART Park capital improvements	MI	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Park and Hamtramck Stadium Restroom Renovation	MI	653,989
Department of Housing and Urban Development	Economic Development Initiatives	Lenawee Economic Development Corporation—City of Adrian-Lenawee County Kiwanis Trail Connector	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Northside Association for Community Development—Residents Implementing Our Plan—Collaborative	MI	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Saline Pump Station and Utility Improvements	MI	599,999
Department of Housing and Urban Development	Economic Development Initiatives	Stoudamire Wellness HUB	MI	1,787,725
Department of Housing and Urban Development	Economic Development Initiatives	Gourdy Ampitheater Project	MI	550,000
Department of Housing and Urban Development	Economic Development Initiatives	Inkster Senior Wellness Center	MI	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Hope Network—Eastpointe Commons: Redeveloping Fulton Manor affordable housing	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Detroit Energy Efficiency and Home Improvement Program	MI	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Southwest Detroit Creative Connections Collaborative	MI	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Jackson YMCA Healthy Living Campus improvements	MI	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	International Institute of Minnesota	MN	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Fire Protection Upgrades in High-Rise Public Housing	MN	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Minneapolis American Indian Center, All Roads Campaign	MN	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	North Commons Regional Vision	MN	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Sabathani Community Center Building Revitalization Project	MN	500,000

Department of Housing and Urban Development	Economic Development Initiatives	Wadaag Commons	MN	1,800,000
Department of Housing and Urban Development	Economic Development Initiatives	Wakota Crossing	MN	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Water treatment	MN	4,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Southwest Chaska Business Park Development—Sewer Extension	MN	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Manitou Road Water Main Improvements	MN	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Minnesota State Commercial Driving Skills Center	MN	1,175,000
Department of Housing and Urban Development	Economic Development Initiatives	Shoppes at Cottage View	MN	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Gateway Regional Park West River Road Pedestrian Underpass	MN	1,250,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Wabasha Riverfront Revitalization Project	MN	138,434
Department of Housing and Urban Development	Economic Development Initiatives	City of Carver Flood Protection	MN	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Richmond Sewer and Water Improvements	MN	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Brooklyn Park Small Business Development and Acceleration Center	MN	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Harmony Village	MO	887,000
Department of Housing and Urban Development	Economic Development Initiatives	Mildred's Casa de Paz	MO	165,300
Department of Housing and Urban Development	Economic Development Initiatives	Wellston Loop Mixed Use Development Project	MO	916,900
Department of Housing and Urban Development	Economic Development Initiatives	The Brunswick	MO	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Mattie Rhodes Cultural Center	MO	1,259,000
Department of Housing and Urban Development	Economic Development Initiatives	Building Improvements and Accessibility at E 59th Street and Raytown Trafficway	MO	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Regional Affordable Housing Initiative	MO	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Grundy County Commission—Thompson River Bridge Bank Stabilization Project	MO	508,420

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Centertown Wastewater Collection System	MO	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Second Harvest Community Food Bank Van Purchase	MO	50,000
Department of Housing and Urban Development	Economic Development Initiatives	Generator and structure to house generator for Guma Esperansa	MP	50,000
Department of Housing and Urban Development	Economic Development Initiatives	Lowndes County Industrial Development Authority—Waterline Upgrade and Replacement	MS	500,000
Department of Housing and Urban Development	Economic Development Initiatives	East Lagoon Wastewater Station	MS	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Jackson State University Center for Living, Learning and Cultural Engagement	MS	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Rural Hinds County Utilization Project	MS	1,465,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Diamondhead Commercial District Transformation Project	MS	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Gateway Harbor, Long Beach, Mississippi	MS	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Allen Street repairs	NC	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Greensboro Innovation District	NC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	High Point Shelter and Day Center for the Homeless	NC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	High Point Multi-Modal Connector Greenway	NC	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	LED lighting upgrades	NC	190,000
Department of Housing and Urban Development	Economic Development Initiatives	Depot Hill Economic Development	NC	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Economic Revitalization	NC	700,000
Department of Housing and Urban Development	Economic Development Initiatives	Harriet's Place Renovations—Harriet Tubman YWCA	NC	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Homestead Gardens Affordable Housing	NC	2,000,000

Department of Housing and Urban Development	Economic Development Initiatives	King's Ridge permanent, supportive housing	NC	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Town of Garner Streetscape and Parking Improvements on Rand Mill Road	NC	1,030,405
Department of Housing and Urban Development	Economic Development Initiatives	Hoke Townhomes Development	NC	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Grier Heights Master-Planned Community Project	NC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Three Sisters Market Food Cooperative	NC	750,000
Department of Housing and Urban Development	Economic Development Initiatives	ARISE housing for young adults transitioning out of foster care	NC	2,085,540
Department of Housing and Urban Development	Economic Development Initiatives	Northampton County Workforce Housing	NC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Imperial Centre Roof Replacement	NC	1,040,000
Department of Housing and Urban Development	Economic Development Initiatives	Highway 301 Corridor Revitilization	NC	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	South Raleigh Heritage Walk	NC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Town of Four Oaks Streetscape and Safety Improvements	NC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The North 24th Street Streetscape Improvements	NE	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	South Sioux City, Nebraska Wastewater Plant	NE	5,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Barrington Town Offices and Emergency Operations Center Construction	NH	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	North Country Council Housing Ready Program	NH	112,500
Department of Housing and Urban Development	Economic Development Initiatives	Somersworth Fire Training Tower	NH	120,000
Department of Housing and Urban Development	Economic Development Initiatives	Facility Construction and Rehabilitation	NJ	100,000
Department of Housing and Urban Development	Economic Development Initiatives	Franklin Township Youth Center	NJ	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Trenton Artwalk Project	NJ	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Dunhams Corner Road	NJ	1,600,091

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Technology Access Points to Identify Residents At Risk of Food Insecurity and Issues Related to Social Determinants of Health	NJ	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Telehealth Access to the Homeless	NJ	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Training for Seniors in the use of Technology	NJ	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Restoration of Benjamin Cooper Tavern	NJ	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Bennett Avenue Affordable Housing Construction	NJ	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Degnan Park- Senior Citizens Park Improvements Project	NJ	250,000
Department of Housing and Urban Development	Economic Development Initiatives	PAL Fields Recreational Lighting Project	NJ	649,000
Department of Housing and Urban Development	Economic Development Initiatives	Direct Services to Residents	NJ	600,000
Department of Housing and Urban Development	Economic Development Initiatives	South Brunswick Library Expansion	NJ	405,000
Department of Housing and Urban Development	Economic Development Initiatives	Wrigley Park Rehabilitation	NJ	360,000
Department of Housing and Urban Development	Economic Development Initiatives	West Grantwood Park Rehabilitation	NJ	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Milling and Resurfacing of Second Avenue and Third Avenue	NJ	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Chambres Park Improvement	NJ	2,541,600
Department of Housing and Urban Development	Economic Development Initiatives	Borough of Wharton Public infrastructure improvements on Washington Street	NJ	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Central Avenue Spray Park Project	NJ	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Youth Engagement and Community Development	NJ	404,650
Department of Housing and Urban Development	Economic Development Initiatives	Trenton Wharf Flood Resilience Park Project	NJ	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Renovation and Upgrade Project for Historic Perth Amboy Public Library	NJ	1,500,000

Department of Housing and Urban Development	Economic Development Initiatives	Readington Township Public Works Garage Enhancement	NJ	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Metuchen Parking Redesign	NJ	800,000
Department of Housing and Urban Development	Economic Development Initiatives	Little Egg Harbor Township Recreation Complex Field Rehabilitation	NJ	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Russell Golding Park Project	NJ	5,000,000
Department of Housing and Urban Development	Economic Development Initiatives	West New York Pier 93 Project	NJ	2,250,000
Department of Housing and Urban Development	Economic Development Initiatives	Project SOS Seeds of Service, Inc.—Seeds of Service Community Outreach Center Renovation Project	NJ	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Borough of Fort Lee Streetscape Project	NJ	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Santa Fe Public Housing Re-Roofing Project	NM	1,044,172
Department of Housing and Urban Development	Economic Development Initiatives	The Historic Taos County Courthouse	NM	1,263,973
Department of Housing and Urban Development	Economic Development Initiatives	Broadband Expansion for the Curry County Fairgrounds	NM	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Daniel Webster park	NM	500,000
Department of Housing and Urban Development	Economic Development Initiatives	IPCC Indian Pueblo Opportunity Center and Kitchen	NM	1,032,800
Department of Housing and Urban Development	Economic Development Initiatives	City of Reno parks Americans with Disabilities Act (ADA) facility upgrades	NV	1,056,000
Department of Housing and Urban Development	Economic Development Initiatives	Vegas Strong Resiliency Center	NV	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Micro-Business Park & Affordable Housing	NV	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Cheyenne Sports Complex Enhancements	NV	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Civic Center	NV	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	ARC Community Kitchen	NY	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Chhaya Community Development Corporation Capacity Building	NY	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The Bronx Digital Equity Coalition	NY	650,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Facility Renovation and Repair Project	NY	561,700
Department of Housing and Urban Development	Economic Development Initiatives	Cooler Expansion Project	NY	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Special Initiatives Program- Housing	NY	750,000
Department of Housing and Urban Development	Economic Development Initiatives	East New York/Cypress Hills Covid-19 Recovery Initiative	NY	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Anti-displacement community-based direct legal services and tenant education	NY	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Queens Together Project	NY	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Roof for Sid Jacobson JCC	NY	850,000
Department of Housing and Urban Development	Economic Development Initiatives	NYUL Building Renovation	NY	1,739,440
Department of Housing and Urban Development	Economic Development Initiatives	Greater Cobleskill Community Center at Iorio Park Feasibility Study	NY	75,000
Department of Housing and Urban Development	Economic Development Initiatives	CLOTH Food Pantry Reimagined	NY	740,000
Department of Housing and Urban Development	Economic Development Initiatives	Weisberg Commons renovation	NY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Beloved Community Green at Martin Luther King Multi-Purpose Center	NY	295,000
Department of Housing and Urban Development	Economic Development Initiatives	Capital Improvements to the YWCA's North Street Activity Center	NY	640,000
Department of Housing and Urban Development	Economic Development Initiatives	Village Hall Boiler Replacement Project/Sustainable Energy Initiative	NY	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Dunbar Kitchen Modernization Project	NY	310,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Food Hub	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Brooklyn Museum Permanent Galleries	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Ohel Kissena Blvd Residence Rehabilitation Project	NY	233,000

Department of Housing and Urban Development	Economic Development Initiatives	Enhance youth and community development programs	NY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Construction of New Greenpoint/Williamsburg YMCA	NY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Uniondale Economic Investments	NY	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Genesee, Livingston, Orleans, and Wyoming Counties (GLOW) YMCA Healthy Living Campus.	NY	900,000
Department of Housing and Urban Development	Economic Development Initiatives	Girls Club Community Center	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Dansville YMCA Branch equipment	NY	105,000
Department of Housing and Urban Development	Economic Development Initiatives	Improvements and Repairs at the Goodhue Center	NY	494,000
Department of Housing and Urban Development	Economic Development Initiatives	Griffiss-Woodhaven Revitalization	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing Preservation to Promote Housing Equity in Southern Yonkers	NY	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Improving Access to Green Space and Promoting Waterfront Resilience	NY	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Replacing Five Elevators in a Public Housing Development	NY	4,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Promoting Health Equity and Affordable Swim Access through Yonkers YMCA Pool Improvements	NY	496,000
Department of Housing and Urban Development	Economic Development Initiatives	Senior Center Renovations and Energy-Efficiency Upgrades	NY	308,000
Department of Housing and Urban Development	Economic Development Initiatives	Sewage Cleanup Project to Promote Equity and Resilience	NY	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Vision Urbana Older Adult Workforce Development & Entrepreneur Training Initiative	NY	300,000
Department of Housing and Urban Development	Economic Development Initiatives	North Hempstead Beach Park Phase 1	NY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Urban Upbound's Youth Career & Training Program	NY	800,000
Department of Housing and Urban Development	Economic Development Initiatives	Harvest to Haven Community Teaching Kitchen	NY	650,000
Department of Housing and Urban Development	Economic Development Initiatives	Sedgwick Library Roof Replacement	NY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	USS The Sullivans Preservation Project	NY	490,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	New Pregones Headquarters & Education Center	NY	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Multimodal Station Phase I—Pedestrian Connector and Station Design	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Municipal Floating Solar Demonstration Project	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Fort Edward Canalside Energy Park	NY	950,000
Department of Housing and Urban Development	Economic Development Initiatives	Sheriff's Homeless Improvement Program (SHIP)	NY	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Center Project	NY	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Bronx Community Parks	NY	926,000
Department of Housing and Urban Development	Economic Development Initiatives	Urban Grow Center Expansion	NY	750,000
Department of Housing and Urban Development	Economic Development Initiatives	AK360 Albright-Knox Expansion Greenspace Repatriation	NY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	North Brooklyn Food Hub	NY	676,000
Department of Housing and Urban Development	Economic Development Initiatives	Vision Urbana Older Adult Workforce Development & Entrepreneur Training Initiative	NY	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Oswego County Intermunicipal Wastewater Treatment and Conveyance Project	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Small Home Sustainability Initiative	NY	1,942,500
Department of Housing and Urban Development	Economic Development Initiatives	St. George Theater—Only for capital improvements (Note: Project modified by the Committee)	NY	1,492,560
Department of Housing and Urban Development	Economic Development Initiatives	Catholic Charities of the Roman Catholic Diocese of Syracuse Emergency Housing Shelter	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Town of Islip Sewer Extension Project	NY	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Sephardic Community Center—Community Rooftop Repair and Upgrade	NY	575,000
Department of Housing and Urban Development	Economic Development Initiatives	Bellport Bay Infrastructure Improvements	NY	2,800,000

Department of Housing and Urban Development	Economic Development Initiatives	Hudson River Park Pedestrian Safety and Security Project	NY	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Woodland Cemetery Restoration and Preservation capital improvements (Note: project modified by the Committee)	OH	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Dayton Downtown Dayton Urban Innovation Center	OH	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Trotwood Salem Revitalization Project	OH	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	onMain Dayton Exposition Hall Renovation	OH	900,000
Department of Housing and Urban Development	Economic Development Initiatives	Glann School/Common Space Community Center Revitalization Initiative	OH	1,250,000
Department of Housing and Urban Development	Economic Development Initiatives	Historic South Neighborhood Solar Field	OH	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Ohio Theater Renovation	OH	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Akron Civic Commons, Lock 3 Park	OH	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Boys & Girls Club Youngstown Community Backyard Project	OH	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Food Bank Operations	OH	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Columbus Urban League Entrepreneur Center	OH	450,000
Department of Housing and Urban Development	Economic Development Initiatives	YWCA Family Center	OH	850,000
Department of Housing and Urban Development	Economic Development Initiatives	East of I-77 Waterline Project Noble County, OH 43724	OH	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Devola Sanitary Sewer Project—Phase II	OH	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Muskingum County Children Services Board—Avondale Youth Center facility improvements	OH	450,000
Department of Housing and Urban Development	Economic Development Initiatives	The Appalachian Partnership—D.O. Hall Business Park Guernsey County, OH	OH	2,100,000
Department of Housing and Urban Development	Economic Development Initiatives	United Way of Delaware County Youth Transitional Housing Project	OH	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Village of Cadiz Phase II North Trunk Wastewater Collection System Cadiz, OH 43907	OH	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Fires Innovation Science and Technology Accelerator, Campus Modernization and Expansion of the FISTA Innovation Park	OK	1,000,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Altus Workforce Housing and Community Development Project	OK	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	SafeSleep United—Expansion and Renovations	OR	425,000
Department of Housing and Urban Development	Economic Development Initiatives	Beaverton Non-Profit Incubator Development Project	OR	500,000
Department of Housing and Urban Development	Economic Development Initiatives	The Japan Institute Building Renovation Project	OR	1,750,000
Department of Housing and Urban Development	Economic Development Initiatives	Gradin Community Sports Park Phase II Development	OR	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Behavioral Health Resource Center Plaza	OR	2,670,000
Department of Housing and Urban Development	Economic Development Initiatives	Eugene Civic Park community facility improvements	OR	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Southtown Permanent Supported Housing Project, Project Turnkey	OR	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The Cornerstone of Beaver County Men's Shelter Rehabilitation	PA	150,000
Department of Housing and Urban Development	Economic Development Initiatives	Millvale Ecodistrict Clean Energy Initiative	PA	584,322
Department of Housing and Urban Development	Economic Development Initiatives	Coraopolis Train Station Project	PA	375,000
Department of Housing and Urban Development	Economic Development Initiatives	Franklin Avenue Park	PA	894,941
Department of Housing and Urban Development	Economic Development Initiatives	Guardian Angels Medical Service Dogs (GAMSD) Washington County Campus, Robinson Township, PA, Washington County, PA	PA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Upper Darby Community Center Green Roof	PA	975,000
Department of Housing and Urban Development	Economic Development Initiatives	F. Amedee Bregy Schoolyard Improvement Project	PA	425,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Watershed Education and Freshwater Mussel Hatchery	PA	925,000
Department of Housing and Urban Development	Economic Development Initiatives	Borough of Sinking Spring Central Business District Infrastructure Improvement Program	PA	1,865,624
Department of Housing and Urban Development	Economic Development Initiatives	Historic Lansdowne Theater Initiative	PA	1,500,000

Department of Housing and Urban Development	Economic Development Initiatives	West Grove Borough sewer collection system upgrades	PA	271,169
Department of Housing and Urban Development	Economic Development Initiatives	Community Partnering Program	PA	475,000
Department of Housing and Urban Development	Economic Development Initiatives	Darby Free Library Restoration & Resilience Initiative	PA	981,562
Department of Housing and Urban Development	Economic Development Initiatives	52nd Street Initiative: Marketplace 52	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Allegheny West Economic and Industrial Development Planning Initiative	PA	150,000
Department of Housing and Urban Development	Economic Development Initiatives	Black Doctors COVID19 Consortium	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Mann Center for Performing Arts Venue Enhancements	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	High Priority Capital Needs	PA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Improving Healthy Food Access	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Address Technology and Health Disparities in Multi-Service Community Facility	PA	1,075,000
Department of Housing and Urban Development	Economic Development Initiatives	Housing Counseling Program at Urban League of Philadelphia	PA	350,000
Department of Housing and Urban Development	Economic Development Initiatives	Youth Development and Community Empowerment Center	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Da Vinci Science Center at PPL Pavilion	PA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Food Cooperative	PA	2,900,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Bike Works: Easton	PA	1,400,000
Department of Housing and Urban Development	Economic Development Initiatives	Memorial Park ADA/Accessible Upgrade Project	PA	460,000
Department of Housing and Urban Development	Economic Development Initiatives	Boyertown Yard Downtown Safety, Accessibility, and Connectivity Critical Improvements	PA	1,350,000
Department of Housing and Urban Development	Economic Development Initiatives	Workforce Development Centers	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Tacony-Holmesburg Trail design and construction	PA	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Northside Common Ministries Rehabilitation	PA	525,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Braddock Community Builders	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	YMCA of Bucks County—Fairless Hills Branch Revitalization	PA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Glen Foerd parking lot design and construction	PA	241,784
Department of Housing and Urban Development	Economic Development Initiatives	Nicetown Sport Court	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Upper North Business District Beautification and Branding Improvements	PA	150,000
Department of Housing and Urban Development	Economic Development Initiatives	Flats on Forward	PA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Services and Workforce Development in Pittsburgh's Hill District	PA	250,000
Department of Housing and Urban Development	Economic Development Initiatives	Bucks County Planning Commission—Newtown Rail Trail Extension—Bristol Road to Churchville Nature Center	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Blair Regional YMCA Early Learning Center Building Addition	PA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	YMCA New Early Learning Center: Towards Child Care Equity	PA	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Avenues of Hope: Centre Avenue Revitalization	PA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Adams County Industrial Development Authority—Gettysburg Station Redevelopment	PA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Northeastern Pennsylvania Alliance—Columbia Street Arch Bridge	PA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Greenwood Hose Company/Moosic Borough, PA Joint Fire and Public Safety Station demolition and construction	PA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation of San Lorenzo Community Facility of the Boys and Girls Clubs of Puerto Rico	PR	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Lajas Municipality Solid Waste Facility Stormwater Pollution Prevention Plan	PR	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Construction of a new well and other improvements for the community water system in Barrio Rubias (Rubias Ward) in Yauco, Puerto Rico	PR	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Roger Williams Park Broad Street Gateway	RI	700,000

Department of Housing and Urban Development	Economic Development Initiatives	East Smithfield Neighborhood Center	RI	295,000
Department of Housing and Urban Development	Economic Development Initiatives	Diamond Hill Pavilion	RI	400,000
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Memorial Park Pool Renovation	RI	2,300,000
Department of Housing and Urban Development	Economic Development Initiatives	Bristol Senior Center Facility Rehabilitation Project	RI	695,491
Department of Housing and Urban Development	Economic Development Initiatives	Conimicut Shoals Lighthouse Restoration and Community Education Project	RI	775,000
Department of Housing and Urban Development	Economic Development Initiatives	Richmond Community Recreation Area	RI	578,000
Department of Housing and Urban Development	Economic Development Initiatives	Neutaconkanut Park Improvements	RI	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Johnston Parks & Recreation Department Soccer Complex Facility Improvements	RI	1,100,000
Department of Housing and Urban Development	Economic Development Initiatives	Knightsville Revitalization Project	RI	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Renovate and improve the outdated Industrial Related Technologies facilities	SC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	South Sumter Demolition Project	SC	1,600,000
Department of Housing and Urban Development	Economic Development Initiatives	Claflin University Downtown Community Center	SC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Allen University Restoration of Historic Waverly-Good Samaritan Hospital	SC	4,290,000
Department of Housing and Urban Development	Economic Development Initiatives	Greater St. George Wasterwater Project	SC	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Sadie B's Kitchen	TN	450,000
Department of Housing and Urban Development	Economic Development Initiatives	Historic Melrose Redevelopment Project	TN	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Collins Chapel Connectional Hospital	TN	1,080,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Friendsville Downtown Sewer improvements	TN	2,040,000
Department of Housing and Urban Development	Economic Development Initiatives	Knoxville-Knox County Community Action Committee (CAC) Mobile Meals Kitchen facility upgrades	TN	500,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Friendsville 2021 City Sidewalk Program	TN	1,375,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	American Baptist College Historic Building Improvements and Civil Rights Walking Tour	TN	796,812
Department of Housing and Urban Development	Economic Development Initiatives	Memphis Home Repair Program	TN	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization without Gentrification	TX	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The Hill at Sims/Scott Street Greenway Multi-Use Trail	TX	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Eternal Gandhi Museum Houston	TX	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Bissonnet Social Services Hub	TX	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	WI-FI Expansion Project	TX	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Equity-based Home Repair & Rental Preservation Program	TX	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Finding Our Brothers (F.O.B.)—Tiny Homes for Veterans	TX	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	SAMANO Lofts & Armand's Market	TX	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Pacific Trails Park	TX	350,000
Department of Housing and Urban Development	Economic Development Initiatives	Jim Hogg County Street Lighting Community Improvement Project	TX	700,000
Department of Housing and Urban Development	Economic Development Initiatives	Border Colonias Housing Rehab Program	TX	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Volunteer Income Tax Assistance (VITA) project	TX	100,000
Department of Housing and Urban Development	Economic Development Initiatives	McAllen Center for Urban Ecology	TX	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	McAllen Hike and Bike Project	TX	400,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Everman Youth Revitalization Programs	TX	414,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Galena Park Water Line and Fire Protection Improvements	TX	3,000,000

Department of Housing and Urban Development	Economic Development Initiatives	South Side Water Main & Fire Hydrant Construction	TX	997,365
Department of Housing and Urban Development	Economic Development Initiatives	Transform 1012 N. Main Street	TX	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation of the historic Kusch and Tynan-Sweeney Houses at Hemisfair	TX	942,997
Department of Housing and Urban Development	Economic Development Initiatives	LGBTQ-friendly Affordable Senior Housing Development	TX	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization of the Eastside YMCA Community Center	TX	2,430,055
Department of Housing and Urban Development	Economic Development Initiatives	Casitas Community Project	TX	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The Houston Financial Empowerment Center (HFEC)	TX	621,000
Department of Housing and Urban Development	Economic Development Initiatives	Paso del Norte Trail water-front shared-use path along the Franklin Canal from the entrance of El Paso Zoo to Tobin	TX	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization of Cultural Assets in Two Complete Communities Projects	TX	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	The Vision Community Statue Project	TX	1,060,000
Department of Housing and Urban Development	Economic Development Initiatives	Edinburg Fire Department Complex	TX	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Holladay Community Center Public Facility	UT	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Historic Main Street and Vernal Avenue Improvements	UT	1,200,000
Department of Housing and Urban Development	Economic Development Initiatives	Housing Authority of Salt Lake City (HASLC)—Human Rights Housing Project	UT	328,886
Department of Housing and Urban Development	Economic Development Initiatives	Electric school bus and associated electric vehicle (EV) charging infrastructure	VA	396,227
Department of Housing and Urban Development	Economic Development Initiatives	Middleburg Town Hall	VA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Clifford Ave., Fulton St. & Manning St. Storm Sewer Improvements	VA	420,000
Department of Housing and Urban Development	Economic Development Initiatives	Residences at Government Center II, Community Facility	VA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Carver Center Roof Replacement	VA	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Acquisition and Relocation of the Historic Hunton YMCA in the St. Paul's Community	VA	2,900,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	Homeownership: Down Payment and Closing Cost Assistance	VA	1,030,000
Department of Housing and Urban Development	Economic Development Initiatives	Education Connection Trail	VA	150,173
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation/Capital Upgrades of Old Town Hall	VA	2,100,000
Department of Housing and Urban Development	Economic Development Initiatives	Booster Park Revitalization Project	VA	122,590
Department of Housing and Urban Development	Economic Development Initiatives	Ferncliff Place: A Mixed-Income Affordable Housing Development	VA	775,000
Department of Housing and Urban Development	Economic Development Initiatives	Regional Community Resource Center	VA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Otterdale Road Drainage Improvements	VA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Historic Village at the Dismal Swamp	VA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Site development	VA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Athletic Field Lighting	VA	975,000
Department of Housing and Urban Development	Economic Development Initiatives	People Incorporated of Virginia—Trammel Community Revitalization Project	VA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	TRI-PARK REDEVELOPMENT	VT	1,276,213
Department of Housing and Urban Development	Economic Development Initiatives	Creating/Retaining Jobs with Redevelopment of Former Fonda/Solo Manufacturing Site	VT	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Henry Sheldon Museum Historic Window Restoration and HVAC Energy Upgrades	VT	85,000
Department of Housing and Urban Development	Economic Development Initiatives	Vermont Farmers Food Center's Heart of Vermont Agriculture Program	VT	1,688,000
Department of Housing and Urban Development	Economic Development Initiatives	East Calais General Store	VT	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Derby Park Project	VT	517,750
Department of Housing and Urban Development	Economic Development Initiatives	Renewable Energy Home Heating Conversions	WA	400,000

Department of Housing and Urban Development	Economic Development Initiatives	Seattle Repertory Theatre Renovations	WA	300,000
Department of Housing and Urban Development	Economic Development Initiatives	Northwest Native Canoe Center	WA	700,000
Department of Housing and Urban Development	Economic Development Initiatives	Mason PUD 1 Power Line Relocation	WA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Hilltop Attainable Housing and Businesses	WA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Taholah Village Relocation	WA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Quincy Square Project	WA	2,500,000
Department of Housing and Urban Development	Economic Development Initiatives	Housing Hilltop-Commercial	WA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Lacey Veterans Service Hub	WA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	A PLACE 4 ALICE facility improvement	WA	941,340
Department of Housing and Urban Development	Economic Development Initiatives	Homestead Park Redevelopment	WA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	City of Tacoma: Pedestrian Accessibility	WA	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Pacific Apartments Rehabilitation	WA	750,000
Department of Housing and Urban Development	Economic Development Initiatives	Community Center/Emergency Operations Center	WA	1,500,000
Department of Housing and Urban Development	Economic Development Initiatives	The Early Learning Center (ELC) at Lake Washington Institute of Technology	WA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Mount Vernon Library Commons	WA	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Senior Hub Facility Improvement	WA	700,000
Department of Housing and Urban Development	Economic Development Initiatives	Olmsted Park Development	WA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Shelton Young Adult Transitional Housing	WA	500,000
Department of Housing and Urban Development	Economic Development Initiatives	New water source to be connected to existing tribal water system	WA	1,800,000
Department of Housing and Urban Development	Economic Development Initiatives	MLK Mixed Use Affordable Housing and Early Learning Center	WA	1,000,000

Incorporation of Community Project Funding—Continued

Agency	Account	Project	Location	Amount
Department of Housing and Urban Development	Economic Development Initiatives	African Diaspora Cultural Anchor Village (ADCAV)	WA	600,000
Department of Housing and Urban Development	Economic Development Initiatives	Youth Achievement Center	WA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Keiro Site	WA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Cooperative Apartments and Marketplace Wadajir, Tukwila	WA	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Pallets to Housing	WA	245,560
Department of Housing and Urban Development	Economic Development Initiatives	Bear Ridge Community Forest Project	WA	1,616,000
Department of Housing and Urban Development	Economic Development Initiatives	Washington Gorge Action Programs—Goldendale Childcare and Early Learning Center	WA	583,390
Department of Housing and Urban Development	Economic Development Initiatives	Nisqually Housing Development Road	WA	2,800,000
Department of Housing and Urban Development	Economic Development Initiatives	Benedict Center's Sisters Program	WI	157,000
Department of Housing and Urban Development	Economic Development Initiatives	Housing, Mental Health, and Other Supports for Vulnerable Youth	WI	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Milwaukee Rental Housing Resource Center	WI	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Stateline Boys & Girls Club—Beloit, WI Facility Construction	WI	500,000
Department of Housing and Urban Development	Economic Development Initiatives	Men's Homeless Shelter	WI	2,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Madison, WI Planning and Construction	WI	1,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Facility Construction	WI	200,000
Department of Housing and Urban Development	Economic Development Initiatives	Flood Resiliency	WI	1,686,417
Department of Housing and Urban Development	Economic Development Initiatives	Weirton Frontier Crossing Industrial Access Road	WV	3,000,000
Department of Housing and Urban Development	Economic Development Initiatives	Oakland Riverfront Blue Trails Trailhead Development	WV	1,500,000

Department of Housing and Urban Development	Economic Development Initiatives	Wood County Development Authority—Site Readiness & Redevelopment Downtown Parkersburg	WV	400,000

HOUSE OF REPRESENTATIVES REPORTING REQUIREMENTS

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the following is a statement of general performance goals and objectives for which this measure authorizes funding:

The Committee on Appropriations considers program performance, including a program's success in developing and attaining outcome-related goals and objectives, in developing funding recommendations.

RESCISSION OF FUNDS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the rescissions in the accompanying bill:

Section 153 rescinds $1,715,414.34 from the Railroad Safety Grants and $13,327,006.39 from the Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service accounts under the Federal Railroad Administration.

Section 166 rescinds $6,734,356 from the Formula Grants account under the Federal Transit Administration.

In title II, under Housing Certificate Fund, any obligated balances of contract authority from fiscal year 1974 and prior fiscal years that have been terminated are rescinded.

TRANSFER OF FUNDS

Pursuant to clause 3(f)(2) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the transfer of funds provided in the accompanying bill:

In title I, under National Infrastructure Investments, language is included to transfer funds to the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Maritime Administration to fund the award and oversight of grants and credit assistance made under the national infrastructure investments program.

In title I, under Thriving Communities Initiative, language is included to transfer funds to other accounts within the Department of Transportation.

In title I, under Transportation Planning, Research, and Development, language is included to transfer funds into this account from other Federal agencies for expenses incurred by the Interagency Infrastructure Permitting Improvement Center that are not related to transportation infrastructure.

In title I, under Working Capital Fund, language is included to limit the transfer of funds into this account from any agency of the Department.

In title I, under Electric Vehicle Fleet, language is included to transfer funds to other accounts within the Department of Transportation for purposes under the heading.

In title I, under Grants-in-Aid to Airports (Airport and Airway Trust Fund), language is included to transfer funds to the Office of the Secretary to carry out the Small Community Air Service Development Program.

In title I, under Federal Highway Administration, Limitation on Administrative Expenses (Highway Trust Fund), language is included to transfer funds to the Appalachian Regional Commission.

In title I, under National Highway Transportation Safety Administration, Operations and Research (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund), language is included to transfer amounts from amounts provided in prior years under the header account from the Highway Traffic Safety Grants Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund).

In title I, under Maritime Guaranteed Loan (Title XI) Program Account, language is included to transfer funds to the Operations and Training account for program administration.

In title II, under Working Capital Fund, language is included to transfer funds into this account from any other office or agencies of the Department.

In title II, under the Office of Lead Hazard Control and Healthy Homes, language is included to transfer funds to the Office of Policy Development and Research.

In title II, under Information Technology Fund, language is included to transfer funds into this account from any other office or agencies of the Department.

In title II, language is included in section 218 to transfer funds between the Administrative Support Offices and Program Offices, with certain exceptions and limitations.

DISCLOSURE OF EARMARKS AND CONGRESSIONALLY DIRECTED SPENDING ITEMS

The following table is submitted in compliance with clause 9 of rule XXI, and lists the congressional earmarks (as defined in paragraph (e) of clause 9) contained in the bill or in this report. Neither the bill nor the report contain any limited tax benefits or limited tariff benefits as defined in paragraphs (f) or (g) of clause 9 of rule XXI.

Transportation, and Housing and Urban Development

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Northwest Arkansas National Airport—XNA ADA Compliance Lobby Renovation/ Skybridge Project	AR	$4,000,000	Womack
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	San Bernardino International Airport Runway Repair Project	CA	1,000,000	Aguilar
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Airport Airfield Lighting Improvements	CO	270,000	Perlmutter
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Igor I Sikorsky Memorial Airport (BDR) Terminal Area, Security and Wildlife Hazard Fencing Improvements	CT	2,187,628	Himes
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Rehabilitation of the Runway 9-26 at the Tallahassee International Airport (TLH)	FL	4,000,000	Dunn
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	North Glycol Storage Tank Repair, Des Moines International Airport	IA	3,267,000	Axne
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	North Aircraft Parking Apron at the Independence Municipal Airport	IA	1,000,000	Hinson
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	City of Boise Airport Department—Taxi-lane D Rehabilitation at Boise Airport	ID	700,000	Simpson
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Lewis University Airport Safety Enhancements	IL	680,000	Newman
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Willard Airport Security Screening Checkpoint Improvements	IL	1,000,000	Davis, Rodney
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Equipment Acquisition-Gary/Chicago International Airport	IN	2,000,000	Mrvan
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Kalamazoo/Battle Creek International Airport—AZO Runway Extension	MI	1,500,000	Upton
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Gerald R Ford International Airport—Concourse A Expansion & Widening Phase 1, Gate A3 Expansion	MI	1,000,000	Meijer
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Roben Hood Airport Runway Extension	MI	1,827,000	Moolenaar
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Jefferson City Memorial Airport Air Traffic Control Tower Reconstruction	MO	3,400,000	Luetkemeyer
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Gulfport-Biloxi Regional Airport Authority—GPT T-Hangar #3 and #4 Taxiway Infrastructure	MS	250,000	Palazzo
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Toledo-Lucas County Port Authority Instrument Landing System Technology Upgrade of Toledo Express Airport	OH	5,000,000	Latta

Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Akron-Canton Taxiway F Improvements	OH	720,000	Gonzalez (OH)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Jackson County Regional Airport Parking and Security Project Jackson, OH 45640	OH	457,507	Johnson (OH)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Global Transportation and Industrial Park	OK	3,000,000	Cole
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Fayette County Airport Authority—Master Plan Update, Joseph A. Hardy Connellsville Airport	PA	1,500,000	Reschenthaler
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Jimmy Stewart Airport Improvements	PA	1,200,000	Thompson (PA)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Johnstown Airport Intermodal Connector Road, Hangar, Building Improvements, and Apron Development	PA	4,000,000	Thompson (PA)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Erie International Airport—General Aviation Apron	PA	4,000,000	Kelly (PA)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Pittsburgh-Butler Regional Airport—Extension of Runway 8	PA	2,000,000	Kelly (PA)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Brute Force Electric Central Utility Plant	TX	5,000,000	Allred; Van Duyne
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	International Parkway Bridge Replacement Program	TX	5,000,000	Allred
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	New Snow and Ice Removal Equipment Storage Facility at DFW Airport	TX	5,000,000	Veasey; Van Duyne
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Lancaster Regional Airport Taxiway Relocation	TX	5,000,000	Johnson (TX)
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	DFW Airport-Aircraft Rescue and Fire Fighting Station Consolidation	TX	5,000,000	Van Duyne
Department of Transportation	Grants-in-Aid for Airports (AIP) Community Projects	Yakima Air Terminal-McAllister Field (YKM)	WA	5,000,000	Newhouse
Department of Transportation	Local Transportation Priorities	Baldwin County-Eastern Shore Trail construction	AL	633,050	Carl
Department of Transportation	Local Transportation Priorities	Fairground Road Expansion	AL	702,941	Carl
Department of Transportation	Local Transportation Priorities	Millry Road Resurfacing	AL	265,000	Carl
Department of Transportation	Local Transportation Priorities	I-49 Expansion from Arkansas Highway 22 to I-40 Segment 1 Project Development	AR	5,000,000	Womack
Department of Transportation	Local Transportation Priorities	Highline Canal Recreational Path Lighting Replacement, Guadalupe	AZ	501,824	Gallego
Department of Transportation	Local Transportation Priorities	32nd Street and Thomas Road Intersection Safety Improvements	AZ	960,000	Stanton
Department of Transportation	Local Transportation Priorities	Gila River Indian Community Traffic Sign Replacement	AZ	915,000	O'Halleran
Department of Transportation	Local Transportation Priorities	Interstate 15 Smart Freeway Pilot Project	CA	5,000,000	Calvert
Department of Transportation	Local Transportation Priorities	Bradley Road Bridge Over Salt Creek	CA	5,000,000	Calvert
Department of Transportation	Local Transportation Priorities	State Route 91 Improvement Project	CA	3,000,000	Kim (CA)
Department of Transportation	Local Transportation Priorities	Santa Clarita Circulation and Safety Improvement	CA	1,500,000	Garcia (CA)

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Transportation	Local Transportation Priorities	Henry Mayo Hospital Ingres and Egress Access Improvement	CA	1,120,000	Garcia (CA)
Department of Transportation	Local Transportation Priorities	Pittsburg Center Smart City Pilot	CA	1,200,000	DeSaulnier
Department of Transportation	Local Transportation Priorities	Concord Smart Signals Project	CA	1,200,000	DeSaulnier
Department of Transportation	Local Transportation Priorities	Iron Horse Trail Bridge, Nature Park, and Pedestrian Safety Project	CA	350,000	DeSaulnier
Department of Transportation	Local Transportation Priorities	Danville Townwide Traffic Signal Modernization/ITS Project	CA	1,000,000	DeSaulnier
Department of Transportation	Local Transportation Priorities	La Media Improv. Siempre Viva to Truck Rte, San Diego, CA	CA	400,000	Vargas
Department of Transportation	Local Transportation Priorities	Traffic and Safety Improvement Along the Alameda de las Pulgas Corridor	CA	2,000,000	Eshoo
Department of Transportation	Local Transportation Priorities	US 101/SR 92 Area Improvement Project	CA	1,000,000	Speier
Department of Transportation	Local Transportation Priorities	Tillotson Parkway Extension	CA	320,000	Bera
Department of Transportation	Local Transportation Priorities	Pennsylvania Avenue Widening Project, Beaumont	CA	1,500,000	Ruiz
Department of Transportation	Local Transportation Priorities	County of Los Angeles Rosemead Boulevard Complete Street Improvements	CA	1,500,000	Linda T. Sánchez
Department of Transportation	Local Transportation Priorities	City of Bishop Streets and Sidewalk Improvements	CA	1,000,000	Obernolte
Department of Transportation	Local Transportation Priorities	City of Highland Victoria Avenue Improvements	CA	2,000,000	Obernolte
Department of Transportation	Local Transportation Priorities	City of Needles First Year Paving Replacement Phase 3	CA	757,803	Obernolte
Department of Transportation	Local Transportation Priorities	City of Hesperia Maple Avenue Street Improvements	CA	2,000,000	Obernolte
Department of Transportation	Local Transportation Priorities	Avenue 95/96 Farm to Market Corridor Repairs, Terra Bella to Pixley, Tulare County, CA	CA	3,000,000	Valadao
Department of Transportation	Local Transportation Priorities	California State University, Fullerton Titan Gateway Bridge	CA	5,000,000	Kim (CA)
Department of Transportation	Local Transportation Priorities	Golden Avenue Bridge Replacement Project	CA	2,200,000	Kim (CA)
Department of Transportation	Local Transportation Priorities	Mt. Whitney Avenue Complete Streets	CA	3,000,000	Valadao
Department of Transportation	Local Transportation Priorities	Crow Canyon Road Iron Horse Trail Bicycle—Pedestrian Overcrossing	CA	2,000,000	Swalwell
Department of Transportation	Local Transportation Priorities	Safe Routes to Schools Mini-grant Program, Alameda	CA	1,700,000	Swalwell
Department of Transportation	Local Transportation Priorities	Telfair Avenue Multi-Modal Bridge Over Pacoima Wash Project	CA	5,000,000	Tony Cárdenas
Department of Transportation	Local Transportation Priorities	City of Carlsbad's Carlsbad Barrio Street Lighting and Traffic Circles Project	CA	5,000,000	Levin (CA)
Department of Transportation	Local Transportation Priorities	Kelseyville Sidewalk Project	CA	450,000	Thompson (CA)
Department of Transportation	Local Transportation Priorities	Bayshore Bikeway, Barrio Logan Segment	CA	2,150,000	Vargas
Department of Transportation	Local Transportation Priorities	Bayshore Bikeway Segment 5	CA	300,000	Vargas
Department of Transportation	Local Transportation Priorities	City of Watsonville, Lee Road Trail Project Phase 1	CA	1,000,000	Panetta
Department of Transportation	Local Transportation Priorities	24th Street First and Last Mile Connections to Trolley Station, National City	CA	3,332,781	Vargas
Department of Transportation	Local Transportation Priorities	Bicycle and Pedestrian Safety Near Woodside High School	CA	800,000	Eshoo
Department of Transportation	Local Transportation Priorities	Accessible Recreational Trails at Rockville Trails Preserve (Solano County, California)	CA	431,250	Garamendi
Department of Transportation	Local Transportation Priorities	Accessible Pedestrian Pathways and Parking at Lake Solano County Park	CA	867,648	Garamendi
Department of Transportation	Local Transportation Priorities	24th Street Trolley Pedestrian Bridge Feasibility Study, National City	CA	294,700	Vargas
Department of Transportation	Local Transportation Priorities	Sacramento Vision Zero School Safety Project	CA	2,200,000	Matsui

Department of Transportation	Local Transportation Priorities	Doheny Village Connectivity Improvements	CA	1,870,000	Levin (CA)
Department of Transportation	Local Transportation Priorities	Southport Levee Recreation Trail	CA	1,800,000	Matsui
Department of Transportation	Local Transportation Priorities	E. Sir Francis Drake Blvd Gap Closure	CA	700,000	Huffman
Department of Transportation	Local Transportation Priorities	Hammond Trail Bridge Replacement	CA	5,000,000	Huffman
Department of Transportation	Local Transportation Priorities	La Verne Gold Line Station Pedestrian Bridge	CA	4,000,000	Napolitano
Department of Transportation	Local Transportation Priorities	Antelope Valley Line State of Good Repair	CA	3,000,000	Garcia (CA)
Department of Transportation	Local Transportation Priorities	Manteca Station Rider Safety Improvement and Station Modernization	CA	4,485,000	Harder (CA)
Department of Transportation	Local Transportation Priorities	County of Los Angeles, East Los Angeles and Florence Firestone Bus Stop Improvements Project	CA	1,000,000	Roybal-Allard
Department of Transportation	Local Transportation Priorities	Palomar Street Light Rail Grade Separation	CA	2,000,000	Vargas
Department of Transportation	Local Transportation Priorities	COASTER Commuter Rail Corridor Study	CA	1,000,000	Peters
Department of Transportation	Local Transportation Priorities	De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bicycle Projects	CA	2,725,000	Khanna
Department of Transportation	Local Transportation Priorities	Caltrain Mini High Ramps	CA	460,000	Speier
Department of Transportation	Local Transportation Priorities	South Milpitas Boulevard Extension Bridge	CA	3,000,000	Khanna
Department of Transportation	Local Transportation Priorities	Pedestrian and Safe Routes to School Improvements in SNAIL and Braly Corners Neighborhoods	CA	880,000	Khanna
Department of Transportation	Local Transportation Priorities	MTS Imperial Avenue Division Zero Emission Bus Infrastructure Project	CA	750,000	Peters
Department of Transportation	Local Transportation Priorities	NCTD Next Generation Hydrogen Fueling Infrastructure	CA	1,717,836	Levin (CA)
Department of Transportation	Local Transportation Priorities	ACE Locomotive Zero Emission Engine Conversion Project	CA	1,500,000	McNerney
Department of Transportation	Local Transportation Priorities	North Lathrop Multi-Modal Transfer Station	CA	1,500,000	McNerney
Department of Transportation	Local Transportation Priorities	SH 93 Widening and Relocation Design, City of Golden	CO	2,320,000	Perlmutter
Department of Transportation	Local Transportation Priorities	Commerce City Quiet Zones	CO	615,000	Perlmutter
Department of Transportation	Local Transportation Priorities	East Industrial Road Reconstruction (Branford)	CT	2,250,000	DeLauro
Department of Transportation	Local Transportation Priorities	City of Stamford Safe Routes to Schools and Access to Public Transit Facilities	CT	2,000,000	Himes
Department of Transportation	Local Transportation Priorities	Norwalk Safe Sidewalks, Crossings, and Trails Project	CT	1,400,000	Himes
Department of Transportation	Local Transportation Priorities	Town of Southbury Pedestrian Safety Improvements	CT	444,946	Hayes
Department of Transportation	Local Transportation Priorities	West Avon Road, Country Club Road, Scoville Road Sidewalk Replacement in the Town of Avon	CT	424,000	Hayes
Department of Transportation	Local Transportation Priorities	River Road Regional Interstate Connector South Phase Design	FL	1,000,000	Steube
Department of Transportation	Local Transportation Priorities	Dixie Highway Corridor Improvements	FL	600,000	Deutch
Department of Transportation	Local Transportation Priorities	Town of Windermere Safe Route to School Project Phase 1	FL	760,000	Demings
Department of Transportation	Local Transportation Priorities	Lake Wales Street Resurfacing, ADA, and Street Tree Improvements	FL	800,000	Soto
Department of Transportation	Local Transportation Priorities	Jacksonville Transportation Authority (JTA) Renewable Energy Generation for Electric Vehicles	FL	1,200,000	Rutherford
Department of Transportation	Local Transportation Priorities	PSTA On-Route Induction Charging	FL	1,200,000	Crist
Department of Transportation	Local Transportation Priorities	Cass-White Road from Busch Drive to Great Valley Parkway- Phase II	GA	5,000,000	Loudermilk
Department of Transportation	Local Transportation Priorities	Chattahoochee RiverLands Pilot Project, Environmental Review & Final Design for Phase II	GA	2,500,000	Scott, David
Department of Transportation	Local Transportation Priorities	Dried Indian Creek Corridor Protection and Connection Initiative	GA	900,000	Johnson (GA)

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Transportation	Local Transportation Priorities	Dekalb County, Pleasantdale Road Pedestrian Improvements	GA	600,000	McBath
Department of Transportation	Local Transportation Priorities	Fairview Road Multi-use Trail, Newton County	GA	800,000	Johnson (GA)
Department of Transportation	Local Transportation Priorities	Cumberland Multi-Modal Path	GA	1,700,000	Scott, David
Department of Transportation	Local Transportation Priorities	Flat Shoals Parkway (SR 155) Sidewalk Improvements—Columbia Drive to Flakes Mill Road	GA	800,000	Johnson (GA)
Department of Transportation	Local Transportation Priorities	Big Shanty Widening, Kennesaw, Georgia	GA	2,000,000	Loudermilk
Department of Transportation	Local Transportation Priorities	Brookhaven Station Rehabilitation	GA	1,000,000	McBath
Department of Transportation	Local Transportation Priorities	City of Alpharetta- Bus Shelter Construction	GA	150,000	McBath
Department of Transportation	Local Transportation Priorities	Derrydown Way Complete Streets Project	GA	600,000	Johnson (GA)
Department of Transportation	Local Transportation Priorities	Tower Terrace Road Corridor (Phase 7 Improvements)	IA	5,000,000	Hinson
Department of Transportation	Local Transportation Priorities	Reconstruction of Iowa Highway 38	IA	2,000,000	Miller-Meeks
Department of Transportation	Local Transportation Priorities	Mahaska Oskaloosa Driving Economic Success (MODES) Planning Study	IA	850,000	Miller-Meeks
Department of Transportation	Local Transportation Priorities	Chaplain Schmitt Island Trail Connection	IA	615,000	Hinson
Department of Transportation	Local Transportation Priorities	Scott County Bridge Replacement	IA	600,000	Miller-Meeks
Department of Transportation	Local Transportation Priorities	Raccoon River East Pedestrian Bridge	IA	1,000,000	Axne
Department of Transportation	Local Transportation Priorities	Bridge Replacement-PPCB on County Highway R57 over North River, FHWA# 335290	IA	1,600,000	Axne
Department of Transportation	Local Transportation Priorities	Iowa City Transit Operations and Maintenance Facility	IA	750,000	Miller-Meeks
Department of Transportation	Local Transportation Priorities	Iron Bridge Road to MacArthur Boulevard Extension	IL	3,000,000	LaHood
Department of Transportation	Local Transportation Priorities	West Grand Avenue-Highway/Rail Grade Separation	IL	1,300,000	Quigley
Department of Transportation	Local Transportation Priorities	Grand Avenue and George Street Traffic Safety Enhancement	IL	650,000	Quigley
Department of Transportation	Local Transportation Priorities	Barrington-Pedestrian Grade Separation at Main Street and the Canadian National Railroad	IL	500,000	Casten
Department of Transportation	Local Transportation Priorities	Deer Park Boulevard-Road Program	IL	614,000	Casten
Department of Transportation	Local Transportation Priorities	St. Clair County-Frank Scott Parkway East/Thouvenot Lane Widening	IL	5,000,000	Bost
Department of Transportation	Local Transportation Priorities	Madison County Fiscal Court-Improved Access via Economy Road from KY-52 to the Central Kentucky Regional Airport	IL	2,350,000	Kinzinger
Department of Transportation	Local Transportation Priorities	St. Clair County-Greenmount Road from Lebanon Avenue to South of Frank Scott Parkway Widening	IL	2,500,000	Bost
Department of Transportation	Local Transportation Priorities	St. Clair County-Greenmount Road from Route 161 to Lebanon Avenue Widening	IL	2,500,000	Bost
Department of Transportation	Local Transportation Priorities	Lincoln Avenue Reconstruction	IL	3,500,000	LaHood
Department of Transportation	Local Transportation Priorities	US Route 6 Multi-Use Path Extension	IL	900,000	Kinzinger
Department of Transportation	Local Transportation Priorities	Lincoln Park ADA Accessibility Improvements	IL	1,000,000	Quigley
Department of Transportation	Local Transportation Priorities	National Parkway and Higgins Road (IL 72) Pedestrian Signal Improvements	IL	200,000	Krishnamoorthi

Department of Transportation	Local Transportation Priorities	Wolf Road Sidewalk, City of Prospects Heights	IL	1,126,734	Schneider
Department of Transportation	Local Transportation Priorities	Marquette Greenway Trail/Cline Avenue to Bridge Street	IN	682,080	Mrvan
Department of Transportation	Local Transportation Priorities	Breckinridge County: Improve KY 86 from Jesse Priest Road to Rosetta Corners	KY	2,000,000	Guthrie
Department of Transportation	Local Transportation Priorities	Washington County: Improve U.S. 150 from KY 1872 to Mayfield Lane	KY	2,000,000	Guthrie
Department of Transportation	Local Transportation Priorities	Improved Access via Economy Road from KY—52 to the Central Kentucky Regional Airport	KY	5,000,000	Barr
Department of Transportation	Local Transportation Priorities	Sidewalk Rehabilitation, Louisville, KY	KY	1,000,000	Yarmuth
Department of Transportation	Local Transportation Priorities	US 190: LA 437-US 190 BUS Bridge Replacement Project	LA	5,000,000	Scalise
Department of Transportation	Local Transportation Priorities	Re-Building University Avenue: Gateway to Our Future	LA	5,000,000	Higgins (LA)
Department of Transportation	Local Transportation Priorities	City of Ruston, Louisiana E. Kentucky Ave: Safety and Capacity Improvements Project	LA	5,000,000	Letlow
Department of Transportation	Local Transportation Priorities	Morrison Road Improvements, New Orleans, LA	LA	5,000,000	Troy A. Carter
Department of Transportation	Local Transportation Priorities	Assabet River Rail Trail extension-Stow	MA	750,000	Trahan
Department of Transportation	Local Transportation Priorities	Design and Construction of the Wakefield Broadway Commuter Rail Crossing	MA	1,200,000	Moulton
Department of Transportation	Local Transportation Priorities	Border to Boston Trail Engineering and Design	MA	1,200,000	Moulton
Department of Transportation	Local Transportation Priorities	Separated Bicycle Lane Network Build Out, Cambridge	MA	958,218	Pressley
Department of Transportation	Local Transportation Priorities	Wonderland Multimodal Connector	MA	4,000,000	Clark (MA)
Department of Transportation	Local Transportation Priorities	Wellington Greenway Phase IV	MA	500,000	Clark (MA)
Department of Transportation	Local Transportation Priorities	Chris Walsh Aqueduct Trail Connectivity Project	MA	220,000	Clark (MA)
Department of Transportation	Local Transportation Priorities	South Salem Commuter Rail Stop	MA	372,000	Moulton
Department of Transportation	Local Transportation Priorities	Fleet Electrifcation Anne Arundel County	MD	5,000,000	Brown
Department of Transportation	Local Transportation Priorities	Beck Road Business Corridor Improvement Project	MI	4,797,600	Stevens
Department of Transportation	Local Transportation Priorities	Emmet County Road Commission-Lake Shore Drive Reconstruction Project	MI	1,440,000	Bergman
Department of Transportation	Local Transportation Priorities	Pinckney Multi-Modal Pathway and Connectors	MI	2,000,000	Slotkin
Department of Transportation	Local Transportation Priorities	Clinton Area Transit System Rural Transit Facility Expansion	MI	2,500,000	Moolenaar
Department of Transportation	Local Transportation Priorities	Interurban Transit Partnership (The Rapid)—The Rapid Zero Emission Bus Project	MI	2,355,200	Meijer
Department of Transportation	Local Transportation Priorities	City of Virginia 2021/2023 Street and Infrastructure Improvements Project—Phase One, Stage Two	MN	3,000,000	Stauber
Department of Transportation	Local Transportation Priorities	Annandale Highway 24 and Hemlock Intersection	MN	2,000,000	Emmer
Department of Transportation	Local Transportation Priorities	Highway 212 Rural Freight Mobility and Safety: Carver County	MN	2,500,000	Emmer
Department of Transportation	Local Transportation Priorities	Stearns County Bridge 6819 along Country State Aid Highway (CSAH) 75	MN	1,000,000	Emmer
Department of Transportation	Local Transportation Priorities	Extension of CSAH 116/Fletcher Bypass, City of Rogers, MN	MN	3,501,040	Phillips
Department of Transportation	Local Transportation Priorities	Highway 5 Mobility and Lake Minnewashta Causeway Bridge, Carver County, MN	MN	2,000,000	Phillips
Department of Transportation	Local Transportation Priorities	Bruce Vento Trail Extension	MN	1,300,000	McCollum
Department of Transportation	Local Transportation Priorities	Central Greenway Regional Trail Improvements	MN	1,000,000	McCollum
Department of Transportation	Local Transportation Priorities	City of Jordan US 169 Multi-Use Trail Underpass	MN	1,124,000	Craig
Department of Transportation	Local Transportation Priorities	MLK Park Pedestrian Bridge at Brush Creek	MO	2,800,000	Cleaver
Department of Transportation	Local Transportation Priorities	City of Joplin-Mainstreet Streetscaping	MO	3,000,000	Long

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Transportation	Local Transportation Priorities	OATS Transit Inc. Bus Replacement	MO	500,000	Graves (MO)
Department of Transportation	Local Transportation Priorities	SR 7 and University Avenue in Oxford Roundabout Interchange Lafayette County	MS	5,000,000	Kelly (MS)
Department of Transportation	Local Transportation Priorities	City of Hattiesburg 4th Street Sidewalk Project	MS	500,000	Palazzo
Department of Transportation	Local Transportation Priorities	Downtown Pineville Intersection Redesign	NC	1,435,000	Adams
Department of Transportation	Local Transportation Priorities	Town of Black Mountain Emergency Signals Project	NC	30,000	Cawthorn
Department of Transportation	Local Transportation Priorities	Cary Regional Bus Operations and Maintenance Facility	NC	1,000,000	Ross
Department of Transportation	Local Transportation Priorities	84th Street Pedestrian and Bicycle Safety Improvements	NE	5,000,000	Bacon
Department of Transportation	Local Transportation Priorities	Cotton Mill Transfer Bridge ADA Accessibility	NH	300,000	Kuster
Department of Transportation	Local Transportation Priorities	Mechanic Street Sideway Project	NH	290,250	Kuster
Department of Transportation	Local Transportation Priorities	Mason Street Bridge	NH	600,000	Kuster
Department of Transportation	Local Transportation Priorities	Hanover Multi-Use Path	NH	350,000	Kuster
Department of Transportation	Local Transportation Priorities	Keene Transportation Heritage Trail	NH	394,800	Kuster
Department of Transportation	Local Transportation Priorities	Pedestrian Walkway Improvements Along Rt. 53 and Tabor Road	NJ	136,330	Sherrill
Department of Transportation	Local Transportation Priorities	Borough of Bernardsville Boylan Terrance Neighborhood Pedestrian Connection	NJ	1,427,500	Malinowski
Department of Transportation	Local Transportation Priorities	Broad Street, East/West Grand Street Traffic Light Replacement, City of Elizabeth	NJ	532,240	Sires
Department of Transportation	Local Transportation Priorities	Hoboken Electric Vehicle Fast Charging Station Project	NJ	250,000	Sires
Department of Transportation	Local Transportation Priorities	Bergen County's Hackensack Transit Connector Project	NJ	250,000	Gottheimer
Department of Transportation	Local Transportation Priorities	Sussex County Elderly, Veteran, and Employment Services Transportation Services	NJ	500,000	Gottheimer
Department of Transportation	Local Transportation Priorities	Carson City Public Works Department—Western Nevada Safe Routes to School Vulnerable User Pedestrian Safety Infrastructure Improvement Project	NV	1,000,000	Amodei
Department of Transportation	Local Transportation Priorities	Regional Transportation Commission of Southern Nevada Bike Share Expansion	NV	142,500	Titus
Department of Transportation	Local Transportation Priorities	The Kiss and Drop Project, Yerington	NV	598,000	Horsford
Department of Transportation	Local Transportation Priorities	Historic Westside Complete Streets, Las Vegas	NV	3,000,000	Horsford; Titus
Department of Transportation	Local Transportation Priorities	Bedford Harris Road/Babbitt Road Safety Improvements	NY	650,000	Maloney, Sean
Department of Transportation	Local Transportation Priorities	New York State Route 100B-Dobbs Ferry Road Sidewalk Project	NY	1,000,000	Jones
Department of Transportation	Local Transportation Priorities	Utica Harbor Pedestrian Bridge	NY	2,000,000	Tenney
Department of Transportation	Local Transportation Priorities	Sullivan County O&W Rail Trail	NY	1,100,000	Delgado
Department of Transportation	Local Transportation Priorities	Riverwalk Improvements at new NFTA—Metro Rail DL&W Station	NY	1,000,000	Higgins (NY)
Department of Transportation	Local Transportation Priorities	The Riverline-First Gateway, Buffalo	NY	900,000	Higgins (NY)
Department of Transportation	Local Transportation Priorities	Ogdensburg-Prescott International Bridge Girder Span and Lead-Based Paint Project	NY	3,000,000	Stefanik
Department of Transportation	Local Transportation Priorities	Reconstruction of Ferry Drive	OH	460,000	Joyce (OH)

Department of Transportation	Local Transportation Priorities	I-675 / Grange Hall Interchange Project	OH	400,000	Turner
Department of Transportation	Local Transportation Priorities	Village of New Richmond Route 52 Highway Safety Mitigation Project	OH	2,929,745	Wenstrup
Department of Transportation	Local Transportation Priorities	SR 63 widening from its existing two (2) lanes to four (4) lanes between Union Road and east of SR 741.	OH	5,000,000	Chabot
Department of Transportation	Local Transportation Priorities	City of Madeira Miami Ave Revitalization & Complete Streets Project	OH	3,397,799	Wenstrup
Department of Transportation	Local Transportation Priorities	Franklin County Engineer's Office Reynoldsburg—New Albany Road at Havens Road Project	OH	3,000,000	Balderson
Department of Transportation	Local Transportation Priorities	City of Pataskala Safe Travel Plan	OH	135,000	Balderson
Department of Transportation	Local Transportation Priorities	Garvin/Pontotoc County Project	OK	5,000,000	Cole
Department of Transportation	Local Transportation Priorities	Grady County Project-Adding shoulders and resurfacing SH-19 between Alex and Lindsay, Oklahoma, OK-HD-4.	OK	5,000,000	Cole
Department of Transportation	Local Transportation Priorities	Ponca City Multi-Modal Transportation Infrastructure Project	OK	2,000,000	Lucas
Department of Transportation	Local Transportation Priorities	North Fork Road Improvements Project, Marion County	OR	1,440,000	Schrader
Department of Transportation	Local Transportation Priorities	Oregon City Quiet Zone	OR	2,000,000	Schrader
Department of Transportation	Local Transportation Priorities	Willamette Shore Line Rail & Trestle Repair Project	OR	2,000,000	Blumenauer
Department of Transportation	Local Transportation Priorities	Trail extension and tunnel preconstruction, Westmoreland Heritage Trail—Middle Gap Development, Westmoreland County, PA	PA	1,000,000	Reschenthaler
Department of Transportation	Local Transportation Priorities	Knox Kane Pedestrian Highway Crossing Safety	PA	322,435	Thompson (PA)
Department of Transportation	Local Transportation Priorities	Bristol Waterfront Park and Maple Beach Road Bridge Improvements	PA	500,000	Fitzpatrick
Department of Transportation	Local Transportation Priorities	Independence Street Downtown Makeover (Implementation project from GoShamokin Revitalization Plan)	PA	2,675,000	Meuser
Department of Transportation	Local Transportation Priorities	Chester County Electric Vehicle Charging Station Project	PA	645,609	Houlahan
Department of Transportation	Local Transportation Priorities	North Avenue Streetscape, Safety and Signal Improvements, Pittsburgh	PA	2,000,000	Doyle, Michael F.
Department of Transportation	Local Transportation Priorities	Restoration of Passenger Rail Service Between Berks County and Philadelphia	PA	750,000	Houlahan
Department of Transportation	Local Transportation Priorities	Schuylkill River Trail Safety Improvements at Norristown Transportation Center	PA	332,350	Dean
Department of Transportation	Local Transportation Priorities	Purgatory Road Sidewalks	RI	960,000	Cicilline
Department of Transportation	Local Transportation Priorities	Jefferson Street Multimodal Cap and Connector, Nashville, TN	TN	3,000,000	Cooper
Department of Transportation	Local Transportation Priorities	Smart City Testbed Expansion	TN	1,600,000	Fleischmann
Department of Transportation	Local Transportation Priorities	Smith Ranch Road Expansion	TX	2,000,000	Nehls
Department of Transportation	Local Transportation Priorities	FM 528 (Alvin) Expansion	TX	3,000,000	Nehls
Department of Transportation	Local Transportation Priorities	Wayfinding Technology Project, San Antonio	TX	894,881	Castro (TX)
Department of Transportation	Local Transportation Priorities	Veterans Memorial Blvd Phase II	TX	5,000,000	Carter (TX)
Department of Transportation	Local Transportation Priorities	City of Austin IH-35 Cap & Stitch Study	TX	1,500,000	Doggett
Department of Transportation	Local Transportation Priorities	Temple Outer Loop West Phase I	TX	5,000,000	Carter (TX)
Department of Transportation	Local Transportation Priorities	US 190 4-Lane Divided Highway with Grassy Median Between Hearne, Texas, and Bryan, Texas	TX	3,000,000	Sessions
Department of Transportation	Local Transportation Priorities	FM 2154 (Wellborn Road) / FM 2347 (George Bush Drive) Interchange	TX	3,000,000	Sessions
Department of Transportation	Local Transportation Priorities	FM 1179 East Widening from FM 158 to Steep Hollow Road	TX	3,000,000	Sessions
Department of Transportation	Local Transportation Priorities	Sharpstown Multi-Use Trail Phase 1	TX	1,000,000	Green, Al (TX)
Department of Transportation	Local Transportation Priorities	Restoration of the Roma-Miguel Aleman International Suspension Bridge	TX	5,000,000	Cuellar

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Transportation	Local Transportation Priorities	City of Austin MoKan Trail	TX	1,000,000	Doggett
Department of Transportation	Local Transportation Priorities	Dallas Area Rapid Transit (DART) Smart Bus Technology	TX	833,000	Veasey
Department of Transportation	Local Transportation Priorities	Ephraim Road Safety & Economic Development Project	UT	4,000,000	Stewart
Department of Transportation	Local Transportation Priorities	Utah Military Installation Development Authority-3-Gate Trail site acquisition and construction	UT	3,000,000	Moore (UT)
Department of Transportation	Local Transportation Priorities	Industrial Road Improvements	UT	3,000,000	Stewart
Department of Transportation	Local Transportation Priorities	Cache Valley Transit District-Bus Request and Tracking App	UT	3,000,000	Moore (UT)
Department of Transportation	Local Transportation Priorities	Waxpool Road/Loudoun County Parkway Intersection Improvements	VA	2,000,000	Wexton
Department of Transportation	Local Transportation Priorities	George Washington Memorial Parkway-Traffic and Safety Context Sensitive Solutions, Belle Haven to City of Alexandria	VA	300,000	Beyer
Department of Transportation	Local Transportation Priorities	Coalfields Expressway Pre-Engineering Project	VA	1,995,000	Griffith
Department of Transportation	Local Transportation Priorities	Lawson Road Pedestrian Crossing of Tuscarora Creek	VA	935,000	Wexton
Department of Transportation	Local Transportation Priorities	Glencarlyn Park Pedestrian Bridge	VA	800,000	Beyer
Department of Transportation	Local Transportation Priorities	Bluemont Junction Trail	VA	325,000	Beyer
Department of Transportation	Local Transportation Priorities	Pohick Road Sidewalk (I-95 to Richmond Highway) in Fairfax County, VA	VA	1,000,000	Beyer
Department of Transportation	Local Transportation Priorities	Poindexter Sidewalks Extension (South Norfolk)	VA	2,400,000	Scott (VA)
Department of Transportation	Local Transportation Priorities	Eastern Shore Rails to Trails Project, Cape Charles to Route 13 Segment	VA	2,500,000	Luria
Department of Transportation	Local Transportation Priorities	Ettrick Train Station Revitalization- Bessie Lane Realignment and Reconstruction	VA	1,000,000	McEachin
Department of Transportation	Local Transportation Priorities	Virginia Beach Parks Avenue Facility Replacement	VA	5,000,000	Luria
Department of Transportation	Local Transportation Priorities	City of Spokane Northeast Infrastructure Wellesley-Freya to Havana	WA	3,500,000	Rodgers (WA)
Department of Transportation	Local Transportation Priorities	SR-20-Campbell Lake Road Roundabout	WA	1,740,000	Larsen (WA)
Department of Transportation	Local Transportation Priorities	Mountlake Terrace Town Center-Transit Connection Corridor	WA	2,000,000	Larsen (WA)
Department of Transportation	Local Transportation Priorities	Scriber Creek Trail Redevelopment- Phase 2	WA	1,000,000	Larsen (WA)
Department of Transportation	Local Transportation Priorities	Spanaway Transit Center and Bus Rapid Transit Station Completion (at Pacific Avenue/SR 7 BRT route s southern terminus)	WA	3,000,000	Strickland
Department of Housing and Urban Development	Economic Development Initiatives	Covenant House Alaska Bridge to Success homeless prevention housing units	AK	500,000	Young
Department of Housing and Urban Development	Economic Development Initiatives	North Pacific Rim Housing Authority-Village Within A City capital improvements	AK	3,000,000	Young
Department of Housing and Urban Development	Economic Development Initiatives	North Birmingham Elementary School Redevelopment Project	AL	3,000,000	Sewell
Department of Housing and Urban Development	Economic Development Initiatives	Auburn Center for Developing Industries (ACDI) construction and renovations	AL	3,000,000	Rogers (AL)

Department of Housing and Urban Development	Economic Development Initiatives	Fairhope K-1 Center Redevelopment	AL	750,000	Carl
Department of Housing and Urban Development	Economic Development Initiatives	Sheffield Housing Authority-Demolition of Blighted Properties and Purchase and Rehab of Tax Sales and Foreclosed Properties	AL	625,000	Aderholt
Department of Housing and Urban Development	Economic Development Initiatives	Jack Williams Veterans Resource Center Camp Jack Capital Improvements	AR	2,280,000	Womack
Department of Housing and Urban Development	Economic Development Initiatives	Fayetteville Supporting Lifelong Success (SLS) Community Infrastructure	AR	3,000,000	Womack
Department of Housing and Urban Development	Economic Development Initiatives	Non-Congregate Shelter	AZ	500,000	Stanton
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Small Business Revitalization and Rehabilitation Program	AZ	300,000	Stanton
Department of Housing and Urban Development	Economic Development Initiatives	Tohono O'odham Permanent Children's Home	AZ	750,000	Raúl M. Grijalva
Department of Housing and Urban Development	Economic Development Initiatives	Home energy retrofit program for low-income and vulnerable families	AZ	750,000	O'Halleran
Department of Housing and Urban Development	Economic Development Initiatives	Pascua Yaqui Tribe Children's Education and Cultural Center	AZ	840,000	Gallego
Department of Housing and Urban Development	Economic Development Initiatives	Renovation for Veteran Transition Housing Program	AZ	1,500,000	Gallego
Department of Housing and Urban Development	Economic Development Initiatives	Edison Impact Hub	AZ	1,000,000	Gallego
Department of Housing and Urban Development	Economic Development Initiatives	Vista Village Resident Service Center	AZ	1,391,402	Gallego
Department of Housing and Urban Development	Economic Development Initiatives	Nogales Rural Innovation Center—Fostering Business Success to Create Jobs	AZ	750,000	Raúl M. Grijalva
Department of Housing and Urban Development	Economic Development Initiatives	Willard Apartments Improvement Project	AZ	800,000	Kirkpatrick
Department of Housing and Urban Development	Economic Development Initiatives	City of Tucson Dunbar Pavilion/Dunbar School Rehabilitation Project	AZ	1,146,028	Kirkpatrick; Raúl M. Grijalva
Department of Housing and Urban Development	Economic Development Initiatives	Mother's Hub at Circle Tree Ranch	AZ	2,838,521	Kirkpatrick
Department of Housing and Urban Development	Economic Development Initiatives	Historic Old Town	AZ	1,570,000	Raúl M. Grijalva
Department of Housing and Urban Development	Economic Development Initiatives	YMCA Drowning Prevention Services Facility Improvements Project	AZ	600,000	Kirkpatrick
Department of Housing and Urban Development	Economic Development Initiatives	Gardena Community Aquatic & Senior Center	CA	1,400,000	Waters
Department of Housing and Urban Development	Economic Development Initiatives	Homeless Shelter Development	CA	2,250,000	Levin (CA)

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Camp2Home	CA	500,000	Harder (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Parque Rio Development	CA	3,000,000	Harder (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Youth Navigation Center of Stanislaus	CA	500,000	Harder (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Community Center at Quetzal Gardens	CA	500,000	Lofgren
Department of Housing and Urban Development	Economic Development Initiatives	Guadalupe River Park Restoration	CA	360,000	Lofgren
Department of Housing and Urban Development	Economic Development Initiatives	Building Improvements for Cultural Placekeeper, Neighborhood-Serving Nonprofits	CA	2,000,000	Pelosi
Department of Housing and Urban Development	Economic Development Initiatives	TOWER Hotel Seismic Retrofit and Rehab	CA	2,500,000	Pelosi
Department of Housing and Urban Development	Economic Development Initiatives	Food Bank New Food Storage Facility	CA	1,000,000	Pelosi
Department of Housing and Urban Development	Economic Development Initiatives	Hawthorne Affordable Housing Improvements Project	CA	500,000	Waters
Department of Housing and Urban Development	Economic Development Initiatives	Herz Playground Recreation Center	CA	1,500,000	Pelosi
Department of Housing and Urban Development	Economic Development Initiatives	Cupertino Library Expansion Project	CA	1,000,000	Khanna
Department of Housing and Urban Development	Economic Development Initiatives	Housing Navigation Center Health and Support Services	CA	500,000	Khanna
Department of Housing and Urban Development	Economic Development Initiatives	ALL IN Eats, providing for the food insecure in Alameda County	CA	1,000,000	Khanna
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Inglewood Revitalization Project	CA	3,000,000	Waters
Department of Housing and Urban Development	Economic Development Initiatives	Sepulveda Basin Community Room and Ranger Station	CA	3,000,000	Sherman
Department of Housing and Urban Development	Economic Development Initiatives	Basic Necessities for Low-Income Infants and Children	CA	1,000,000	Sherman
Department of Housing and Urban Development	Economic Development Initiatives	COVID Relief for Underserved/Unemployed Families	CA	362,000	Sherman

Department of Housing and Urban Development	Economic Development Initiatives	LA Family Housing-Project Home Key	CA	3,000,000	Tony Cárdenas
Department of Housing and Urban Development	Economic Development Initiatives	Covenant House California Hayward Village	CA	750,000	Swalwell
Department of Housing and Urban Development	Economic Development Initiatives	Veterans of Foreign Wars Post 2075 Rehabilitation Project	CA	235,127	Waters
Department of Housing and Urban Development	Economic Development Initiatives	Pacoima Beautiful-Pacoima Wash Greenway	CA	800,000	Tony Cárdenas
Department of Housing and Urban Development	Economic Development Initiatives	The Stack Center-Hayward Youth and Family Center	CA	1,500,000	Swalwell
Department of Housing and Urban Development	Economic Development Initiatives	15260 Rayen Housing Rehabilitation Project	CA	1,000,000	Tony Cárdenas
Department of Housing and Urban Development	Economic Development Initiatives	Merced County Courthouse Museum Facility Repairs	CA	2,000,000	Costa
Department of Housing and Urban Development	Economic Development Initiatives	Central Valley Training Center (CVTC)	CA	1,900,000	Costa
Department of Housing and Urban Development	Economic Development Initiatives	King City Streetscape	CA	1,000,000	Panetta
Department of Housing and Urban Development	Economic Development Initiatives	Just Transition Economic Revitalization Plan Project	CA	750,000	DeSaulnier
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Park in Downtown Livermore	CA	1,000,000	Swalwell
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Memorial Buildings Improvements Project	CA	700,000	DeSaulnier
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing: Pomona Artist Lofts, Pomona	CA	800,000	Torres (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Smart Cities Digital Divide	CA	1,720,000	Linda T. Sánchez
Department of Housing and Urban Development	Economic Development Initiatives	Bellflower Constitution Park Revitalization	CA	322,000	Linda T. Sánchez
Department of Housing and Urban Development	Economic Development Initiatives	Saratoga Park Improvements	CA	2,000,000	Torres (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Street Improvements and Walking Trail/Steps Rehabilitation	CA	3,000,000	Torres (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Bellflower Recreation in Motion Fleet Vehicle Replacement	CA	150,000	Roybal-Allard
Department of Housing and Urban Development	Economic Development Initiatives	Destination Crenshaw	CA	1,000,000	Bass
Department of Housing and Urban Development	Economic Development Initiatives	Family, Friend & Neighbor (FFN) Caregiver Support Network	CA	1,500,000	Khanna; Eshoo

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Roth Building Renovation	CA	3,000,000	Eshoo
Department of Housing and Urban Development	Economic Development Initiatives	Vine Hill Elementary School Building Replacement	CA	1,375,600	Eshoo
Department of Housing and Urban Development	Economic Development Initiatives	African American Holistic Resource Center	CA	1,000,000	Lee (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Improvements to Warner Center Park	CA	250,000	Sherman
Department of Housing and Urban Development	Economic Development Initiatives	Lake Elsinore Main Street Safety and Pedestrian Improvements Project	CA	400,000	Calvert
Department of Housing and Urban Development	Economic Development Initiatives	Maple Street Navigation Center	CA	500,000	Speier
Department of Housing and Urban Development	Economic Development Initiatives	Anderson Hotel Affordable Housing Preservation	CA	2,000,000	Carbajal
Department of Housing and Urban Development	Economic Development Initiatives	Santa Barbara Veterans Building Seismic and Safety Upgrade	CA	1,300,000	Carbajal
Department of Housing and Urban Development	Economic Development Initiatives	San Gabriel Valley Affordable Housing Project Pipeline	CA	3,000,000	Chu
Department of Housing and Urban Development	Economic Development Initiatives	New Soccer Fields at La Palma Park	CA	2,000,000	Correa
Department of Housing and Urban Development	Economic Development Initiatives	Escalante Meadows	CA	2,500,000	Carbajal
Department of Housing and Urban Development	Economic Development Initiatives	Interim Housing & Supportive Services Center for Homeless and Veteran Families	CA	500,000	Linda T. Sánchez
Department of Housing and Urban Development	Economic Development Initiatives	Goleta Valley Community Center Seismic/ADA	CA	3,000,000	Carbajal
Department of Housing and Urban Development	Economic Development Initiatives	Santiago Creek Festival Grounds Transformative Project	CA	2,000,000	Correa
Department of Housing and Urban Development	Economic Development Initiatives	Brisbane Affordable Housing Rehabilitation	CA	495,000	Speier
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing Development/Corporation Yard Environmental Clean-Up and Improvements	CA	2,000,000	Lee (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Accessibility Modifications of Main Clubhouse	CA	200,000	Linda T. Sánchez

Department of Housing and Urban Development	Economic Development Initiatives	Jenesse Center Healthy Family and Community Project	CA	1,000,000	Bass
Department of Housing and Urban Development	Economic Development Initiatives	Neff Park-Accessibility and Lighting	CA	475,000	Linda T. Sánchez
Department of Housing and Urban Development	Economic Development Initiatives	Ward EDC King Solomon Village Interim Housing	CA	1,000,000	Bass
Department of Housing and Urban Development	Economic Development Initiatives	Mirasol Village Early Childhood Education Center	CA	1,125,000	Matsui
Department of Housing and Urban Development	Economic Development Initiatives	St. Joseph Center Workforce Development Training Programs for Low Income Adults	CA	500,000	Bass
Department of Housing and Urban Development	Economic Development Initiatives	Armenian American Museum and Cultural Center of California	CA	950,000	Schiff
Department of Housing and Urban Development	Economic Development Initiatives	Highland Park Youth Arts Center	CA	1,000,000	Gomez
Department of Housing and Urban Development	Economic Development Initiatives	Covenant House California Safe Haven Emergency Housing Expansion Completion	CA	880,546	Schiff
Department of Housing and Urban Development	Economic Development Initiatives	Labor Training and Mutual Aid Center	CA	750,000	Gomez
Department of Housing and Urban Development	Economic Development Initiatives	Ramona Gardens Natural Park	CA	950,000	Gomez
Department of Housing and Urban Development	Economic Development Initiatives	Habitat for Humanity's Veterans Blitz Build	CA	800,000	Aguilar
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Upland Main Street Economic Recovery and Revitalization Project	CA	1,000,000	Aguilar
Department of Housing and Urban Development	Economic Development Initiatives	Community Cooling Boyle Heights	CA	1,000,000	Gomez
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing in Chinatown	CA	1,500,000	Gomez
Department of Housing and Urban Development	Economic Development Initiatives	Fair Oaks Community Clubhouse Facility Renovation	CA	560,929	Bera
Department of Housing and Urban Development	Economic Development Initiatives	Soboba Crossroads Project	CA	1,000,000	Ruiz
Department of Housing and Urban Development	Economic Development Initiatives	Anderson Valley Affordable Housing Initiative	CA	400,000	Huffman
Department of Housing and Urban Development	Economic Development Initiatives	Opportunities to Advance Sustainability, Innovation, and Social inclusion (OASIS) Clean Technology Park	CA	1,500,000	Takano
Department of Housing and Urban Development	Economic Development Initiatives	Humboldt County Comprehensive Economic Development Strategy	CA	218,000	Huffman
Department of Housing and Urban Development	Economic Development Initiatives	Water Reservoir Replacement Project	CA	500,000	Ruiz

Transportation, and Housing and Urban Development—Continued

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Thai Town Marketplace	CA	1,000,000	Schiff
Department of Housing and Urban Development	Economic Development Initiatives	Child Care Expansion Project	CA	175,000	Takano
Department of Housing and Urban Development	Economic Development Initiatives	Fairfax Cool Neighborhoods	CA	1,000,000	Lieu
Department of Housing and Urban Development	Economic Development Initiatives	Hart Park City of Orange	CA	2,000,000	Correa
Department of Housing and Urban Development	Economic Development Initiatives	Community Center Renovation Project	CA	500,000	Ruiz
Department of Housing and Urban Development	Economic Development Initiatives	LA-San Gabriel Mountains Urban Shuttle System	CA	995,000	Chu
Department of Housing and Urban Development	Economic Development Initiatives	Park Improvements	CA	1,000,000	Correa
Department of Housing and Urban Development	Economic Development Initiatives	Angeles National Forest Recreation Multi-Cultural Visitor Reception/Recreation Area & Trail Signage	CA	125,000	Chu
Department of Housing and Urban Development	Economic Development Initiatives	Tierney Center for Veteran Services	CA	300,000	Correa
Department of Housing and Urban Development	Economic Development Initiatives	Rancho Santiago Community College District Digital Access Consortium	CA	2,000,000	Correa
Department of Housing and Urban Development	Economic Development Initiatives	Woolner Ave Home Construction	CA	1,000,000	Garamendi
Department of Housing and Urban Development	Economic Development Initiatives	Torrance Homelessness Response—Encampment Infrastructure	CA	1,000,000	Lieu
Department of Housing and Urban Development	Economic Development Initiatives	Disaster Preparedness for Medically Tailored Meals	CA	100,000	Huffman
Department of Housing and Urban Development	Economic Development Initiatives	Final Phase of the La Puente Park Master Plan	CA	3,000,000	Napolitano
Department of Housing and Urban Development	Economic Development Initiatives	Arterial Street Medians Rehabilitation Project	CA	2,000,000	Linda T. Sánchez
Department of Housing and Urban Development	Economic Development Initiatives	Orangewood Parkette	CA	850,000	Lowenthal
Department of Housing and Urban Development	Economic Development Initiatives	Santa Monica Parking Lot Affordable Housing Conversion	CA	2,000,000	Lieu

Department of Housing and Urban Development	Economic Development Initiatives	Civic Center Parking Lot Improvement Project	CA	1,800,000	Lowenthal
Department of Housing and Urban Development	Economic Development Initiatives	YWCA Harbor Area San Pedro Permanent Supportive Housing	CA	2,000,000	Nanette Diaz Barragán
Department of Housing and Urban Development	Economic Development Initiatives	San Gabriel Valley Park	CA	1,500,000	Napolitano
Department of Housing and Urban Development	Economic Development Initiatives	HOPICS Community Homeless and Housing Services Access Center	CA	250,000	Nanette Diaz Barragán
Department of Housing and Urban Development	Economic Development Initiatives	EL Monte-MacLaren Community Park Project	CA	1,500,000	Napolitano
Department of Housing and Urban Development	Economic Development Initiatives	The Cove at the Villages at Cabrillo: Housing our City's Veterans	CA	1,094,239	Lowenthal
Department of Housing and Urban Development	Economic Development Initiatives	Covina Recreation Village	CA	3,000,000	Napolitano
Department of Housing and Urban Development	Economic Development Initiatives	Silverado Park Playground	CA	1,500,000	Lowenthal
Department of Housing and Urban Development	Economic Development Initiatives	City of Los Angeles Watts Greening Public Housing for the Future	CA	860,000	Nanette Diaz Barragán
Department of Housing and Urban Development	Economic Development Initiatives	Roadside Park Project	CA	2,222,000	Napolitano
Department of Housing and Urban Development	Economic Development Initiatives	Burlingame Community Center, Photovoltaic Panel Project	CA	900,000	Speier
Department of Housing and Urban Development	Economic Development Initiatives	Arnold Avenue Rehabilitation	CA	749,650	Lieu
Department of Housing and Urban Development	Economic Development Initiatives	Pasadena Broadband Network Expansion	CA	1,500,000	Chu
Department of Housing and Urban Development	Economic Development Initiatives	Agoura Hills/Calabasas Community Center	CA	1,000,000	Lieu
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Memorial Buildings Improvements	CA	300,000	McNerney
Department of Housing and Urban Development	Economic Development Initiatives	Alhambra Comprehensive Sustainability Plan	CA	680,000	Chu
Department of Housing and Urban Development	Economic Development Initiatives	Farmworker Workforce Center	CA	250,000	Panetta
Department of Housing and Urban Development	Economic Development Initiatives	Oakland Cultural and Commercial Corridor Recovery Project	CA	1,000,000	Lee (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Linda Vista Branch Library, Outdoor Early Learning Patio Project	CA	500,000	Jacobs (CA)
Department of Housing and Urban Development	Economic Development Initiatives	City Heights Multimedia IDEA LAB and Performance Annex	CA	1,000,000	Jacobs (CA)

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Balboa Park Starlight Bowl ADA Facility Enhancements	CA	500,000	Jacobs (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Community Action Partnership of Kern Food Bank Expansion	CA	3,000,000	Valadao
Department of Housing and Urban Development	Economic Development Initiatives	Oroville Veterans Memorial Park, ADA Accessibility, and River Access Improvement Project	CA	1,000,000	LaMalfa
Department of Housing and Urban Development	Economic Development Initiatives	Chico Sewer Master Plan Project P-18 Trunkline	CA	3,000,000	LaMalfa
Department of Housing and Urban Development	Economic Development Initiatives	OC Loop Tracks at Brea Final Phase Gap Closure	CA	2,000,000	Kim (CA)
Department of Housing and Urban Development	Economic Development Initiatives	Fire Station	CA	1,500,000	McNerney
Department of Housing and Urban Development	Economic Development Initiatives	Search and Rescue Training and Vehicle Storage Facility	CO	500,000	Neguse
Department of Housing and Urban Development	Economic Development Initiatives	City of Loveland Pulliam Community Building Renovations 2021	CO	1,000,000	Neguse
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing Creation at Stay Inn Site	CO	2,000,000	DeGette
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Apartment Construction	CO	1,450,000	DeGette
Department of Housing and Urban Development	Economic Development Initiatives	Urban Peak Shelter Reconstruction Project	CO	3,000,000	DeGette
Department of Housing and Urban Development	Economic Development Initiatives	National Lao-Hmong Memorial	CO	250,000	Perlmutter
Department of Housing and Urban Development	Economic Development Initiatives	Village Exchange Center Community Center Renovation Project	CO	1,700,000	Crow
Department of Housing and Urban Development	Economic Development Initiatives	Safe Outdoor Spaces Project	CO	1,350,000	Crow
Department of Housing and Urban Development	Economic Development Initiatives	Generational Opportunities to Achieve Long-Term Success (GOALS) Program	CO	1,000,000	Crow
Department of Housing and Urban Development	Economic Development Initiatives	Mt. Growmore	CT	1,000,000	Himes
Department of Housing and Urban Development	Economic Development Initiatives	Colt Park Structure Rehabilitation	CT	1,000,000	Larson (CT)

Department of Housing and Urban Development	Economic Development Initiatives	Lawnhill Terrace	CT	450,000	Himes
Department of Housing and Urban Development	Economic Development Initiatives	The Center for Family Justice	CT	865,000	Himes
Department of Housing and Urban Development	Economic Development Initiatives	Riverfront Park	CT	900,000	Larson (CT)
Department of Housing and Urban Development	Economic Development Initiatives	Hartford400	CT	900,000	Larson (CT)
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation of Hockanum River Linear Park Trail	CT	700,000	Larson (CT)
Department of Housing and Urban Development	Economic Development Initiatives	Wastewater Treatment Facility	CT	3,000,000	Hayes
Department of Housing and Urban Development	Economic Development Initiatives	La Bodeguita De La Gente	CT	250,000	Larson (CT)
Department of Housing and Urban Development	Economic Development Initiatives	Demolition of Thomas Aquinas School Building	CT	350,000	Hayes
Department of Housing and Urban Development	Economic Development Initiatives	Scotland Town Hall Renovation	CT	700,000	Courtney
Department of Housing and Urban Development	Economic Development Initiatives	East Hartford Downtown Post Office Acquisition	CT	600,000	Larson (CT)
Department of Housing and Urban Development	Economic Development Initiatives	R.M. Keating Historical Enterprise Park (Middletown)	CT	1,000,000	DeLauro
Department of Housing and Urban Development	Economic Development Initiatives	Facility Improvements	CT	1,500,000	DeLauro
Department of Housing and Urban Development	Economic Development Initiatives	Crumbling Foundations Remediation and Restoration	CT	2,000,000	Courtney
Department of Housing and Urban Development	Economic Development Initiatives	Recreational Facilities Renewal	CT	350,000	DeLauro
Department of Housing and Urban Development	Economic Development Initiatives	Interior and exterior renovation of 2 Wharton Brook Drive	CT	500,000	DeLauro
Department of Housing and Urban Development	Economic Development Initiatives	Victim Impact Project	CT	300,000	Larson (CT)
Department of Housing and Urban Development	Economic Development Initiatives	Enfield Rail Station Public Facilities Roadway Access, Sidewalks, and Parking Lot Improvements	CT	2,500,000	Courtney
Department of Housing and Urban Development	Economic Development Initiatives	Water Safety and Quality Infrastructure Improvement	CT	1,952,130	Courtney
Department of Housing and Urban Development	Economic Development Initiatives	Hockanum Mill Roof Replacement and Hazardous Materials Removal	CT	500,000	Courtney
Department of Housing and Urban Development	Economic Development Initiatives	District Alliance for Safe Housing (DASH)	DC	526,730	Norton

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	11th Street Bridge Park	DC	3,000,000	Norton
Department of Housing and Urban Development	Economic Development Initiatives	Calvary Women's Services	DC	200,000	Norton
Department of Housing and Urban Development	Economic Development Initiatives	SAFE Space Crisis Shelter for Domestic Violence	DC	570,000	Norton
Department of Housing and Urban Development	Economic Development Initiatives	Urban Prosperity Hub Development Project	DC	3,000,000	Norton
Department of Housing and Urban Development	Economic Development Initiatives	Faunteroy Community Enrichment Center	DC	910,000	Norton
Department of Housing and Urban Development	Economic Development Initiatives	Holmes County Multipurpose and Recreational Center Rehabilitation	FL	3,000,000	Dunn
Department of Housing and Urban Development	Economic Development Initiatives	Everglades City Wastewater Treatment Plant	FL	3,000,000	Diaz-Balart
Department of Housing and Urban Development	Economic Development Initiatives	Chokoloskee Master Pump Station	FL	2,000,000	Diaz-Balart
Department of Housing and Urban Development	Economic Development Initiatives	Collier County Government-Collier County Sidewalk Project	FL	987,000	Diaz-Balart
Department of Housing and Urban Development	Economic Development Initiatives	Clewiston Ventura Avenue Street Repair	FL	999,858	Diaz-Balart
Department of Housing and Urban Development	Economic Development Initiatives	Hendry County Board of County Commissioners—Hendry County Wastewater Infrastructure	FL	1,800,000	Diaz-Balart
Department of Housing and Urban Development	Economic Development Initiatives	Hendry County Board of County Commissioners—Hendry County Harlem Academy Upgrades	FL	500,000	Diaz-Balart
Department of Housing and Urban Development	Economic Development Initiatives	Simonhoff Floral Park Improvements and COVID-19 Memorial	FL	687,659	Wilson (FL)
Department of Housing and Urban Development	Economic Development Initiatives	The Bahamian Museum of Arts and Culture	FL	2,200,000	Wilson (FL)
Department of Housing and Urban Development	Economic Development Initiatives	Imagine Clearwater	FL	1,500,000	Crist
Department of Housing and Urban Development	Economic Development Initiatives	Construction of a state-of-the-art Child Advocacy Center in North Port, Florida, Sarasota County	FL	3,000,000	Steube
Department of Housing and Urban Development	Economic Development Initiatives	St. Petersburg Science Center	FL	3,000,000	Crist

Department of Housing and Urban Development	Economic Development Initiatives	Sanford Housing Authority Resource Center (SHARC)	FL	258,300	Murphy (FL)
Department of Housing and Urban Development	Economic Development Initiatives	Senior Citizen Plaza New Generator and Transformer	FL	2,500,000	Gimenez
Department of Housing and Urban Development	Economic Development Initiatives	Agape Village Health Center construction	FL	3,000,000	Gimenez
Department of Housing and Urban Development	Economic Development Initiatives	Community and Veteran Empowerment Center	FL	2,000,000	Lawson (FL)
Department of Housing and Urban Development	Economic Development Initiatives	AmSkills Workforce Training Innovation Center renovations, including ADA compliance	FL	3,000,000	Bilirakis
Department of Housing and Urban Development	Economic Development Initiatives	White Harvest Farms and Market Project	FL	2,000,000	Lawson (FL)
Department of Housing and Urban Development	Economic Development Initiatives	Sanborn Square Renovation Project	FL	285,000	Deutch
Department of Housing and Urban Development	Economic Development Initiatives	Cultural Campus Warehouse Renovation and Site Work	FL	2,125,804	Castor (FL)
Department of Housing and Urban Development	Economic Development Initiatives	Fair Oaks Senior Center Redevelopment	FL	1,000,000	Castor (FL)
Department of Housing and Urban Development	Economic Development Initiatives	The Expansion of Eugene Lamb, Jr. Recreation Center	FL	2,000,000	Lawson (FL)
Department of Housing and Urban Development	Economic Development Initiatives	Life Enrichment Center (LEC) building	FL	1,000,000	Frankel, Lois
Department of Housing and Urban Development	Economic Development Initiatives	Concord School Restoration	FL	1,000,000	Lawson (FL)
Department of Housing and Urban Development	Economic Development Initiatives	City of Oldsmar State Street Drainage Project	FL	1,600,000	Bilirakis
Department of Housing and Urban Development	Economic Development Initiatives	Homeless Family Campus Renovation	FL	998,900	Frankel, Lois
Department of Housing and Urban Development	Economic Development Initiatives	Medical Care for Homeless Populations	FL	1,000,000	Frankel, Lois
Department of Housing and Urban Development	Economic Development Initiatives	Emergency Generators for OHA Public Housing Sites (2)	FL	68,500	Demings
Department of Housing and Urban Development	Economic Development Initiatives	Ocoee Lakefront Park Restroom/Concession Building	FL	361,075	Demings
Department of Housing and Urban Development	Economic Development Initiatives	Wayne Densch Community Center	FL	500,000	Demings
Department of Housing and Urban Development	Economic Development Initiatives	Connectivity for Prosperity	FL	520,000	Castor (FL)
Department of Housing and Urban Development	Economic Development Initiatives	Berlinsky Community House	FL	1,000,000	Soto

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Southeast Government Center	FL	1,000,000	Soto
Department of Housing and Urban Development	Economic Development Initiatives	Winter Haven Dark Fiber Activation of Industrial Development Zone	FL	500,000	Soto
Department of Housing and Urban Development	Economic Development Initiatives	Reuse Storage Pond Expansion	FL	2,500,000	Soto
Department of Housing and Urban Development	Economic Development Initiatives	Valencia College-Poinciana Campus Energy Independence project	FL	500,000	Soto
Department of Housing and Urban Development	Economic Development Initiatives	Hope Apartments-Motel Conversion	FL	1,000,000	Soto
Department of Housing and Urban Development	Economic Development Initiatives	Boys and Girls Club in Miami Gardens	FL	2,400,000	Wilson (FL)
Department of Housing and Urban Development	Economic Development Initiatives	C.W. Thomas Park Redevelopment	FL	3,000,000	Wasserman Schultz
Department of Housing and Urban Development	Economic Development Initiatives	Jewish Federation of Sarasota-Manatee Security	FL	1,430,000	Buchanan
Department of Housing and Urban Development	Economic Development Initiatives	Manatee County Palmetto Trails planning and design	FL	2,900,000	Buchanan
Department of Housing and Urban Development	Economic Development Initiatives	Sarasota County Legacy Trail planning design	FL	990,000	Buchanan
Department of Housing and Urban Development	Economic Development Initiatives	Pasco County Board of County Commissioners—Rural Northwest Pasco Community Park Site Acquisition	FL	1,000,000	Bilirakis
Department of Housing and Urban Development	Economic Development Initiatives	City of Kennesaw neighborhood improvements	GA	1,000,000	Loudermilk
Department of Housing and Urban Development	Economic Development Initiatives	Ritz Theater and Cultural Center	GA	2,200,000	Bishop (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Community Food Hub	GA	2,000,000	Bishop (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Water and Wastewater Infrastructure for New Industrial Park	GA	1,000,000	Bishop (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Conduct extensive exterior and interior renovations	GA	500,000	Bishop (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Driskell Park	GA	3,000,000	Bishop (GA)

Department of Housing and Urban Development	Economic Development Initiatives	Creative Village Affordable Housing and Studio Complex for Artists	GA	209,000	Johnson (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Paces Mill/Palisades Rehabilitation	GA	1,000,000	McBath
Department of Housing and Urban Development	Economic Development Initiatives	Georgia Piedmont Technical College Regional Transportation Training Center	GA	1,000,000	Johnson (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Paces Mill Palisades Unit Rehabilitation	GA	1,000,000	Scott, David
Department of Housing and Urban Development	Economic Development Initiatives	The Water Tower Advanced Lab Equipment	GA	310,000	Bourdeaux
Department of Housing and Urban Development	Economic Development Initiatives	Peachtree Corners Curiosity Lab Mobility Hub Improvements	GA	495,000	Bourdeaux
Department of Housing and Urban Development	Economic Development Initiatives	Lawrenceville Housing Authority Public Housing Rehabilitation	GA	150,000	Bourdeaux
Department of Housing and Urban Development	Economic Development Initiatives	The Stitch	GA	1,160,000	Williams (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Prince Hall Masonic Lodge	GA	200,000	Williams (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Care Facility and Program Expansion Project	GA	2,200,000	Williams (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Decatur Recreation Center Clean Energy Project	GA	750,000	Williams (GA)
Department of Housing and Urban Development	Economic Development Initiatives	Keaau-Puna Youth Development Community Center	HI	1,000,000	Kahele
Department of Housing and Urban Development	Economic Development Initiatives	Kauai Creative Technology Center	HI	650,000	Kahele
Department of Housing and Urban Development	Economic Development Initiatives	Milolii Community Enrichment and Historical Center	HI	1,000,000	Kahele
Department of Housing and Urban Development	Economic Development Initiatives	Jones County Affordable Housing Project	IA	500,000	Hinson
Department of Housing and Urban Development	Economic Development Initiatives	The South End Housing Development Program	IA	904,336	Axne
Department of Housing and Urban Development	Economic Development Initiatives	Idaho Grain & Ag Innovation Center building improvements	ID	787,000	Simpson
Department of Housing and Urban Development	Economic Development Initiatives	Habitat for Humanity Idaho Falls Area, Inc.—Land acquisition and utilities infrastructure	ID	3,000,000	Simpson
Department of Housing and Urban Development	Economic Development Initiatives	CTA Red Line Extension—Workforce Development	IL	1,500,000	Kelly (IL)
Department of Housing and Urban Development	Economic Development Initiatives	Center on Halsted Youth Housing Program	IL	1,000,000	Quigley

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Fifth City Chicago Renovation Project	IL	475,000	Davis, Danny K.
Department of Housing and Urban Development	Economic Development Initiatives	Elam House Renovation	IL	450,000	Davis, Danny K.
Department of Housing and Urban Development	Economic Development Initiatives	Gillespie Downtown Streetscape	IL	3,000,000	Davis, Rodney
Department of Housing and Urban Development	Economic Development Initiatives	Residential Blight Reduction	IL	400,000	Kelly (IL)
Department of Housing and Urban Development	Economic Development Initiatives	Planning and Design for the new Saint Anthony Hospital	IL	923,000	Jesús G. "Chuy" García
Department of Housing and Urban Development	Economic Development Initiatives	Humboldt Park Affordable Housing (LUCHA)	IL	2,000,000	Jesús G. "Chuy" García
Department of Housing and Urban Development	Economic Development Initiatives	Reclaiming Southwest Chicago	IL	1,000,000	Jesús G. "Chuy" García
Department of Housing and Urban Development	Economic Development Initiatives	BPNC Community Center	IL	1,035,000	Jesús G. "Chuy" García
Department of Housing and Urban Development	Economic Development Initiatives	Community Day Services Center Improvement Projects	IL	975,000	Jesús G. "Chuy" García
Department of Housing and Urban Development	Economic Development Initiatives	Piotrowski Park Cultural Center Improvements	IL	1,000,000	Jesús G. "Chuy" García
Department of Housing and Urban Development	Economic Development Initiatives	Village of Granville—Wastewater Treatment Plant Improvements	IL	350,000	Kinzinger
Department of Housing and Urban Development	Economic Development Initiatives	Youth Equity Center	IL	750,000	Bustos
Department of Housing and Urban Development	Economic Development Initiatives	Automation Annex, Morrison Tech Innovation Center Complex	IL	1,500,000	Bustos
Department of Housing and Urban Development	Economic Development Initiatives	Byron Water System Improvements Project	IL	2,000,000	Kinzinger
Department of Housing and Urban Development	Economic Development Initiatives	Construction of Community Center and Expansion of Library at East Dubuque District Library	IL	400,000	Bustos
Department of Housing and Urban Development	Economic Development Initiatives	Former Harrison School Demolition	IL	1,000,000	Bustos
Department of Housing and Urban Development	Economic Development Initiatives	The MEWS at Spencer Road, Affordable Housing and Mixed Use Development	IL	3,000,000	Foster

Department of Housing and Urban Development	Economic Development Initiatives	360 Youth Services Youth Affordable Housing Resource Center	IL	3,000,000	Foster; Casten
Department of Housing and Urban Development	Economic Development Initiatives	New Life Interim Housing Renovation	IL	450,000	Schakowsky
Department of Housing and Urban Development	Economic Development Initiatives	Capital Rehabilitation of Glendale Heights Program Campus	IL	197,644	Casten
Department of Housing and Urban Development	Economic Development Initiatives	Chicago Eco House Prison to Flower Farm Project	IL	25,000	Rush
Department of Housing and Urban Development	Economic Development Initiatives	Robbins Park District Community Center Repairs & Restoration	IL	160,000	Rush
Department of Housing and Urban Development	Economic Development Initiatives	Joliet Area Historical Museum Rehabilitation of the Old Joliet Prison Historic Site	IL	3,000,000	Foster
Department of Housing and Urban Development	Economic Development Initiatives	YWCA Evanston/North Shore Domestic Violence Shelter	IL	450,000	Schakowsky
Department of Housing and Urban Development	Economic Development Initiatives	Summit Community Center	IL	500,000	Newman
Department of Housing and Urban Development	Economic Development Initiatives	Park Street Closure and Enhancement Project	IL	600,000	Schneider
Department of Housing and Urban Development	Economic Development Initiatives	Northern Illinois Food Bank distribution center	IL	750,000	Schneider
Department of Housing and Urban Development	Economic Development Initiatives	Hesed House Comprehensive Resource Center and 24/7 Shelter, Aurora, Illinois	IL	1,620,000	Foster
Department of Housing and Urban Development	Economic Development Initiatives	Waukegan Carnegie Museum Revitalization Project	IL	3,000,000	Schneider
Department of Housing and Urban Development	Economic Development Initiatives	CASA Clubhouse	IL	200,000	Underwood
Department of Housing and Urban Development	Economic Development Initiatives	Critical Infrastructure Improvements for Visitor Safety, Animal Welfare, and Energy Efficiency in Lincoln Park	IL	1,000,000	Quigley
Department of Housing and Urban Development	Economic Development Initiatives	Global Village Welcome Center	IN	500,000	Andre Carson
Department of Housing and Urban Development	Economic Development Initiatives	6th St. Bike Blvd. & Heritage Trail Connection	KS	1,500,000	Davids (KS)
Department of Housing and Urban Development	Economic Development Initiatives	Klamm Park Trail	KS	400,000	Davids (KS)
Department of Housing and Urban Development	Economic Development Initiatives	Sumner Area Green Corridor Design	KS	1,500,000	Davids (KS)
Department of Housing and Urban Development	Economic Development Initiatives	Maple Street Park Project	KY	500,000	Yarmuth
Department of Housing and Urban Development	Economic Development Initiatives	Unity House family housing improvements	KY	225,000	Yarmuth

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	City of Salyersville Mountain Parkway Improvements	KY	1,290,000	Rogers (KY)
Department of Housing and Urban Development	Economic Development Initiatives	Barren County Fiscal Court—Chapatcha Industrial Park Development	KY	1,000,000	Guthrie
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Manchester Market Place	KY	2,200,000	Rogers (KY)
Department of Housing and Urban Development	Economic Development Initiatives	William Wells Brown land acquisition and construction	KY	3,000,000	Barr
Department of Housing and Urban Development	Economic Development Initiatives	Woldenberg Riverfront Park Improvements	LA	3,000,000	Troy A. Carter
Department of Housing and Urban Development	Economic Development Initiatives	9th Ward Stadium	LA	3,000,000	Troy A. Carter
Department of Housing and Urban Development	Economic Development Initiatives	St. Michael's Residence Hall	LA	2,500,000	Troy A. Carter
Department of Housing and Urban Development	Economic Development Initiatives	City of Gonzales Community, Activity, Recreation, and Education (CARE) Center	LA	3,000,000	Graves (LA)
Department of Housing and Urban Development	Economic Development Initiatives	Facility modifications and upgrades to the New England Center and Home for Veterans	MA	1,000,000	Lynch
Department of Housing and Urban Development	Economic Development Initiatives	LeLacheur Baseball Park Rehabilitation	MA	750,000	Trahan
Department of Housing and Urban Development	Economic Development Initiatives	Fitchburg Early Education Center	MA	750,000	Trahan
Department of Housing and Urban Development	Economic Development Initiatives	Boys & Girls Club of Dorchester—Martin Richard Foundation construction of a community fieldhouse and outdoor athletic and recreational facilities	MA	1,000,000	Lynch
Department of Housing and Urban Development	Economic Development Initiatives	Pleasant Street Elementary School Reutilization (Athol)	MA	1,047,542	McGovern
Department of Housing and Urban Development	Economic Development Initiatives	33 Hawley Street Project	MA	2,500,000	McGovern
Department of Housing and Urban Development	Economic Development Initiatives	Community Opportunity Center—Mary Ellen McCormack Housing Development	MA	1,750,000	Lynch
Department of Housing and Urban Development	Economic Development Initiatives	Harborlight Community Partners Affordable Housing	MA	700,000	Moulton
Department of Housing and Urban Development	Economic Development Initiatives	Open Door Expansion of North Shore Hunger Network	MA	786,892	Moulton

Department of Housing and Urban Development	Economic Development Initiatives	Forest Park Horticultural Plan	MA	3,000,000	Neal
Department of Housing and Urban Development	Economic Development Initiatives	Worcester Regional Food Hub Union Station Fit-Out	MA	2,200,000	McGovern
Department of Housing and Urban Development	Economic Development Initiatives	City of Fall River Urban Renewal Plan Parking Lot and Facility Improvements	MA	1,500,000	Auchincloss
Department of Housing and Urban Development	Economic Development Initiatives	Spanish American Center Food Truck and Refrigerated Van	MA	110,000	McGovern
Department of Housing and Urban Development	Economic Development Initiatives	Framing the Future: construction of a new domestic violence shelter	MA	2,000,000	Auchincloss
Department of Housing and Urban Development	Economic Development Initiatives	Camp Atwater	MA	450,000	Neal
Department of Housing and Urban Development	Economic Development Initiatives	Greylock Glen Outdoor Center	MA	1,000,000	Neal
Department of Housing and Urban Development	Economic Development Initiatives	Patuxent Commons	MD	500,000	Mfume
Department of Housing and Urban Development	Economic Development Initiatives	Acquisition of new commercial space	MD	1,500,000	Trone
Department of Housing and Urban Development	Economic Development Initiatives	Annapolis City Dock Redevelopment: Resilience and Recovery	MD	300,000	Sarbanes
Department of Housing and Urban Development	Economic Development Initiatives	Transform and repurpose vacant/blighted properties	MD	500,000	Trone
Department of Housing and Urban Development	Economic Development Initiatives	South Germantown Recreational Park	MD	500,000	Trone
Department of Housing and Urban Development	Economic Development Initiatives	Brooklyn Park Teen Center	MD	3,000,000	Brown
Department of Housing and Urban Development	Economic Development Initiatives	Liberty's Promise Program Funding	MD	155,000	Brown
Department of Housing and Urban Development	Economic Development Initiatives	Historic Sotterly Restoration and Deferred Maintenance	MD	750,000	Hoyer
Department of Housing and Urban Development	Economic Development Initiatives	Phase 2 of Southern Crossing	MD	160,000	Hoyer
Department of Housing and Urban Development	Economic Development Initiatives	Pikesville Armory Redevelopment Project	MD	250,000	Sarbanes
Department of Housing and Urban Development	Economic Development Initiatives	Baltimore's Tivoly Triangle Eco-Village	MD	3,000,000	Mfume
Department of Housing and Urban Development	Economic Development Initiatives	Ambassador Theater Redevelopment	MD	3,000,000	Mfume
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization of Pennsylvania Avenue Market (The Avenue Market)	MD	2,000,000	Mfume

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Liberty Community Development Youth Center	MD	500,000	Mfume
Department of Housing and Urban Development	Economic Development Initiatives	Restore and Revitalize the North and South Park Squares of Mount Vernon Place, Baltimore City	MD	1,000,000	Mfume
Department of Housing and Urban Development	Economic Development Initiatives	Roll Off Dumpsters and Trucks	MD	245,000	Brown
Department of Housing and Urban Development	Economic Development Initiatives	Long Branch Stream Valley Park Pedestrian Bridge Replacements and ADA Improvements	MD	500,000	Raskin
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Silver Spring Place—Based Economic Revitalization and Workforce Development Initiative	MD	300,000	Raskin
Department of Housing and Urban Development	Economic Development Initiatives	The Hill Y in Westminster, MD—Safety and Accessibility Facility Updates	MD	370,000	Raskin
Department of Housing and Urban Development	Economic Development Initiatives	Bates Mill #5 Renovation	ME	1,000,000	Golden
Department of Housing and Urban Development	Economic Development Initiatives	Forest Products Hub Bio-digester Project, Madison	ME	1,000,000	Golden
Department of Housing and Urban Development	Economic Development Initiatives	York County Shelter Programs' Community Resource Center	ME	325,000	Pingree
Department of Housing and Urban Development	Economic Development Initiatives	Eastern Trails Management District planning project	ME	700,000	Pingree
Department of Housing and Urban Development	Economic Development Initiatives	The Rehabilitation of the Johnson Hall, Inc.	ME	411,710	Golden
Department of Housing and Urban Development	Economic Development Initiatives	Abyssinian Meeting House restoration project	ME	1,000,000	Pingree
Department of Housing and Urban Development	Economic Development Initiatives	Rumford Fire Station, Rumford Maine	ME	500,000	Golden
Department of Housing and Urban Development	Economic Development Initiatives	Brighton Area Fire Authority	MI	1,380,000	Slotkin
Department of Housing and Urban Development	Economic Development Initiatives	Midland Center for the Arts only for structural improvements	MI	500,000	Moolenaar
Department of Housing and Urban Development	Economic Development Initiatives	Breckenridge Industrial, Technology and Agri-Business Park Phase II	MI	1,646,932	Moolenaar
Department of Housing and Urban Development	Economic Development Initiatives	Biosolids to Fertilizer	MI	2,000,000	Stevens

Department of Housing and Urban Development	Economic Development Initiatives	Eastern Washtenaw Recreation Center	MI	3,000,000	Dingell
Department of Housing and Urban Development	Economic Development Initiatives	Plymouth Cultural Center ADA Compliance Project	MI	400,000	Stevens
Department of Housing and Urban Development	Economic Development Initiatives	North Flint Food Market	MI	650,000	Kildee
Department of Housing and Urban Development	Economic Development Initiatives	White Lake Civic Center Road and Sidewalk Construction Project	MI	1,600,000	Stevens
Department of Housing and Urban Development	Economic Development Initiatives	Michigan International Technology Center Improvement Project	MI	2,000,000	Stevens
Department of Housing and Urban Development	Economic Development Initiatives	Community Pavilion within Civic Center Campus Project	MI	1,500,000	Stevens
Department of Housing and Urban Development	Economic Development Initiatives	Creating a Community Meeting Space	MI	505,000	Levin (MI)
Department of Housing and Urban Development	Economic Development Initiatives	Livonia Senior Center Project	MI	3,000,000	Stevens
Department of Housing and Urban Development	Economic Development Initiatives	Library Accessibility and Training Area	MI	490,000	Levin (MI)
Department of Housing and Urban Development	Economic Development Initiatives	Eastside Community Hub Revitalization Project	MI	480,000	Levin (MI)
Department of Housing and Urban Development	Economic Development Initiatives	Pre-Development Phase 3 of City of Mount Clemens Art Space Project	MI	750,000	Levin (MI)
Department of Housing and Urban Development	Economic Development Initiatives	Clinton River Water Trail Improvements	MI	640,000	Levin (MI)
Department of Housing and Urban Development	Economic Development Initiatives	Removing Publicly-Owned Hazardous Structures in Neighborhoods and Re-Positioning Them for Productive Use	MI	1,750,000	Kildee
Department of Housing and Urban Development	Economic Development Initiatives	Washtenaw Intergrated Senior Experience (WISE) Center	MI	1,500,000	Dingell
Department of Housing and Urban Development	Economic Development Initiatives	Three Mile Trail Extension	MI	900,000	Bergman
Department of Housing and Urban Development	Economic Development Initiatives	Benton Harbor-Cornerstone Alliance-Free Community Wifi infrastructure and equipment	MI	200,000	Upton
Department of Housing and Urban Development	Economic Development Initiatives	Operation We Care and Neighborhood Revitalization	MI	520,000	Kildee
Department of Housing and Urban Development	Economic Development Initiatives	Flint Home Improvement Fund	MI	1,500,000	Kildee
Department of Housing and Urban Development	Economic Development Initiatives	Safe, Healthy, and Net Zero Energy Affordable Supportive Housing	MI	3,000,000	Dingell
Department of Housing and Urban Development	Economic Development Initiatives	North Huron Avenue Rejuvenation Project/2021 Road Project	MI	3,000,000	Bergman

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	City of Allegan—Streetscape improvements	MI	250,000	Upton
Department of Housing and Urban Development	Economic Development Initiatives	Memorial Grove All Abilities Park	MI	797,000	Slotkin
Department of Housing and Urban Development	Economic Development Initiatives	Replace the oldest, least quality, and least reliable water mains	MI	3,000,000	Slotkin
Department of Housing and Urban Development	Economic Development Initiatives	Addison Twp. Library Building	MI	500,000	Slotkin
Department of Housing and Urban Development	Economic Development Initiatives	Improvements to Fauver—Martin Club for the benefit of Highland Park	MI	2,000,000	Tlaib
Department of Housing and Urban Development	Economic Development Initiatives	Ruth Ellis Center on Clairmount (REC Center)	MI	1,000,000	Tlaib
Department of Housing and Urban Development	Economic Development Initiatives	SMART Park capital improvements	MI	2,000,000	Upton
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Park and Hamtramck Stadium Restroom Renovation	MI	653,989	Lawrence
Department of Housing and Urban Development	Economic Development Initiatives	Lenawee Economic Development Corporation—City of Adrian—Lenawee County Kiwanis Trail Connector	MI	3,000,000	Walberg
Department of Housing and Urban Development	Economic Development Initiatives	Northside Association for Community Development—Residents Implementing Our Plan-Collaborative	MI	2,000,000	Upton
Department of Housing and Urban Development	Economic Development Initiatives	Saline Pump Station and Utility Improvements	MI	599,999	Walberg
Department of Housing and Urban Development	Economic Development Initiatives	Stoudamire Wellness HUB	MI	1,787,725	Tlaib
Department of Housing and Urban Development	Economic Development Initiatives	Gourdy Ampitheater Project	MI	550,000	Tlaib
Department of Housing and Urban Development	Economic Development Initiatives	Inkster Senior Wellness Center	MI	2,500,000	Tlaib
Department of Housing and Urban Development	Economic Development Initiatives	Hope Network-Eastpointe Commons: Redeveloping Fulton Manor affordable housing	MI	3,000,000	Meijer
Department of Housing and Urban Development	Economic Development Initiatives	Detroit Energy Efficiency and Home Improvement Program	MI	2,000,000	Tlaib
Department of Housing and Urban Development	Economic Development Initiatives	Southwest Detroit Creative Connections Collaborative	MI	2,000,000	Tlaib

Department of Housing and Urban Development	Economic Development Initiatives	Jackson YMCA Healthy Living Campus improvements	MI	3,000,000	Walberg
Department of Housing and Urban Development	Economic Development Initiatives	International Institute of Minnesota	MN	1,500,000	McCollum
Department of Housing and Urban Development	Economic Development Initiatives	Fire Protection Upgrades in High-Rise Public Housing	MN	2,000,000	Omar
Department of Housing and Urban Development	Economic Development Initiatives	Minneapolis American Indian Center, All Roads Campaign	MN	3,000,000	Omar
Department of Housing and Urban Development	Economic Development Initiatives	North Commons Regional Vision	MN	2,000,000	Omar
Department of Housing and Urban Development	Economic Development Initiatives	Sabathani Community Center Building Revitalization Project	MN	500,000	Omar
Department of Housing and Urban Development	Economic Development Initiatives	Wadaag Commons	MN	1,800,000	Omar
Department of Housing and Urban Development	Economic Development Initiatives	Wakota Crossing	MN	3,000,000	Craig
Department of Housing and Urban Development	Economic Development Initiatives	Water treatment	MN	4,000,000	Phillips
Department of Housing and Urban Development	Economic Development Initiatives	Southwest Chaska Business Park Development—Sewer Extension	MN	2,000,000	Phillips
Department of Housing and Urban Development	Economic Development Initiatives	Manitou Road Water Main Improvements	MN	3,000,000	Phillips
Department of Housing and Urban Development	Economic Development Initiatives	Minnesota State Commercial Driving Skills Center	MN	1,175,000	Craig
Department of Housing and Urban Development	Economic Development Initiatives	Shoppes at Cottage View	MN	3,000,000	Craig
Department of Housing and Urban Development	Economic Development Initiatives	Gateway Regional Park West River Road Pedestrian Underpass	MN	1,250,000	Phillips
Department of Housing and Urban Development	Economic Development Initiatives	City of Wabasha Riverfront Revitalization Project	MN	138,434	Craig
Department of Housing and Urban Development	Economic Development Initiatives	City of Carver Flood Protection	MN	2,500,000	Emmer
Department of Housing and Urban Development	Economic Development Initiatives	City of Richmond Sewer and Water Improvements	MN	2,000,000	Emmer
Department of Housing and Urban Development	Economic Development Initiatives	Brooklyn Park Small Business Development and Acceleration Center	MN	1,000,000	Phillips
Department of Housing and Urban Development	Economic Development Initiatives	Harmony Village	MO	887,000	Bush
Department of Housing and Urban Development	Economic Development Initiatives	Mildred's Casa de Paz	MO	165,300	Bush

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Wellston Loop Mixed Use Development Project	MO	916,900	Bush
Department of Housing and Urban Development	Economic Development Initiatives	The Brunswick	MO	1,000,000	Cleaver
Department of Housing and Urban Development	Economic Development Initiatives	Mattie Rhodes Cultural Center	MO	1,259,000	Cleaver
Department of Housing and Urban Development	Economic Development Initiatives	Building Improvements and Accessibility at E 59th and Raytown Trafficway	MO	200,000	Cleaver
Department of Housing and Urban Development	Economic Development Initiatives	Regional Affordable Housing Initiative	MO	3,000,000	Cleaver
Department of Housing and Urban Development	Economic Development Initiatives	Grundy County Commission—Thompson River Bridge Bank Stabilization Project	MO	508,420	Graves (MO)
Department of Housing and Urban Development	Economic Development Initiatives	Centertown Wastewater Collection System	MO	3,000,000	Luetkemeyer
Department of Housing and Urban Development	Economic Development Initiatives	Second Harvest Community Food Bank Van Purchase	MO	50,000	Graves (MO)
Department of Housing and Urban Development	Economic Development Initiatives	Generator and structure to house generator for Guma Esperansa	MP	50,000	Sablan
Department of Housing and Urban Development	Economic Development Initiatives	Lowndes County Industrial Development Authority—Waterline Upgrade and Replacement	MS	500,000	Kelly (MS)
Department of Housing and Urban Development	Economic Development Initiatives	East Lagoon Wastewater Station	MS	1,000,000	Kelly (MS)
Department of Housing and Urban Development	Economic Development Initiatives	Jackson State University Center for Living, Learning and Cultural Engagement	MS	3,000,000	Thompson (MS)
Department of Housing and Urban Development	Economic Development Initiatives	Rural Hinds County Utilization Project	MS	1,465,000	Thompson (MS)
Department of Housing and Urban Development	Economic Development Initiatives	City of Diamondhead Commercial District Transformation Project	MS	1,000,000	Palazzo
Department of Housing and Urban Development	Economic Development Initiatives	Gateway Harbor, Long Beach, Mississippi	MS	3,000,000	Palazzo
Department of Housing and Urban Development	Economic Development Initiatives	Allen Street repairs	NC	200,000	Cawthorn
Department of Housing and Urban Development	Economic Development Initiatives	Greensboro Innovation District	NC	3,000,000	Manning

Department of Housing and Urban Development	Economic Development Initiatives	High Point Shelter and Day Center for the Homeless	NC	3,000,000	Manning
Department of Housing and Urban Development	Economic Development Initiatives	High Point Multi-Modal Connector Greenway	NC	1,500,000	Manning
Department of Housing and Urban Development	Economic Development Initiatives	LED lighting upgrades	NC	190,000	Manning
Department of Housing and Urban Development	Economic Development Initiatives	Depot Hill Economic Development	NC	750,000	Price (NC)
Department of Housing and Urban Development	Economic Development Initiatives	Downtown Economic Revitalization	NC	700,000	Price (NC)
Department of Housing and Urban Development	Economic Development Initiatives	Harriet's Place Renovations—Harriet Tubman YWCA	NC	1,000,000	Price (NC)
Department of Housing and Urban Development	Economic Development Initiatives	Homestead Gardens Affordable Housing	NC	2,000,000	Price (NC)
Department of Housing and Urban Development	Economic Development Initiatives	King's Ridge permanent, supportive housing	NC	2,000,000	Ross
Department of Housing and Urban Development	Economic Development Initiatives	Town of Garner Streetscape and Parking Improvements on Rand Mill Road	NC	1,030,405	Ross
Department of Housing and Urban Development	Economic Development Initiatives	Hoke Townhomes Development	NC	400,000	Adams
Department of Housing and Urban Development	Economic Development Initiatives	Grier Heights Master-Planned Community Project	NC	3,000,000	Adams
Department of Housing and Urban Development	Economic Development Initiatives	Three Sisters Market Food Cooperative	NC	750,000	Adams
Department of Housing and Urban Development	Economic Development Initiatives	ARISE housing for young adults transitioning out of foster care	NC	2,085,540	Butterfield
Department of Housing and Urban Development	Economic Development Initiatives	Northampton County Workforce Housing	NC	3,000,000	Butterfield
Department of Housing and Urban Development	Economic Development Initiatives	Imperial Centre Roof Replacement	NC	1,040,000	Butterfield
Department of Housing and Urban Development	Economic Development Initiatives	Highway 301 Corridor Revitilization	NC	1,500,000	Butterfield
Department of Housing and Urban Development	Economic Development Initiatives	South Raleigh Heritage Walk	NC	3,000,000	Ross
Department of Housing and Urban Development	Economic Development Initiatives	Town of Four Oaks Streetscape and Safety Improvements	NC	3,000,000	Rouzer
Department of Housing and Urban Development	Economic Development Initiatives	The North 24th Street Streetscape Improvements	NE	3,000,000	Bacon
Department of Housing and Urban Development	Economic Development Initiatives	South Sioux City, Nebraska Wastewater Plant	NE	5,000,000	Smith (NE)

Transportation, and Housing and Urban Development—Continued

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Barrington Town Offices and Emergency Operations Center Construction	NH	1,500,000	Pappas
Department of Housing and Urban Development	Economic Development Initiatives	North Country Council Housing Ready Program	NH	112,500	Kuster
Department of Housing and Urban Development	Economic Development Initiatives	Somersworth Fire Training Tower	NH	120,000	Pappas
Department of Housing and Urban Development	Economic Development Initiatives	Facility Construction and Rehabilitation	NJ	100,000	Watson Coleman
Department of Housing and Urban Development	Economic Development Initiatives	Franklin Township Youth Center	NJ	1,000,000	Watson Coleman
Department of Housing and Urban Development	Economic Development Initiatives	Trenton Artwalk Project	NJ	500,000	Watson Coleman
Department of Housing and Urban Development	Economic Development Initiatives	Dunhams Corner Road	NJ	1,600,091	Watson Coleman
Department of Housing and Urban Development	Economic Development Initiatives	Technology Access Points to Identify Residents At Risk of Food Insecurity and Issues Related to Social Determinants of Health	NJ	300,000	Norcross
Department of Housing and Urban Development	Economic Development Initiatives	Telehealth Access to the Homeless	NJ	500,000	Norcross
Department of Housing and Urban Development	Economic Development Initiatives	Training for Seniors in the use of Technology	NJ	250,000	Norcross
Department of Housing and Urban Development	Economic Development Initiatives	Restoration of Benjamin Cooper Tavern	NJ	500,000	Norcross
Department of Housing and Urban Development	Economic Development Initiatives	Bennett Avenue Affordable Housing Construction	NJ	3,000,000	Sherrill
Department of Housing and Urban Development	Economic Development Initiatives	Degnan Park—Senior Citizens Park Improvements Project	NJ	250,000	Sherrill
Department of Housing and Urban Development	Economic Development Initiatives	PAL Fields Recreational Lighting Project	NJ	649,000	Sherrill
Department of Housing and Urban Development	Economic Development Initiatives	Direct Services to Residents	NJ	600,000	Norcross
Department of Housing and Urban Development	Economic Development Initiatives	South Brunswick Library Expansion	NJ	405,000	Watson Coleman
Department of Housing and Urban Development	Economic Development Initiatives	Wrigley Park Rehabilitation	NJ	360,000	Pascrell

Department of Housing and Urban Development	Economic Development Initiatives	West Grantwood Park Rehabilitation	NJ	250,000	Pascrell
Department of Housing and Urban Development	Economic Development Initiatives	Milling and Resurfacing of Second Avenue and Third Avenue	NJ	250,000	Malinowski
Department of Housing and Urban Development	Economic Development Initiatives	Chambres Park Improvement	NJ	2,541,600	Malinowski
Department of Housing and Urban Development	Economic Development Initiatives	Borough of Wharton Public infrastructure improvements on Washington Street	NJ	250,000	Malinowski
Department of Housing and Urban Development	Economic Development Initiatives	Central Avenue Spray Park Project	NJ	250,000	Payne
Department of Housing and Urban Development	Economic Development Initiatives	Youth Engagement and Community Development	NJ	404,650	Payne
Department of Housing and Urban Development	Economic Development Initiatives	Trenton Wharf Flood Resilience Park Project	NJ	1,000,000	Watson Coleman
Department of Housing and Urban Development	Economic Development Initiatives	Renovation and Upgrade Project for Historic Perth Amboy Public Library	NJ	1,500,000	Pallone
Department of Housing and Urban Development	Economic Development Initiatives	Readington Township Public Works Garage Enhancement	NJ	750,000	Malinowski
Department of Housing and Urban Development	Economic Development Initiatives	Metuchen Parking Redesign	NJ	800,000	Pallone
Department of Housing and Urban Development	Economic Development Initiatives	Little Egg Harbor Township Recreation Complex Field Rehabilitation	NJ	1,000,000	Van Drew
Department of Housing and Urban Development	Economic Development Initiatives	Russell Golding Park Project	NJ	5,000,000	Sires
Department of Housing and Urban Development	Economic Development Initiatives	West New York Pier 93 Project	NJ	2,250,000	Sires
Department of Housing and Urban Development	Economic Development Initiatives	Project SOS Seeds of Service, Inc.—Seeds of Service Community Outreach Center Renovation Project	NJ	500,000	Smith (NJ)
Department of Housing and Urban Development	Economic Development Initiatives	Borough of Fort Lee Streetscape Project	NJ	250,000	Pascrell
Department of Housing and Urban Development	Economic Development Initiatives	Santa Fe Public Housing Re-Roofing Project	NM	1,044,172	Leger Fernandez
Department of Housing and Urban Development	Economic Development Initiatives	The Historic Taos County Courthouse	NM	1,263,973	Leger Fernandez
Department of Housing and Urban Development	Economic Development Initiatives	Broadband Expansion for the Curry County Fairgrounds	NM	250,000	Leger Fernandez
Department of Housing and Urban Development	Economic Development Initiatives	Daniel Webster park	NM	500,000	Melanie Stansbury
Department of Housing and Urban Development	Economic Development Initiatives	IPCC Indian Pueblo Opportunity Center and Kitchen	NM	1,032,800	Melanie Stansbury

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	City of Reno parks Americans with Disabilities Act (ADA) facility upgrades	NV	1,056,000	Amodei
Department of Housing and Urban Development	Economic Development Initiatives	Vegas Strong Resiliency Center	NV	3,000,000	Titus
Department of Housing and Urban Development	Economic Development Initiatives	Micro-Business Park & Affordable Housing	NV	1,000,000	Horsford
Department of Housing and Urban Development	Economic Development Initiatives	Cheyenne Sports Complex Enhancements	NV	750,000	Horsford
Department of Housing and Urban Development	Economic Development Initiatives	Civic Center	NV	1,000,000	Horsford
Department of Housing and Urban Development	Economic Development Initiatives	ARC Community Kitchen	NY	400,000	Espaillat
Department of Housing and Urban Development	Economic Development Initiatives	Chhaya Community Development Corporation Capacity Building	NY	2,000,000	Ocasio-Cortez
Department of Housing and Urban Development	Economic Development Initiatives	The Bronx Digital Equity Coalition	NY	650,000	Espaillat
Department of Housing and Urban Development	Economic Development Initiatives	Facility Renovation and Repair Project	NY	561,700	Morelle
Department of Housing and Urban Development	Economic Development Initiatives	Cooler Expansion Project	NY	750,000	Morelle
Department of Housing and Urban Development	Economic Development Initiatives	Special Initiatives Program—Housing	NY	750,000	Nydia M. Velázquez
Department of Housing and Urban Development	Economic Development Initiatives	East New York/Cypress Hills Covid-19 Recovery Initiative	NY	300,000	Nydia M. Velázquez
Department of Housing and Urban Development	Economic Development Initiatives	Anti-displacement community-based direct legal services and tenant education	NY	750,000	Nydia M. Velázquez
Department of Housing and Urban Development	Economic Development Initiatives	Queens Together Project	NY	250,000	Maloney, Carolyn B.
Department of Housing and Urban Development	Economic Development Initiatives	Roof for Sid Jacobson JCC	NY	850,000	Suozzi
Department of Housing and Urban Development	Economic Development Initiatives	NYUL Building Renovation	NY	1,739,440	Espaillat
Department of Housing and Urban Development	Economic Development Initiatives	Greater Cobleskill Community Center at Iorio Park Feasibility Study	NY	75,000	Delgado

Department of Housing and Urban Development	Economic Development Initiatives	CLOTH Food Pantry Reimagined	NY	740,000	Espaillat
Department of Housing and Urban Development	Economic Development Initiatives	Weisberg Commons renovation	NY	1,000,000	Espaillat
Department of Housing and Urban Development	Economic Development Initiatives	Beloved Community Green at Martin Luther King Multi-Purpose Center	NY	295,000	Jones
Department of Housing and Urban Development	Economic Development Initiatives	Capital Improvements to the YWCA's North Street Activity Center	NY	640,000	Jones
Department of Housing and Urban Development	Economic Development Initiatives	Village Hall Boiler Replacement Project/Sustainable Energy Initiative	NY	250,000	Jones
Department of Housing and Urban Development	Economic Development Initiatives	Dunbar Kitchen Modernization Project	NY	310,000	Jones
Department of Housing and Urban Development	Economic Development Initiatives	Community Food Hub	NY	3,000,000	Jeffries
Department of Housing and Urban Development	Economic Development Initiatives	Brooklyn Museum Permanent Galleries	NY	3,000,000	Jeffries; Clarke (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Ohel Kissena Blvd Residence Rehabilitation Project	NY	233,000	Meng
Department of Housing and Urban Development	Economic Development Initiatives	Enhance youth and community development programs	NY	1,000,000	Meng
Department of Housing and Urban Development	Economic Development Initiatives	Construction of New Greenpoint/Williamsburg YMCA	NY	1,000,000	Maloney, Carolyn B.
Department of Housing and Urban Development	Economic Development Initiatives	Uniondale Economic Investments	NY	2,000,000	Rice (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Genesee, Livingston, Orleans, and Wyoming Counties (GLOW) YMCA Healthy Living Campus.	NY	900,000	Jacobs (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Girls Club Community Center	NY	3,000,000	Clarke (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Dansville YMCA Branch equipment	NY	105,000	Jacobs (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Improvements and Repairs at the Goodhue Center	NY	494,000	Malliotakis
Department of Housing and Urban Development	Economic Development Initiatives	Griffiss-Woodhaven Revitalization	NY	3,000,000	Tenney
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Housing Preservation to Promote Housing Equity in Southern Yonkers	NY	500,000	Bowman
Department of Housing and Urban Development	Economic Development Initiatives	Improving Access to Green Space and Promoting Waterfront Resilience	NY	500,000	Bowman
Department of Housing and Urban Development	Economic Development Initiatives	Replacing Five Elevators in a Public Housing Development	NY	4,000,000	Nadler

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Promoting Health Equity and Affordable Swim Access through Yonkers YMCA Pool Improvements	NY	496,000	Bowman
Department of Housing and Urban Development	Economic Development Initiatives	Senior Center Renovations and Energy-Efficiency Upgrades	NY	308,000	Bowman
Department of Housing and Urban Development	Economic Development Initiatives	Sewage Cleanup Project to Promote Equity and Resilience	NY	1,500,000	Bowman
Department of Housing and Urban Development	Economic Development Initiatives	Vision Urbana Older Adult Workforce Development & Entrepreneur Training Initiative	NY	300,000	Maloney, Carolyn B.
Department of Housing and Urban Development	Economic Development Initiatives	North Hempstead Beach Park Phase 1	NY	1,000,000	Suozzi
Department of Housing and Urban Development	Economic Development Initiatives	Urban Upbound's Youth Career & Training Program	NY	800,000	Maloney, Carolyn B.
Department of Housing and Urban Development	Economic Development Initiatives	Harvest to Haven Community Teaching Kitchen	NY	650,000	Torres (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Sedgwick Library Roof Replacement	NY	1,000,000	Torres (NY)
Department of Housing and Urban Development	Economic Development Initiatives	USS The Sullivans Preservation Project	NY	490,000	Higgins (NY)
Department of Housing and Urban Development	Economic Development Initiatives	New Pregones Headquarters & Education Center	NY	500,000	Torres (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Multimodal Station Phase I—Pedestrian Connector and Station Design	NY	3,000,000	Tonko
Department of Housing and Urban Development	Economic Development Initiatives	Municipal Floating Solar Demonstration Project	NY	3,000,000	Tonko
Department of Housing and Urban Development	Economic Development Initiatives	Fort Edward Canalside Energy Park	NY	950,000	Stefanik
Department of Housing and Urban Development	Economic Development Initiatives	Sheriff's Homeless Improvement Program (SHIP)	NY	500,000	Tonko
Department of Housing and Urban Development	Economic Development Initiatives	Community Center Project	NY	2,000,000	Tonko
Department of Housing and Urban Development	Economic Development Initiatives	Bronx Community Parks	NY	926,000	Torres (NY)
Department of Housing and Urban Development	Economic Development Initiatives	Urban Grow Center Expansion	NY	750,000	Tonko

Department of Housing and Urban Development	Economic Development Initiatives	AK360 Albright—Knox Expansion Greenspace Repatriation	NY	1,000,000	Higgins (NY)
Department of Housing and Urban Development	Economic Development Initiatives	North Brooklyn Food Hub	NY	676,000	Maloney, Carolyn B.
Department of Housing and Urban Development	Economic Development Initiatives	Vision Urbana Older Adult Workforce Development & Entrepreneur Training Initiative	NY	300,000	Nydia M. Velázquez
Department of Housing and Urban Development	Economic Development Initiatives	Oswego County Intermunicipal Wastewater Treatment and Conveyance Project	NY	3,000,000	Katko
Department of Housing and Urban Development	Economic Development Initiatives	Affordable Small Home Sustainability Initiative	NY	1,942,500	Jeffries
Department of Housing and Urban Development	Economic Development Initiatives	St. George Theater—Only for capital improvements (Note: Project modified by the Committee)	NY	1,492,560	Malliotakis
Department of Housing and Urban Development	Economic Development Initiatives	Catholic Charities of the Roman Catholic Diocese of Syracuse Emergency Housing Shelter	NY	3,000,000	Katko
Department of Housing and Urban Development	Economic Development Initiatives	Town of Islip Sewer Extension Project	NY	3,000,000	Garbarino
Department of Housing and Urban Development	Economic Development Initiatives	Sephardic Community Center—Community Rooftop Repair and Upgrade	NY	575,000	Malliotakis
Department of Housing and Urban Development	Economic Development Initiatives	Bellport Bay Infrastructure Improvements	NY	2,800,000	Zeldin
Department of Housing and Urban Development	Economic Development Initiatives	Hudson River Park Pedestrian Safety and Security Project	NY	1,000,000	Nadler
Department of Housing and Urban Development	Economic Development Initiatives	Woodland Cemetery Restoration and Preservation capital improvements (Note: project modified by the Committee)	OH	1,000,000	Turner
Department of Housing and Urban Development	Economic Development Initiatives	City of Dayton Downtown Dayton Urban Innovation Center	OH	3,000,000	Turner
Department of Housing and Urban Development	Economic Development Initiatives	Trotwood Salem Revitalization Project	OH	2,000,000	Turner
Department of Housing and Urban Development	Economic Development Initiatives	onMain Dayton Exposition Hall Renovation	OH	900,000	Turner
Department of Housing and Urban Development	Economic Development Initiatives	Glann School/Common Space Community Center Revitalization Initiative	OH	1,250,000	Kaptur
Department of Housing and Urban Development	Economic Development Initiatives	Historic South Neighborhood Solar Field	OH	2,000,000	Kaptur
Department of Housing and Urban Development	Economic Development Initiatives	Ohio Theater Renovation	OH	2,500,000	Kaptur
Department of Housing and Urban Development	Economic Development Initiatives	Akron Civic Commons, Lock 3 Park	OH	1,000,000	Ryan
Department of Housing and Urban Development	Economic Development Initiatives	Boys & Girls Club Youngstown Community Backyard Project	OH	1,500,000	Ryan

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Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Food Bank Operations	OH	2,000,000	Ryan
Department of Housing and Urban Development	Economic Development Initiatives	Columbus Urban League Entrepreneur Center	OH	450,000	Beatty
Department of Housing and Urban Development	Economic Development Initiatives	YWCA Family Center	OH	850,000	Beatty
Department of Housing and Urban Development	Economic Development Initiatives	East of I-77 Waterline Project Noble County, OH 43724	OH	3,000,000	Johnson (OH)
Department of Housing and Urban Development	Economic Development Initiatives	Devola Sanitary Sewer Project—Phase II	OH	3,000,000	Johnson (OH)
Department of Housing and Urban Development	Economic Development Initiatives	Muskingum County Children Services Board—Avondale Youth Center facility improvements	OH	450,000	Balderson
Department of Housing and Urban Development	Economic Development Initiatives	The Appalachian Partnership—D.O. Hall Business Park Guernsey County, OH	OH	2,100,000	Johnson (OH)
Department of Housing and Urban Development	Economic Development Initiatives	United Way of Delaware County Youth Transitional Housing Project	OH	750,000	Balderson
Department of Housing and Urban Development	Economic Development Initiatives	Village of Cadiz Phase II North Trunk Wastewater Collection System Cadiz, OH 43907	OH	2,000,000	Johnson (OH)
Department of Housing and Urban Development	Economic Development Initiatives	Fires Innovation Science and Technology Accelerator, Campus Modernization and Expansion of the FISTA Innovation Park	OK	1,000,000	Cole
Department of Housing and Urban Development	Economic Development Initiatives	Altus Workforce Housing and Community Development Project	OK	3,000,000	Lucas
Department of Housing and Urban Development	Economic Development Initiatives	SafeSleep United—Expansion and Renovations	OR	425,000	Schrader
Department of Housing and Urban Development	Economic Development Initiatives	Beaverton Non-Profit Incubator Development Project	OR	500,000	Bonamici
Department of Housing and Urban Development	Economic Development Initiatives	The Japan Institute Building Renovation Project	OR	1,750,000	Bonamici
Department of Housing and Urban Development	Economic Development Initiatives	Gradin Community Sports Park Phase II Development	OR	2,000,000	Blumenauer
Department of Housing and Urban Development	Economic Development Initiatives	Behavioral Health Resource Center Plaza	OR	2,670,000	Bonamici; Blumenauer
Department of Housing and Urban Development	Economic Development Initiatives	Eugene Civic Park community facility improvements	OR	1,000,000	DeFazio

Department of Housing and Urban Development	Economic Development Initiatives	Southtown Permanent Supported Housing Project, Project Turnkey	OR	3,000,000	DeFazio
Department of Housing and Urban Development	Economic Development Initiatives	The Cornerstone of Beaver County Men's Shelter Rehabilitation	PA	150,000	Lamb
Department of Housing and Urban Development	Economic Development Initiatives	Millvale Ecodistrict Clean Energy Initiative	PA	584,322	Lamb
Department of Housing and Urban Development	Economic Development Initiatives	Coraopolis Train Station Project	PA	375,000	Lamb
Department of Housing and Urban Development	Economic Development Initiatives	Franklin Avenue Park	PA	894,941	Lamb
Department of Housing and Urban Development	Economic Development Initiatives	Guardian Angels Medical Service Dogs (GAMSD) Washington County Campus, Robinson Township, PA, Washington County, PA	PA	3,000,000	Reschenthaler
Department of Housing and Urban Development	Economic Development Initiatives	Upper Darby Community Center Green Roof	PA	975,000	Scanlon
Department of Housing and Urban Development	Economic Development Initiatives	F. Amedee Bregy Schoolyard Improvement Project	PA	425,000	Scanlon
Department of Housing and Urban Development	Economic Development Initiatives	Community Watershed Education and Freshwater Mussel Hatchery	PA	925,000	Scanlon
Department of Housing and Urban Development	Economic Development Initiatives	Borough of Sinking Spring Central Business District Infrastructure Improvement Program	PA	1,865,624	Houlahan
Department of Housing and Urban Development	Economic Development Initiatives	Historic Lansdowne Theater Initiative	PA	1,500,000	Scanlon
Department of Housing and Urban Development	Economic Development Initiatives	West Grove Borough sewer collection system upgrades	PA	271,169	Houlahan
Department of Housing and Urban Development	Economic Development Initiatives	Community Partnering Program	PA	475,000	Scanlon
Department of Housing and Urban Development	Economic Development Initiatives	Darby Free Library Restoration & Resilience Initiative	PA	981,562	Scanlon
Department of Housing and Urban Development	Economic Development Initiatives	52nd Street Initiative: Marketplace 52	PA	1,000,000	Evans
Department of Housing and Urban Development	Economic Development Initiatives	Allegheny West Economic and Industrial Development Planning Initiative	PA	150,000	Evans
Department of Housing and Urban Development	Economic Development Initiatives	Black Doctors COVID19 Consortium	PA	1,000,000	Evans
Department of Housing and Urban Development	Economic Development Initiatives	Mann Center for Performing Arts Venue Enhancements	PA	1,000,000	Evans
Department of Housing and Urban Development	Economic Development Initiatives	High Priority Capital Needs	PA	3,000,000	Dean
Department of Housing and Urban Development	Economic Development Initiatives	Improving Healthy Food Access	PA	1,000,000	Evans

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Address Technology and Health Disparities in Multi-Service Community Facility	PA	1,075,000	Boyle, Brendan F.
Department of Housing and Urban Development	Economic Development Initiatives	Housing Counseling Program at Urban League of Philadelphia	PA	350,000	Boyle, Brendan F.
Department of Housing and Urban Development	Economic Development Initiatives	Youth Development and Community Empowerment Center	PA	1,000,000	Evans
Department of Housing and Urban Development	Economic Development Initiatives	Da Vinci Science Center at PPL Pavilion	PA	3,000,000	Wild
Department of Housing and Urban Development	Economic Development Initiatives	Food Cooperative	PA	2,900,000	Wild
Department of Housing and Urban Development	Economic Development Initiatives	Community Bike Works: Easton	PA	1,400,000	Wild
Department of Housing and Urban Development	Economic Development Initiatives	Memorial Park ADA/Accessible Upgrade Project	PA	460,000	Dean
Department of Housing and Urban Development	Economic Development Initiatives	Boyertown Yard Downtown Safety, Accessibility, and Connectivity Critical Improvements	PA	1,350,000	Dean
Department of Housing and Urban Development	Economic Development Initiatives	Workforce Development Centers	PA	1,000,000	Doyle, Michael F.
Department of Housing and Urban Development	Economic Development Initiatives	Tacony-Holmesburg Trail design and construction	PA	2,500,000	Boyle, Brendan F.
Department of Housing and Urban Development	Economic Development Initiatives	Northside Common Ministries Rehabilitation	PA	525,000	Doyle, Michael F.
Department of Housing and Urban Development	Economic Development Initiatives	Braddock Community Builders	PA	1,000,000	Doyle, Michael F.
Department of Housing and Urban Development	Economic Development Initiatives	YMCA of Bucks County—Fairless Hills Branch Revitalization	PA	3,000,000	Fitzpatrick
Department of Housing and Urban Development	Economic Development Initiatives	Glen Foerd parking lot design and construction	PA	241,784	Boyle, Brendan F.
Department of Housing and Urban Development	Economic Development Initiatives	Nicetown Sport Court	PA	1,000,000	Evans
Department of Housing and Urban Development	Economic Development Initiatives	Upper North Business District Beautification and Branding Improvements	PA	150,000	Boyle, Brendan F.
Department of Housing and Urban Development	Economic Development Initiatives	Flats on Forward	PA	2,000,000	Doyle, Michael F.

Department of Housing and Urban Development	Economic Development Initiatives	Community Services and Workforce Development in Pittsburgh's Hill District	PA	250,000	Doyle, Michael F.
Department of Housing and Urban Development	Economic Development Initiatives	Bucks County Planning Commission—Newtown Rail Trail Extension—Bristol Road to Churchville Nature Center	PA	1,000,000	Fitzpatrick
Department of Housing and Urban Development	Economic Development Initiatives	Blair Regional YMCA Early Learning Center Building Addition	PA	2,000,000	Joyce (PA)
Department of Housing and Urban Development	Economic Development Initiatives	YMCA New Early Learning Center: Towards Child Care Equity	PA	300,000	Dean
Department of Housing and Urban Development	Economic Development Initiatives	Avenues of Hope: Centre Avenue Revitalization	PA	2,000,000	Doyle, Michael F.
Department of Housing and Urban Development	Economic Development Initiatives	Adams County Industrial Development Authority—Gettysburg Station Redevelopment	PA	1,000,000	Joyce (PA)
Department of Housing and Urban Development	Economic Development Initiatives	Northeastern Pennsylvania Alliance—Columbia Street Arch Bridge	PA	3,000,000	Meuser
Department of Housing and Urban Development	Economic Development Initiatives	Greenwood Hose Company/Moosic Borough, PA Joint Fire and Public Safety Station demolition and construction	PA	3,000,000	Cartwright
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation of San Lorenzo Community Facility of the Boys and Girls Clubs of Puerto Rico	PR	1,500,000	Jenniffer González-Colón
Department of Housing and Urban Development	Economic Development Initiatives	Lajas Municipality Solid Waste Facility Stormwater Pollution Prevention Plan	PR	300,000	Jenniffer González-Colón
Department of Housing and Urban Development	Economic Development Initiatives	Construction of a new well and other improvements for the community water system in Barrio Rubias (Rubias Ward) in Yauco, Puerto Rico	PR	300,000	Jenniffer González-Colón
Department of Housing and Urban Development	Economic Development Initiatives	Roger Williams Park Broad Street Gateway	RI	700,000	Cicilline
Department of Housing and Urban Development	Economic Development Initiatives	East Smithfield Neighborhood Center	RI	295,000	Cicilline
Department of Housing and Urban Development	Economic Development Initiatives	Diamond Hill Pavilion	RI	400,000	Cicilline
Department of Housing and Urban Development	Economic Development Initiatives	Veterans Memorial Park Pool Renovation	RI	2,300,000	Cicilline
Department of Housing and Urban Development	Economic Development Initiatives	Bristol Senior Center Facility Rehabilitation Project	RI	695,491	Cicilline
Department of Housing and Urban Development	Economic Development Initiatives	Conimicut Shoals Lighthouse Restoration and Community Education Project	RI	775,000	Langevin
Department of Housing and Urban Development	Economic Development Initiatives	Richmond Community Recreation Area	RI	578,000	Langevin
Department of Housing and Urban Development	Economic Development Initiatives	Neutaconkanut Park Improvements	RI	500,000	Langevin
Department of Housing and Urban Development	Economic Development Initiatives	Johnston Parks & Recreation Department Soccer Complex Facility Improvements	RI	1,100,000	Langevin

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Knightsville Revitalization Project	RI	500,000	Langevin
Department of Housing and Urban Development	Economic Development Initiatives	Renovate and improve the outdated Industrial Related Technologies facilities	SC	3,000,000	Clyburn
Department of Housing and Urban Development	Economic Development Initiatives	South Sumter Demolition Project	SC	1,600,000	Clyburn
Department of Housing and Urban Development	Economic Development Initiatives	Claflin University Downtown Community Center	SC	3,000,000	Clyburn
Department of Housing and Urban Development	Economic Development Initiatives	Allen University Restoration of Historic Waverly—Good Samaritan Hospital	SC	4,290,000	Clyburn
Department of Housing and Urban Development	Economic Development Initiatives	Greater St. George Wasterwater Project	SC	3,000,000	Clyburn
Department of Housing and Urban Development	Economic Development Initiatives	Sadie B's Kitchen	TN	450,000	Cohen
Department of Housing and Urban Development	Economic Development Initiatives	Historic Melrose Redevelopment Project	TN	3,000,000	Cohen
Department of Housing and Urban Development	Economic Development Initiatives	Collins Chapel Connectional Hospital	TN	1,080,000	Cohen
Department of Housing and Urban Development	Economic Development Initiatives	City of Friendsville Downtown Sewer improvements	TN	2,040,000	Burchett
Department of Housing and Urban Development	Economic Development Initiatives	Knoxville-Knox County Community Action Committee (CAC) Mobile Meals Kitchen facility upgrades	TN	500,000	Burchett
Department of Housing and Urban Development	Economic Development Initiatives	City of Friendsville 2021 City Sidewalk Program	TN	1,375,000	Burchett
Department of Housing and Urban Development	Economic Development Initiatives	American Baptist College Historic Building Improvements and Civil Rights Walking Tour	TN	796,812	Cooper
Department of Housing and Urban Development	Economic Development Initiatives	Memphis Home Repair Program	TN	1,000,000	Cohen
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization without Gentrification	TX	3,000,000	Green, Al (TX)
Department of Housing and Urban Development	Economic Development Initiatives	The Hill at Sims/Scott Street Greenway Multi-Use Trail	TX	1,000,000	Green, Al (TX)
Department of Housing and Urban Development	Economic Development Initiatives	Eternal Gandhi Museum Houston	TX	3,000,000	Green, Al (TX)

Department of Housing and Urban Development	Economic Development Initiatives	Bissonnet Social Services Hub	TX	2,000,000	Green, Al (TX)
Department of Housing and Urban Development	Economic Development Initiatives	WI-FI Expansion Project	TX	1,000,000	Castro (TX)
Department of Housing and Urban Development	Economic Development Initiatives	Equity-based Home Repair & Rental Preservation Program	TX	2,000,000	Castro (TX)
Department of Housing and Urban Development	Economic Development Initiatives	Finding Our Brothers (F.O.B.)—Tiny Homes for Veterans	TX	1,000,000	Gonzales, Tony
Department of Housing and Urban Development	Economic Development Initiatives	SAMANO Lofts & Armand's Market	TX	2,000,000	Vela
Department of Housing and Urban Development	Economic Development Initiatives	Pacific Trails Park	TX	350,000	Gonzalez, Vicente
Department of Housing and Urban Development	Economic Development Initiatives	Jim Hogg County Street Lighting Community Improvement Project	TX	700,000	Gonzalez, Vicente
Department of Housing and Urban Development	Economic Development Initiatives	Border Colonias Housing Rehab Program	TX	2,000,000	Cuellar
Department of Housing and Urban Development	Economic Development Initiatives	Volunteer Income Tax Assistance (VITA) project	TX	100,000	Veasey
Department of Housing and Urban Development	Economic Development Initiatives	McAllen Center for Urban Ecology	TX	1,000,000	Gonzalez, Vicente
Department of Housing and Urban Development	Economic Development Initiatives	McAllen Hike and Bike Project	TX	400,000	Gonzalez, Vicente
Department of Housing and Urban Development	Economic Development Initiatives	City of Everman Youth Revitalization Programs	TX	414,000	Veasey
Department of Housing and Urban Development	Economic Development Initiatives	City of Galena Park Water Line and Fire Protection Improvements	TX	3,000,000	Garcia (TX)
Department of Housing and Urban Development	Economic Development Initiatives	South Side Water Main & Fire Hydrant Construction	TX	997,365	Garcia (TX)
Department of Housing and Urban Development	Economic Development Initiatives	Transform 1012 N. Main Street	TX	3,000,000	Veasey
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation of the historic Kusch and Tynan—Sweeney Houses at Hemisfair	TX	942,997	Doggett
Department of Housing and Urban Development	Economic Development Initiatives	LGBTQ-friendly Affordable Senior Housing Development	TX	1,000,000	Allred
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization of the Eastside YMCA Community Center	TX	2,430,055	Veasey
Department of Housing and Urban Development	Economic Development Initiatives	Casitas Community Project	TX	1,000,000	Escobar
Department of Housing and Urban Development	Economic Development Initiatives	The Houston Financial Empowerment Center (HFEC)	TX	621,000	Garcia (TX)

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Paso del Norte Trail water-front shared-use path along the Franklin Canal from the entrance of El Paso Zoo to Tobin	TX	1,000,000	Escobar
Department of Housing and Urban Development	Economic Development Initiatives	Revitalization of Cultural Assets in Two Complete Communities Projects	TX	3,000,000	Jackson Lee
Department of Housing and Urban Development	Economic Development Initiatives	The Vision Community Statue Project	TX	1,060,000	Jackson Lee
Department of Housing and Urban Development	Economic Development Initiatives	Edinburg Fire Department Complex	TX	500,000	Gonzalez Vicente
Department of Housing and Urban Development	Economic Development Initiatives	Holladay Community Center Public Facility	UT	200,000	Owens
Department of Housing and Urban Development	Economic Development Initiatives	Historic Main Street and Vernal Avenue Improvements	UT	1,200,000	Moore (UT)
Department of Housing and Urban Development	Economic Development Initiatives	Housing Authority of Salt Lake City (HASLC)—Human Rights Housing Project	UT	328,886	Owens; Owens
Department of Housing and Urban Development	Economic Development Initiatives	Electric school bus and associated electric vehicle (EV) charging infrastructure	VA	396,227	Beyer
Department of Housing and Urban Development	Economic Development Initiatives	Middleburg Town Hall	VA	2,000,000	Wexton
Department of Housing and Urban Development	Economic Development Initiatives	Clifford Ave., Fulton St. & Manning St. Storm Sewer Improvements	VA	420,000	Beyer
Department of Housing and Urban Development	Economic Development Initiatives	Residences at Government Center II, Community Facility	VA	1,500,000	Connolly
Department of Housing and Urban Development	Economic Development Initiatives	Carver Center Roof Replacement	VA	200,000	Spanberger
Department of Housing and Urban Development	Economic Development Initiatives	Acquisition and Relocation of the Historic Hunton YMCA in the St. Paul's Community	VA	2,900,000	Scott (VA)
Department of Housing and Urban Development	Economic Development Initiatives	Homeownership: Down Payment and Closing Cost Assistance	VA	1,030,000	Wexton
Department of Housing and Urban Development	Economic Development Initiatives	Education Connection Trail	VA	150,173	Spanberger
Department of Housing and Urban Development	Economic Development Initiatives	Rehabilitation/Capital Upgrades of Old Town Hall	VA	2,100,000	Connolly
Department of Housing and Urban Development	Economic Development Initiatives	Booster Park Revitalization Project	VA	122,590	Spanberger

Department of Housing and Urban Development	Economic Development Initiatives	Ferncliff Place: A Mixed-Income Affordable Housing Development	VA	775,000	Spanberger
Department of Housing and Urban Development	Economic Development Initiatives	Regional Community Resource Center	VA	1,000,000	Luria
Department of Housing and Urban Development	Economic Development Initiatives	Otterdale Road Drainage Improvements	VA	1,000,000	Spanberger
Department of Housing and Urban Development	Economic Development Initiatives	Historic Village at the Dismal Swamp	VA	3,000,000	McEachin
Department of Housing and Urban Development	Economic Development Initiatives	Site development	VA	500,000	Luria
Department of Housing and Urban Development	Economic Development Initiatives	Athletic Field Lighting	VA	975,000	Scott (VA)
Department of Housing and Urban Development	Economic Development Initiatives	People Incorporated of Virginia—Trammel Community Revitalization Project	VA	2,000,000	Griffith
Department of Housing and Urban Development	Economic Development Initiatives	TRI-PARK REDEVELOPMENT	VT	1,276,213	Welch
Department of Housing and Urban Development	Economic Development Initiatives	Creating/Retaining Jobs with Redevelopment of Former Fonda/Solo Manufacturing Site	VT	2,000,000	Welch
Department of Housing and Urban Development	Economic Development Initiatives	Henry Sheldon Museum Historic Window Restoration and HVAC Energy Upgrades	VT	85,000	Welch
Department of Housing and Urban Development	Economic Development Initiatives	Vermont Farmers Food Center's Heart of Vermont Agriculture Program	VT	1,688,000	Welch
Department of Housing and Urban Development	Economic Development Initiatives	East Calais General Store	VT	200,000	Welch
Department of Housing and Urban Development	Economic Development Initiatives	Derby Park Project	VT	517,750	Welch
Department of Housing and Urban Development	Economic Development Initiatives	Renewable Energy Home Heating Conversions	WA	400,000	Jayapal
Department of Housing and Urban Development	Economic Development Initiatives	Seattle Repertory Theatre Renovations	WA	300,000	Jayapal
Department of Housing and Urban Development	Economic Development Initiatives	Northwest Native Canoe Center	WA	700,000	Jayapal
Department of Housing and Urban Development	Economic Development Initiatives	Mason PUD 1 Power Line Relocation	WA	1,000,000	Kilmer
Department of Housing and Urban Development	Economic Development Initiatives	Hilltop Attainable Housing and Businesses	WA	1,500,000	Kilmer
Department of Housing and Urban Development	Economic Development Initiatives	Taholah Village Relocation	WA	500,000	Kilmer
Department of Housing and Urban Development	Economic Development Initiatives	Quincy Square Project	WA	2,500,000	Kilmer

Transportation, and Housing and Urban Development—Continued

[Community Project Funding Items]

Agency	Account	Project	Location	Amount	Requestor(s)
Department of Housing and Urban Development	Economic Development Initiatives	Housing Hilltop—Commercial	WA	3,000,000	Kilmer
Department of Housing and Urban Development	Economic Development Initiatives	Lacey Veterans Service Hub	WA	500,000	Strickland
Department of Housing and Urban Development	Economic Development Initiatives	A PLACE 4 ALICE facility improvement	WA	941,340	Schrier
Department of Housing and Urban Development	Economic Development Initiatives	Homestead Park Redevelopment	WA	500,000	Strickland
Department of Housing and Urban Development	Economic Development Initiatives	City of Tacoma: Pedestrian Accessibility	WA	3,000,000	Strickland
Department of Housing and Urban Development	Economic Development Initiatives	Pacific Apartments Rehabilitation	WA	750,000	Jayapal
Department of Housing and Urban Development	Economic Development Initiatives	Community Center/Emergency Operations Center	WA	1,500,000	DelBene
Department of Housing and Urban Development	Economic Development Initiatives	The Early Learning Center (ELC) at Lake Washington Institute of Technology	WA	1,000,000	DelBene
Department of Housing and Urban Development	Economic Development Initiatives	Mount Vernon Library Commons	WA	2,000,000	DelBene
Department of Housing and Urban Development	Economic Development Initiatives	Senior Hub Facility Improvement	WA	700,000	Schrier
Department of Housing and Urban Development	Economic Development Initiatives	Olmsted Park Development	WA	500,000	Larsen (WA)
Department of Housing and Urban Development	Economic Development Initiatives	Shelton Young Adult Transitional Housing	WA	500,000	Strickland
Department of Housing and Urban Development	Economic Development Initiatives	New water source to be connected to existing tribal water system	WA	1,800,000	Strickland
Department of Housing and Urban Development	Economic Development Initiatives	MLK Mixed Use Affordable Housing and Early Learning Center	WA	1,000,000	Smith (WA)
Department of Housing and Urban Development	Economic Development Initiatives	African Diaspora Cultural Anchor Village (ADCAV)	WA	600,000	Smith (WA)
Department of Housing and Urban Development	Economic Development Initiatives	Youth Achievement Center	WA	1,000,000	Smith (WA)
Department of Housing and Urban Development	Economic Development Initiatives	Keiro Site	WA	1,000,000	Smith (WA)

Department of Housing and Urban Development	Economic Development Initiatives	Affordable Cooperative Apartments and Marketplace at Wadajir, Tukwila	WA	1,000,000	Smith (WA)
Department of Housing and Urban Development	Economic Development Initiatives	Pallets to Housing	WA	245,560	Larsen (WA)
Department of Housing and Urban Development	Economic Development Initiatives	Bear Ridge Community Forest Project	WA	1,616,000	Herrera Beutler
Department of Housing and Urban Development	Economic Development Initiatives	Washington Gorge Action Programs—Goldendale Childcare and Early Learning Center	WA	583,390	Herrera Beutler
Department of Housing and Urban Development	Economic Development Initiatives	Nisqually Housing Development Road	WA	2,800,000	Strickland
Department of Housing and Urban Development	Economic Development Initiatives	Benedict Center's Sisters Program	WI	157,000	Moore (WI)
Department of Housing and Urban Development	Economic Development Initiatives	Housing, Mental Health, and Other Supports for Vulnerable Youth	WI	200,000	Moore (WI)
Department of Housing and Urban Development	Economic Development Initiatives	Milwaukee Rental Housing Resource Center	WI	500,000	Moore (WI)
Department of Housing and Urban Development	Economic Development Initiatives	Stateline Boys & Girls Club—Beloit, WI Facility Construction	WI	500,000	Pocan
Department of Housing and Urban Development	Economic Development Initiatives	Men's Homeless Shelter	WI	2,000,000	Pocan
Department of Housing and Urban Development	Economic Development Initiatives	Madison, WI Planning and Construction	WI	1,000,000	Pocan
Department of Housing and Urban Development	Economic Development Initiatives	Facility Construction	WI	200,000	Pocan
Department of Housing and Urban Development	Economic Development Initiatives	Flood Resiliency	WI	1,686,417	Kind
Department of Housing and Urban Development	Economic Development Initiatives	Weirton Frontier Crossing Industrial Access Road	WV	3,000,000	McKinley
Department of Housing and Urban Development	Economic Development Initiatives	Oakland Riverfront Blue Trails Trailhead Development	WV	1,500,000	Miller (WV)
Department of Housing and Urban Development	Economic Development Initiatives	Wood County Development Authority—Site Readiness & Redevelopment Downtown Parkersburg	WV	400,000	McKinley

COMPLIANCE WITH RULE XIII, CL. 3(E) (RAMSEYER RULE)

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, the Committee notes that the accompanying bill does not propose to repeal or amend a statute or part thereof.

CHANGES IN THE APPLICATION OF EXISTING LAW

Pursuant to clause 3(f)(1)(A) of rule XIII of the Rules of the House of Representatives, the following statements are submitted describing the effect of provisions in the accompanying bill that directly or indirectly change the application of existing law:

TITLE I—DEPARTMENT OF TRANSPORTATION

Language is included under the Office of the Secretary, 'Salaries and Expenses' which specifies certain amounts for the Office of the Secretary and official reception and representation expenses, specifies transfer authority among individual offices of the Office of the Secretary, and allows up to $2,500,000 in user fees to be credited to the account.

Language is included under the Office of the Secretary, 'Research and Technology' which limits the availability of funds, changes the availability of funds, provides funds for specified activities, allows funds received from other entities to be credited to the account, and deems the title of the office.

Language is included under the Office of the Secretary, 'National Infrastructure Investments' which authorizes and appropriates grant funding for surface transportation infrastructure to be competitively awarded at the discretion of the Secretary, limits the availability of funds, specifies grantee and project eligibility requirements, authorizes a portion of funds for planning, preparation, and design of projects, authorizes a portion of the funds for Federal credit assistance awards, specifies requirements for how the Secretary shall prioritize funding and select projects, specifies minimum and maximum grants sizes and sets limits on awards per project and per state, specifies a limit on Federal share of projects receiving awards, establishes minimum funding amounts for rural projects, authorizes the Secretary to use funds for departmental administrative costs, and establishes requirements and deadlines for when and how the Secretary shall solicit applications for grants and make awards.

Language is included under the Office of the Secretary, 'Thriving Communities Initiative' which authorizes and appropriates funding for grants to improve equity and foster thriving communities through transportation improvements, specifies requirements for how the Secretary shall prioritize funding and select projects, sets limits on awards per state, authorizes the Secretary to use funds for departmental administrative costs, and specifies a limit on Federal share of projects receiving awards.

Language is included under the Office of the Secretary, 'National Surface Transportation and Innovative Finance Bureau' which makes funding available until expended, allows fees received from other entities to be credited to the account, and authorizes the Secretary to use funds for departmental administrative costs.

Language is included under the Office of the Secretary, 'Railroad Rehabilitation and Improvement Financing Program' which authorizes the Secretary to issue direct loans and loan guarantees under sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act and provides authority availability.

Language is included under the Office of the Secretary, 'Financial Management Capital' which provides funds for financial systems and business process upgrades and changes the availability of funds.

Language is included under the Office of the Secretary, 'Cyber Security Initiatives' which provides funds for information technology security upgrades and changes the availability of funds.

Language is included under the Office of the Secretary, 'Office of Civil Rights' which provides funds for enforcing Federal civil rights laws and regulations.

Language is included under the Office of the Secretary, 'Transportation Planning, Research, and Development' which provides funds for conducting transportation planning, research, and development activities and making grants; changes the availability of funds; and specifies funding minimums for and authorities related to the Interagency Infrastructure Permitting Improvement Center.

Language is included that limits operating costs and capital outlays of the Working Capital Fund (WCF) for the Department of Transportation (DOT); provides that services shall be provided on a competitive basis, except for non-DOT entities; restricts the transfer for any funds to the Working Capital Fund with certain approvals; and limits special assessments or reimbursable agreements levied against any program, project, or activity funded in this Act to only those assessments or reimbursable agreements that are presented to and approved by the House and Senate Committees on Appropriations.

Language is included under the Office of the Secretary, 'Small and Disadvantaged Business Utilization and Outreach' limiting the availability of funds, specifying that funds may be used for business opportunities related to any mode of transportation, and specifying that funds may be used for activities previously under the heading "Office of the Secretary—Minority Business Resource Center".

Language is included under the Office of the Secretary, 'Payments to Air Carriers' that allows the Secretary of Transportation to consider subsidy requirements when determining service to a community, eliminates the requirement that carriers use at least 15-passenger aircraft, prohibits funds for communities within a certain distance of a small hub airport without a cost-share, allows amounts to be made available from the Federal Aviation Administration, and allows the reimbursement of such amounts from overflight fees.

Language is included under the Office of the Secretary, 'Electric Vehicle Fleet' that provides funds for electric vehicles operated by the Department of Transportation.

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

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

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

Section 104 allows the Department's WCF to utilize not more than $1,000,000 in fiscal year 2022 unused transit and van pool benefits to provide contractual services in support of section 189 of this Act.

Section 105 extends the expenditure date for the amounts made available for the national infrastructure investments program for fiscal year 2014.

Section 106 prohibits the use of funds for certain employee bonuses without the prior written approval of the Assistant Secretary for Administration.

Section 107 permits the WCF to transfer certain information technology, equipment, software and systems under certain circumstances.

Section 108 requires Congressional notification before the Department provides credit assistance under the TIFIA program.

Language is included under Federal Aviation Administration, 'Operations' that specifies funds for certain activities; limits the availability of funds; derives funds from the General Fund and the Airport and Airway Trust Fund, specifies reprogramming authorities among activities; requires various staffing plans by a certain date with financial penalties for late submissions; permits the use of funds to enter into a grant agreement with a nonprofit standard setting organization to develop aviation safety standards; prohibits the use of funds for new applicants of the second career training program; prohibits funds to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law; credits funds received from other entities for expenses incurred in the provision of agency services; specifies funds for the contract tower program; prohibits funds from certain activities coordinated through the Working Capital Fund; and prohibits funds to eliminate the Contract Weather Observer program.

Language is included under Federal Aviation Administration, 'Facilities and Equipment' that specifies funds for certain activities, derives funds from the Airport and Airway Trust Fund, limits the availability of funds, credits funds received from other entities for expenses incurred in the modernization of air navigation systems, and requires a capital investment plan.

Language is included under Federal Aviation Administration, 'Research, Engineering, and Development' that derives funds from the Airport and Airway Trust Fund; limits the availability of funds; credits funds received from other entities for expenses incurred for in research, engineering and development to the account; requires funds to be used in accordance with the report accompanying this Act; and specifies reprogramming authorities among amounts in the report subject to section 405 of this Act.

Language is included under Federal Aviation Administration, 'Grants-in-aid for Airports' that provides funds from the Airport

and Airway Trust Fund and from the General Fund; specifies the availability of funds; prohibits funds for certain activities; sets a cost share requirement on certain airport construction projects; limits the availability of funds for certain activities; allows the participation of certain additional airports; allows the Federal share of certain grants to be 95 percent; allows funds to be used for administrative expenses, research, and the "Small Community Air Service Development Program"; and defines airport eligibility.

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

Section 111 prohibits funds from being used to adopt guidelines or regulations requiring airport sponsors to provide FAA "without cost" building construction or space.

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

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

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

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

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

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

Section 118 prohibits funds from being used to increase fees under 49 U.S.C. 44721 until the FAA provides a report to the House and Senate Committees on Appropriations that justifies all fees related to aeronautical navigation products and explains how such fees are consistent with Executive Order 13642.

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

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

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

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

Section 119D allows funds from the "Grants-in-Aid for Airports" account to reimburse airports affected by temporary flight restrictions for residences of the President.

Language is included under the Federal Highway Administration, 'Limitation on Administrative Expenses' that limits the amount to be paid, together with advances and reimbursements received, for the administrative expenses of the agency or transferred

to the Appalachian Development Highway System for administrative expenses.

Language is included under the Federal Highway Administration, 'Federal-aid Highways' that limits the obligations for Federal-aid highways and highway safety construction programs.

Language is included under the Federal Highway Administration, 'Federal-aid Highways' that liquidates contract authority from the Highway Trust Fund.

Language is included under the Federal Highway Administration, 'Highway Infrastructure Programs' that authorizes and appropriates additional amounts for local transportation priorities, activities eligible under sections 165(b)(2), 165(c)(6), and section 202 of title 23, U.S.C., the Appalachian Development Highway System, the Nationally Significant Federal Lands and Tribal projects program, the Regional Infrastructure Accelerator Demonstration Program, and an Advanced Digital Construction Management System, as authorized under the FAST Act, a research study on Tribal populations, a comprehensive analysis of highway corridors, and cooperative agreements to examine the impacts of culverts, roads, and bridges. Language specifies the formula distribution of funding, applies and waives various statutory requirements for each subset of funding, and changes the availability of funds.

Section 120 distributes obligation authority among Federal-aid highways programs, contingent on enactment of authorization legislation.

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

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

Section 123 requires 60-day notification to the House and Senate Committees on Appropriations of any grants as authorized under 23 U.S.C. 117.

Section 124 allows state departments of transportation to repurpose certain highway project funding to be used within 5 miles of its original designation.

Section 125 requires the Federal Highway Administration to adjudicate Buy America waivers based on the rules and regulations in effect before April 17, 2018.

Language is included under the Federal Motor Carrier Safety Administration, 'Motor Carrier Safety Operations and Programs' that provides a limitation on obligations and liquidation of contract authorization; changes the availability of funds; and specifies amounts available for specific activities.

Language is included under the Federal Motor Carrier Safety Administration, 'Motor Carrier Safety Grants' that provides limitation on obligations and liquidation of contract authorization; modifies the availability of certain funds; and specifies amounts available for various programs.

Section 130 requires the Federal Motor Carrier Safety Administration to send notices of certain violations such that the receipt of such notice is confirmed.

Section 131 requires the Federal Motor Carrier Safety Administration to require rear underride guards be inspected annually.

Section 132 prohibits funds from being used to enforce the requirements of section 31137 of title 49, or any regulation pursuant

to such section, with respect to carriers transporting livestock or insects.

Language is included under National Highway Traffic Safety Administration, 'Operations and Research' that provides funds for vehicle safety activities and modifies the period of availability of certain funds.

Language is included under National Highway Traffic Safety Administration, 'Operations and Research' that provides a limitation on obligations and a liquidation of contract authorization from the Highway Trust Fund; specifies amounts for various programs; and modifies the period of availability of certain funds.

Language is included under National Highway Traffic Safety Administration 'Highway Traffic Safety Grants' that provides a limitation on obligations; changes the availability of funds; provides a liquidation of contract authorization from the Highway Trust Fund; specifies the amounts for various programs; prohibits and limits funds for specific purposes; and requires certain Congressional notifications.

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

Section 141 exempts obligation authority that was made available in previous public laws from limitations on obligations set in this Act.

Section 142 authorizes and appropriates additional funding for activities eligible under section 403 of title 23 and changes the availability of funds.

Section 143 prohibits the National Highway Traffic Safety Administration from using funds to enforce requirements imposed by section 405(a)(9) of title 23.

Language is included under Federal Railroad Administration, 'Safety and Operations' which provides funds, provides funding availability, and allows the Secretary to utilize funding for specific purposes.

Language is included under Federal Railroad Administration, 'Railroad Research and Development' which provides funds and funding availability.

Language is included under Federal Railroad Administration, 'Passenger Rail Improvement, Modernization, and Expansion' which authorizes and appropriates grant funding for intercity passenger rail transportation projects to be competitively awarded by the Secretary, provides funding availability, specifies applicant and project eligibility requirements, specifies a limit on the Federal share of projects receiving awards, allows proceeds of Federal credit assistance to be considered part of the non-Federal share of project cost under certain circumstances, clarifies the application of non-Federal revenue on project costs, specifies the application of grant conditions, and allows the Secretary to withhold funds for a specified purpose.

Language is included under Federal Railroad Administration, 'Consolidated Rail Infrastructure and Safety Improvements' which provides funds and provides funding availability. Language sets aside amounts for specified purposes, expands project eligibility, modifies preference relating to the Federal share of projects receiving awards, allows unobligated balances remaining after six years

to be used for any eligible project, and allows the Secretary to withhold funding for a specified purpose.

Language is included under Federal Railroad Administration, 'Magnetic Levitation Technology Deployment Program' which provides funds and funding availability.

Language is included under Federal Railroad Administration, 'Northeast Corridor Grants to the National Railroad Passenger Corporation' which provides funds and funding availability, allows the Secretary to withhold funding for specified purposes, and sets aside amounts for specified activities.

Language is included under Federal Railroad Administration, 'National Network Grants to the National Railroad Passenger Corporation' which provides funding and funding availability, allows the Secretary to withhold funding for a specified purpose, and prevents funding from being used for a specified purpose.

Section 150 limits overtime to $35,000 per Amtrak employee and allows Amtrak's president to waive this restriction for specific employees for safety or operational efficiency reasons. It also requires Amtrak to submit a report to the House and Senate Committees on Appropriations no later than 60 days after enactment of this Act summarizing overtime payments incurred by Amtrak for calendar year 2021 and the three prior calendar years. The summary shall include the total number of employees that received waivers and the total overtime payments paid to employees receiving waivers for each month for 2021 and the three prior calendar years.

Section 151 prohibits Amtrak from using funds made available by this Act in contravention of the Worker Adjustment and Retraining Notification Act.

Section 152 establishes conditions for funding relating to the cost of award and project management oversight of grants with certain exceptions.

Section 153 rescinds certain unobligated balances.

Language is included under Federal Transit Administration, 'Administrative Expenses' specifying amounts for certain activities, modifying the period of availability, and directing the submission of the annual report on new starts.

Language is included under Federal Transit Administration, 'Transit Formula Grants' providing a limitation on obligations from the Highway Trust Fund, and for the liquidation of contract authority.

Language is included under Federal Transit Administration, 'Transit Infrastructure Grants' specifying amounts for certain activities authorized by sections 5339, 5307, 5311, 5312, 5314 and 5318 of title 49 U.S.C., and for climate resiliency grants that are from the general fund, and are not subject to any limitation on obligations.

Language is included under Federal Transit Administration 'Technical Assistance and Training' specifying amounts for certain activities.

Language is included under Federal Transit Administration, 'Capital Investment Grants' specifying amounts for activities authorized by section 49 U.S.C. 5309, modifying the period of availability, and requiring the Secretary to continue to administer the capital investment grant program pursuant to 49 U.S.C. 5309.

Language is included under Federal Transit Administration, 'Grants to the Washington Metropolitan Area Transit Authority' that requires the Secretary to review projects before a grant is made, and requires the Secretary to place the highest priority on safety investments.

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

Section 161 allows funds appropriated for capital investment grants and bus and bus facilities not obligated by a certain date, plus other recoveries, to be available for other projects under 49 U.S.C. 5309.

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

Section 163 prohibits the enforcement of the Rostenkowski Test.

Section 164 allows certain recipients of Low and No Emission Bus Grants to continue to partner with non-profits and companies as part of their grant applications.

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

Section 166 rescinds unobligated amounts made available in prior fiscal years from the formula grants account.

Language is included under Great Lakes St. Lawrence Seaway Development Corporation which authorizes expenditures, contracts, and commitments as may be necessary.

Language is included under Great Lakes St. Lawrence Seaway Development Corporation, 'Operations and Maintenance' which provides funds derived from the Harbor Maintenance Trust Fund and specifies a certain amount for the seaway infrastructure program. Language allows the Secretary to use unobligated balances from prior Acts for a specified purpose.

Language is included under Maritime Administration, 'Maritime Security Program' which provides funds and funding availability.

Language is included under Maritime Administration, 'Cable Security Fleet' which provides funds and funding availability.

Language is included under Maritime Administration, 'Tanker Security Fleet' which provides funds, provides funding availability, and specifies that funding becomes available on a certain date.

Language is included under Maritime Administration, 'Operations and Training' which provides funds for specific purposes, limits funding availability, requires the Secretary to give preference to specific purposes, requires submission of the annual report on sexual assault and harassment at the United States Merchant Marine Academy, and allows the use of prior year recoveries for specific purposes.

Language is included under Maritime Administration, 'State Maritime Academy Operations' which provides funds for specific purposes and limits funding availability.

Language is included under Maritime Administration, 'Assistance to Small Shipyards' which provides funds and funding availability.

Language is included under Maritime Administration, 'Ship Disposal' which provides funds and funding availability.

Language is included under Maritime Administration, 'Maritime Guaranteed Loan (Title XI) Program Account' which provides funds, and transfers and merges funds with "Maritime Administration—Operations and Training".

Language is included under Maritime Administration, 'Port Infrastructure Development Program', which provides funds and funding availability, sets aside amounts for specified purposes, specifies grantee and project eligibility requirements, specifies project ineligibility requirements, specifies a minimum grant size, and allows proceeds of Federal credit assistance to be considered part of the non-Federal share of project cost under certain circumstances.

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

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Operational Expenses' which provides funding, provides funding availability, establishes requirements for the Secretary on specified activities, and reduces funding if such activities are not completed.

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Hazardous Materials Safety' which provides funding and funding availability, allows fees collected under 49 U.S.C. 5108(g) to be deposited in the general fund of the Treasury, and allows credits to this appropriation for funds received from other entities for certain expenses.

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Pipeline Safety' which specifies amounts derived from the Oil Spill Liability Trust Fund, the Pipeline Safety Fund, the Liquefied Natural Gas Siting Account, and the Underground Natural Gas Storage Facility Safety Account; limits availability of funds; specifies a minimum amount for certain activities; specifies notification requirements for certain activities; requires the Secretary to complete certain reports and plans; and limits funding for certain purposes pending approval of such reports and plans.

Language is included under Pipeline and Hazardous Materials Safety Administration, 'Emergency Preparedness Grants' which specifies the amount derived from the Emergency Preparedness Fund, limits the availability of funds, allows up to four percent of funds for administrative costs, and allows prior year recoveries for certain activities.

Language is included under Office of Inspector General, 'Salaries and Expenses' that provides funding and provides the Inspector General with all necessary authority to investigate allegations of fraud by any person or entity that is subject to regulation by the Department of Transportation.

Section 180 provides authorization for DOT to maintain and operate aircraft, hire passenger motor vehicles and aircraft, purchase liability insurance, pay for uniforms, and purchase and operate unmanned aircraft systems.

Section 181 limits appropriations for services authorized by section 3109 of title 5, United States Code, up to the rate permitted for an executive level IV.

Section 182 prohibits recipients of funds in this Act from disseminating personal information obtained by state DMVs in connection to motor vehicle records with an exception.

Section 183 prohibits funds in this Act for salaries and expenses of more than 125 political and presidential appointees in DOT.

Section 184 stipulates that revenue collected by FHWA and FRA from states, counties, municipalities, other public authorities, and private sources for training may be credited to specific accounts within the agencies with an exception for state rail safety inspectors participating in training.

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

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

Section 187 requires reprogramming actions to be approved or denied by the House and Senate Committees on Appropriations, and reprogramming notifications shall be transmitted solely to the Appropriations Committees.

Section 188 allows funds appropriated to operating administrations to be obligated for the Office of the Secretary for costs related to assessments only when such funds provide a direct benefit to the operating administrations.

Section 189 authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits, including distribution of transit benefits.

Section 190 allows the use of funds to assist a contract utilizing geographic, economic, or other hiring preference not otherwise authorized by law, only if certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

Section 191 directs the Secretary of Transportation to work with the Secretary of Homeland Security to ensure that best practices for industrial control systems procurement are up to date and that systems procured with funds provided under this title were procured using such practices.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Language is included under Department of Housing and Urban Development, 'Management and Administration', 'Executive Offices' that limits funds available for reception and representation.

Language is included under Department of Housing and Urban Development, 'Management and Administration', 'Administrative Support Offices' that specifies funds for the Office of the Chief Financial Officer, the Office of the General Counsel, the Office of the Assistant Secretary for Administration, the Office of Field Policy and Management, the Office of Departmental Equal Employment Opportunity, and the Office of the Chief Information Officer; allows funds for certain administrative expenses; allows funds to be used for advertising and promotional activities; requires quarterly reports on congressional reports; and requires congressional reports to be submitted electronically.

Language is included under Department of Housing and Urban Development, 'Management and Administration', 'Program Offices' that specifies funds for the Office of Public and Indian Housing, Office of Community Planning and Development, Office of Housing, Office of Policy Development and Research, Office of Fair Housing and Equal Opportunity, and Office of Lead Hazard Control and Healthy Homes.

Language is included under Department of Housing and Urban Development, 'Management and Administration', 'Working Capital Fund' which specifies the shared services to be used by the Department, specifies the conditions for reimbursement, and allows for additional salaries and expenses amounts to be merged with the Working Capital Fund.

Language is included under Department of Housing and Urban Development, 'Tenant-Based Rental Assistance' which specifies funds for certain programs, activities and purposes and limits the use and availability of certain funds; specifies the methodology for allocation of renewal funding (including renewals of enhanced vouchers); directs the Secretary to provide renewal funding based on validated voucher system leasing and cost data for the prior year; directs the Secretary, to the extent necessary, to prorate each public housing agency's (PHA) allocation; directs the Secretary to notify PHAs of their annual budget the later of 60 days after enactment of the Act or March 1, 2022; allows the Secretary to extend the notification period with the prior approval of the House and Senate appropriations committees; specifies the amounts available to the Secretary to allocate to PHAs that need additional funds and for fees; specifies the amount for additional rental subsidy due to unforeseen emergencies and portability; provides funding for public housing agencies with vouchers that were not in use during the previous 12 month period in order to be available to meet a commitment pursuant to section 8(o)(13); provides funding for various adjustments in the allocations for public housing agencies; allows the total number of unit months under lease to exceed a non-Moving to Work (MTW) PHA's authorized level of units under contract; provides funding for public housing agencies that despite taking reasonable measures, would otherwise be required to terminate assistance for families as a result of insufficient funding; and pro-

vides funding for public housing agencies that have experienced increased costs or loss of units in an area with a Presidentially declared disaster.

Language is included under Department of Housing and Urban Development, 'Tenant-Based Rental Assistance' which provides funds for tenant protection vouchers; sets certain conditions for the Secretary to provide such vouchers; provides funds for residents of multi-family properties that would not otherwise have been eligible for tenant-protection vouchers; sets eligibility requirements for multi-family properties to participate in the program; requires the Secretary to issue guidance on requirements; sets conditions for the reissuance of vouchers; and allows the Secretary to use unobligated and recaptured funds from prior years.

Language is included under Department of Housing and Urban Development, 'Tenant-Based Rental Assistance' which provides funds for administrative and other expenses of public housing agencies to administer the section 8 tenant-based rental assistance program; sets an amount to be available to PHAs that need additional funds to administer their section 8 programs, including fees to administer tenant protection assistance, disaster related vouchers, Veterans Affairs Supportive Housing vouchers and other special purpose vouchers; provides for the distribution of funds; provides for a uniform percentage decrease of amounts to be allocated if funds are not sufficient; establishes that 'Moving to Work' (MTW) agencies be funded pursuant to their MTW agreements and in accordance with the requirements of the MTW program; provides funds for section 811 mainstream vouchers (and allows for adjustments in allocations for public housing agencies under certain circumstances); provides a portion of the amount of funds made available for the section 811 mainstream vouchers for a pilot program for persons with severe mental illness; provides funds for incremental HUD–VASH; provides funds for rental assistance and administrative costs associated with tribal veteran vouchers, subject to certain conditions; provides funding for Family Unification Program vouchers, subject to certain conditions; provides funding for incremental vouchers for individuals and families who are experiencing homelessness, at risk of homelessness, or fleeing or attempting to flee domestic violence, dating violence, sexual assault, or stalking or for veterans and families that include a veteran family member, under certain conditions; and requires the Secretary to track special purpose vouchers.

Language is included under Department of Housing and Urban Development, 'Housing Certificate Fund' which rescinds prior year funds and allows the Secretary to use recaptures to fund project-based contracts and contract administrators.

Language is included under Department of Housing and Urban Development, 'Public Housing Fund' which specifies the total amount available for certain activities; limits the availability of funds; limits the delegation of certain waiver authorities; specifies an amount for ongoing public housing financial and physical assessment activities; specifies an amount for administrative and judicial receiverships; specifies an amount for emergency capital needs, including for public housing agencies under administrative and judicial receiverships or under the control of a Federal monitor, and for safety and security measures; specifies an amount for

competitive grants to public housing agencies to evaluate and reduce lead-based paint hazards and other housing-related hazards including carbon monoxide, mold, radon testing and mitigation, and fire safety; establishes a limitation on amounts that can be transferred; makes funds available for bonuses for high performing PHAs; and establishes requirements for the notification to public housing agencies of their formula allocations.

Language is included under Department of Housing and Urban Development, 'Choice Neighborhoods Initiative' which allows the Secretary to make competitive grants for neighborhood rehabilitation; limits availability of funds; allows funds to be used for services, development, and housing; specifies grant limits for services; declares funds not for "public housing"; requires a period of affordability and allows the Secretary to determine an alternative period of affordability under certain circumstances; requires local cost share; specifies eligible grantees; allows for-profits to apply with a public entity; establishes conditions for environmental review; requires grantees to create partnerships with other local organizations; requires the Secretary to consult with other Federal agencies; allows prior year program funds and HOPE VI funds to be used for this program; establishes deadlines for when the Secretary shall solicit applications for grants and make awards; and establishes the period during which the Secretary may obligate unobligated balances.

Language is included under Department of Housing and Urban Development, 'Self Sufficiency Programs' which provides funding, limits availability of funds, allows the Secretary to waive or specify certain requirements, establishes entities eligible to compete for funding, allows the establishment of escrow funds and utilization of rent incentives, allows the use of residual receipt accounts to hire coordinators for a number of sufficiency programs, and includes Project-based Rental Assistance properties as eligible entities for funding provided in this and prior Acts for family self-sufficiency coordinators.

Language is included under Department of Housing and Urban Development, 'Native American Programs' which provides funding and limits availability of funds. Language specifies amounts and conditions for the Native American Housing Block Grants formula program, guaranteed notes and obligations as defined in section 502 of the Congressional Budget Act of 1974, the Indian Community Development Block Grant program, and training and technical assistance. Language authorizes and appropriates funding for competitive grants through the Native American Housing Block Grants program to be awarded at the discretion of the Secretary, specifies considerations for the Secretary in making funding awards, establishes a minimum grant size, and authorizes the use of additional amounts in prior Acts for administrative expenses.

Language is included under Department of Housing and Urban Development, 'Indian Housing Loan Guarantee Fund Program Account' which specifies the amount and availability of funds to subsidize total loan principal, specifies how to define the costs of modifying loans, provides a specific amount for administrative expenses, sets a total loan principal for fiscal year 2022, and allows the use of unobligated balances remaining from amounts made available under prior Acts for the cost of guaranteed loans.

Language is included under Department of Housing and Urban Development, 'Native Hawaiian Housing Block Grant' which provides funding, limits availability of funds, and prevents and authorizes certain activities.

Language is included under Department of Housing and Urban Development, 'Native Hawaiian Housing Loan Guarantee Fund Program Account' which sets a total loan principal for fiscal year 2022 and allows the Secretary to make commitments to refinance loans.

Language is included under Department of Housing and Urban Development, 'Housing Opportunities for Persons with AIDS' which limits availability of funds and sets forth certain requirements for the allocation of funds, renewal of contracts, and grantee notification.

Language is included under Department of Housing and Urban Development, 'Community Development Fund' which limits the use and availability of certain funds; specifies the allocation of certain funds; prohibits grant recipients from selling, trading or transferring funds; prohibits the provision of funds to for-profit entities for economic development projects unless certain conditions are met; specifies an amount for activities authorized under section 8071 of the SUPPORT Act; requires grantee notification of formula allocations within 60 days of enactment; and provides funding for certain community projects specified in the report.

Language is included under Department of Housing and Urban Development, 'Community Development Loan Guarantees Program Account' which limits the principal amount of loan guarantees; directs the Secretary to collect fees from borrowers adequate to result in credit subsidy cost of zero; and allows the Section 108 loan guarantee program to guarantee notes or other obligations issued by any State on behalf of non-entitlement communities in the State.

Language is included under Department of Housing and Urban Development, 'Home Investment Partnerships Program' which limits the availability of funds; specifies the allocation of certain funds for certain purposes; requires grantee notification within 60 days of enactment; and prohibits sections 218(g) and 231(b) of the Cranston-Gonzalez National Affordable Housing Act from applying with respect to the right of a jurisdiction to draw HOME funds that otherwise expired or would expire in 2016 through 2023, and to uninvested funds that otherwise were deducted or would be deducted in 2018 through 2023, respectively.

Language is included under Department of Housing and Urban Development, 'Self-help and Assisted Homeownership Opportunity Program' which provides funding, limits availability of funds, and specifies funding amounts for certain programs, rural activities, and organizations.

Language is included under Department of Housing and Urban Development, 'Homeless Assistance Grants' which limits the availability of funds; specifies the allocation of certain funds for certain purposes; specifies matching requirements; requires the Secretary to establish minimum performance thresholds for projects; requires the Secretary to prioritize funding to grant applicants that demonstrate a capacity to reallocate funding to higher performing projects; requires grantees to integrate homeless programs with

other social service providers; and requires notification of formula allocations within 60 days of enactment.

Language is included under Department of Housing and Urban Development, 'Project-based Rental Assistance' which provides funds and funding availability, specifies eligible activities, specifies amounts for certain purposes, and allows the Secretary to recapture residual receipts from certain properties.

Language is included under Department of Housing and Urban Development, 'Housing for the Elderly' which limits the availability of funds; specifies the allocation of certain funds; designates certain funds to be used only for certain grants; allows the Secretary to give preference to capital advance projects under certain conditions; allows funds to be used for specified inspections or inspection-related activities; allows funds to be used to renew certain contracts; allows the Secretary to waive certain provisions governing contract terms and for intergenerational dwelling units; allows excess funds held in residual receipts accounts, after contract termination, to be deposited in this account; and limits the availability and use of these funds.

Language is included under Department of Housing and Urban Development, 'Housing for Persons with Disabilities' which limits the availability of funds; specifies the allocation of certain funds; allows the Secretary to give preference to capital advance projects under certain conditions; allows funds to be used for inspections or inspection-related activities; and allows funds to be used to renew certain contracts.

Language is included under Department of Housing and Urban Development, 'Housing Counseling Assistance' that provides funds for described purposes, limits the availability of funds, specifies amounts to be used for specified purposes, and allows multiyear agreements subject to the availability of annual appropriations.

Language is included under Department of Housing and Urban Development, 'Payment to Manufactured Housing Fees Trust Fund' that permits fees to be assessed, modified, and collected for dispute resolution and installation programs; permits temporary borrowing authority from the general fund of the Treasury; provides that general fund amounts from collections offset the appropriation so that the resulting appropriation is a specified amount; directs a rulemaking; requires fees collected to be deposited into the Manufactured Housing Fees Trust Fund; allows fees to be used for necessary expenses and limits their availability; and allows the Secretary to use approved service providers.

Language is included under Department of Housing and Urban Development, 'Mutual Mortgage Insurance Program Account' which limits new commitments to issue guarantees, limits new obligations to make direct loans, specifies funds for administrative contract expenses, specifies that the Secretary may insure specific mortgages only under certain conditions, and limits the availability of funds.

Language is included under Department of Housing and Urban Development, 'General and Special Risk Program Account' which limits new commitments to issue guarantees, limits new obligations to make direct loans, and limits the availability of funds.

Language is included under Department of Housing and Urban Development, 'Government National Mortgage Association' which

limits new commitments to issue guarantees, provides funds for salaries and expenses, allows specified receipts to be credited as offsetting collections, allows for additional contract expenses as guaranteed loan commitments exceed certain levels, and limits the availability of funds.

Language is included under Department of Housing and Urban Development, 'Policy Development and Research' which limits the availability of funds, specifies authorized uses, allows the Secretary to enter into cooperative agreements under specified circumstances; provides funds for a legal assistance demonstration for eviction prevention; directs the submission of a spend plan; and prohibits funding for a specified use.

Language is included under Department of Housing and Urban Development, 'Fair Housing and Equal Opportunity' which provides or prohibits funds for certain purposes, limits the availability of funds, authorizes the Secretary to assess and collect fees, and provides funds for programs that support the assistance of persons with limited English proficiency.

Language is included under Department of Housing and Urban Development, 'Office of Lead Hazard Control and Healthy Homes' which specifies the period of availability of funds, specifies the amount of funds for specific purposes, specifies the treatment of certain grants, specifies a matching requirement for grants, requires a certification of adequate capacity, and authorizes the transfer of funds for the purposes of conducting research and studies.

Language is included under Department of Housing and Urban Development, 'Information Technology Fund' which specifies the period of availability and purpose of funds, including funds transferred.

Language is included under Department of Housing and Urban Development, 'Office of Inspector General' which specifies the use of funds and directs that the Inspector General shall have independent authority over all personnel issues within the office.

Section 201 splits overpayments evenly between Treasury and state HFAs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 216 requires the Secretary to publish all notices of funding opportunity that are competitively awarded on the internet for fiscal year 2022.

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

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

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

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

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

Section 222 prohibits funds for HUD financing or GNMA securitization of mortgages for properties that have been subject to eminent domain.

Section 223 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with respect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 224 allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be reobligated for additional research.

Section 225 prohibits funds for financial awards for employees subject to administrative discipline.

Section 226 allows program income as an eligible match for 2015 through 2022 continuum of care funds.

Section 227 permits HUD to provide one year transition grants under the continuum of care program.

Section 228 maintains current promise zone designations and agreements.

Section 229 prohibits funds from being used to establish review criteria, including rating factors or preference points, for competitive grants programs for envision center participation or coordination, with exceptions.

Section 230 prohibits funds from being used to make changes to the annual contributions contract that was in effect on December 31, 2017, with exceptions.

Section 231 clarifies the use of funds for the family self-sufficiency program.

Section 232 addresses the establishment of reserves for public housing agencies designated as MTW agencies.

Section 233 prohibits funds from being used to make certain eligibility limitations as part of a notice of fund opportunity for competitive grant awards under the public housing fund.

Section 234 prohibits funds from being used to issue rules or guidance in contravention of section 210 of Public Law 115–254 (132 Stat. 3442) or section 312 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5155).

Section 235 extends the liquidation of valid obligations for one year for amounts made available for the choice neighborhoods initiative program in fiscal years 2014, 2015, 2016, 2017, 2018, 2019, and 2020.

Section 236 allows HUD to make additional grants for the same purpose and under the same conditions as amounts appropriated by section 11003(a)(2) of the American Rescue Plan Act of 2021 (P.L. 117–2) with amounts from the Coronavirus Aid, Relief, and Economic Security Act (P.L. 116–136) that are not accepted as of the date of enactment of this Act, voluntarily returned, or otherwise recaptured.

Section 237 changes the availability of certain funding in the Disaster Relief Appropriations Act, 2013 (P.L. 113–2, division A; 127 Stat. 36) and specified conditions for certain waivers.

Section 238 prohibits funds from being used to implement, administer, enforce, or in any way make effective the proposed rule entitled "Housing and Community Development Act of 1980: Verification of Eligible Status", issued by the Department on May 10, 2019 (Docket No. FR–6124–P–01), or any final rule based substantively on such proposed rule.

TITLE III—RELATED AGENCIES

Language is included under Access Board, 'Salaries and Expenses' that limits funds for necessary expenses and allows for the credit to the appropriation of funds received for publications and training expenses.

Language is included under Federal Maritime Commission, 'Salaries and Expenses' which provides funds for services authorized by 5 U.S.C. 3109, the hire of passenger motor vehicles, and uniforms or allowances therefore; and limits funds for official reception and representation expenses.

Language is included under National Railroad Passenger Corporation Office of Inspector General, 'Salaries and Expenses' which

provides funds for an independent, objective unit responsible for detecting and preventing fraud, waste, abuse, and violations of law. Language allows the Inspector General (IG) to enter into contracts; allows the IG to select, appoint, or employ officers and employees to carry out its functions; and requires the IG to submit its budget request concurrently with the President's budget and in a similar format.

Language is included under National Transportation Safety Board, 'Salaries and Expenses' that provides funds for hire of passenger motor vehicles and aircraft, services authorized by 5 U.S.C. 3109, uniforms or allowances therefore, limits funds for official reception and representation expenses, and allows funds to be used to pay for costs associated with a capital lease.

Language is included under Neighborhood Reinvestment Corporation, 'Payment to the Neighborhood Reinvestment Corporation' that specifies the allocation of funds, including for a multi-family rental housing program.

Language is included under Surface Transportation Board, 'Salaries and Expenses' which provides funds, allows the collection of a specified level of fees established by the Surface Transportation Board, and provides that the sum appropriated from the general fund of the Treasury shall be reduced on a dollar-for-dollar basis as such fees are received.

Language is included under United States Interagency Council on Homelessness, 'Operating Expenses' that provides funds to carry out functions pursuant to title II of the McKinney-Vento Homeless Assistance Act, and places limitations on the use of funds.

TITLE IV—GENERAL PROVISIONS, THIS ACT

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

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

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

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

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

Section 406 provides that not to exceed 50 percent of unobligated balances for salaries and expenses may remain available until September 30, 2023, for each account for the purposes authorized, subject to the approval of the House and Senate Committees on Appropriations.

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

Section 408 prohibits funds from being transferred to any department, agency, or instrumentality of the U.S. Government, except

where transfer authority is provided in this or any other appropriations Act.

Section 409 prohibits funds from being used by an entity unless the expenditure is in compliance with the Buy American Act.

Section 410 prohibits funds from being made available to any person or entity that has been convicted of violating the Buy American Act.

Section 411 prohibits funds from being used for first-class airline accommodations in contravention of sections 301–10.122 and 301–10.123 of title 41, CFR.

Section 412 restricts the number of employees that agencies may send to international conferences unless such attendance is important to the national interest.

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

Section 414 caps the amount of fees the STB can charge or collect for rate or practice complaints filed at the amount authorized for district court civil suit filing fees.

Section 415 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 416 prohibits funds from being used to deny an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities, or to prevent or impede that Inspector General's access to such records, documents, or other materials.

Section 417 prohibits funds to be used to pay award or incentive fees for contractors whose performance is below satisfactory, behind schedule, over budget, or failed to meet requirements of the contract, with exceptions.

Section 418 references Congressionally requested projects contained in this report.

Section 419 prohibits the use of funds by employers or companies that have a contract with the Federal Government for nondisclosure agreements relating to workplace harassment as a condition of employment.

APPROPRIATIONS NOT AUTHORIZED BY LAW

Pursuant to clause 3(f)(1)(B) of rule XIII of the Rules of the House of Representatives, the following table lists the appropriations in the accompanying bill which are not authorized by law for the period concerned:

Appropriations Not Authorized by Law and Expiring Authorizations

[Dollars in Thousands]

Program	Last year of authorization	Authorization level	Appropriations in last year of authorization	Appropriations in this bill
Title I - Department of Transportation[1]				
Office of the Secretary				
National Infrastructure Investments	N/A	not applicable	not applicable	$1,200,000
Triving Communities Initiative	N/A	not applicable	not applicable	100,000
Federal Highway Administration				
Limitation on Administrative Expenses[1]	2021	$456,797	$456,799	492,000
Federal-Aid Highways[1]	2021	47,104,092	47,104,092	61,143,103
Highway Infrastructure Programs	N/A	not applicable	not applicable	592,000
Federal Motor Carrier Safety Administration				
Motor Carrier Safety Operations and Programs[1]	2021	288,000	288,000	379,500
Motor Carrier Safety Grants[1]	2021	387,800	391,136	506,200
National Highway Traffic Safety Administration				
Operations and Research: General Fund	2021	214,073	194,000	245,550
Operations and Research: Highway Trust Fund[1]	2021	155,300	155,300	180,612
Highway Traffic Safety Grants[1]	2021	623,017	623,017	855,488
Federal Railroad Administration				
Safety and Operations	2013	293,000	169,254	247,700
Railroad Research and Development	N/A	not applicable	not applicable	53,826
Passenger Rail Improvement, Modernization, and Expansion	N/A	not applicable	not applicable	625,000
Consolidated Rail Infrastructure and Safety Improvements	2021	330,000	375,000	500,000
Magnetic Levitation Technology Deployment Program	2009	45,000	not applicable	5,000
Northeast Corridor Grants to the National Railroad Passenger Corporation	2021	600,000	700,000	1,200,000
National Network Grants to the National Railroad Passenger Corporation	2021	1,200,000	1,300,000	1,500,000
Federal Transit Administration				
Administrative Expenses	2021	115,017	117,000	132,500
Transit Formula Grants[1]	2021	10,150,348	10,150,348	12,150,348
Transit Infrastructure Grants	N/A	not applicable	not applicable	580,000
Technical Assistance and Training	2021	5,000	5,000	7,500
Capital Investment Grants	2021	2,301,786	1,978,000	2,473,000
Grants to the Washington Metropolitan Area Transit Authority	2021	150,000	150,000	150,000
Maritime Administration				
Operations and Training	2021	152,589	155,616	171,253
State Maritime Academy Operations	2021	439,595	432,700	363,300
Assistance to Small Shipyards	2021	20,000	20,000	20,000
Ship Disposal	2021	5,000	4,200	7,508
Maritime Guaranteed Loan (Title XI) Program Account	2021	33,000	3,000	3,019
Port Infrastructure Development Program	2021	750,000	230,000	300,000
Pipeline and Hazardous Materials Safety Administration				
Hazardous Materials Safety	2021	60,000	62,000	66,392
Emergency Preparedness Grants	2021	27,763	28,318	28,318

1. For programs funded by the Highway Trust Fund, the table reflects the authorized and appropriated obligation limitations. Those programs receive contract authority, a mandatory form of budget authority, from the authorizing statute.

Title II - Department of Housing and Urban Development				
Management and Administration	1994	$1,029,496	$916,963	$1,559,747
Rental Assistance:				
Section 8 Voucher Renewals and Administrative Expenses	1994	8,446,173	5,458,106	27,420,461
Public Housing Capital Fund[2]	2003	3,000,000	2,712,555	3,400,000
Public Housing Operating Fund[2]	2003	2,900,000	3,576,600	4,897,000
Choice Neighborhoods Initiatives	N/A	not applicable	not applicable	400,000
Self-Sufficiency Programs	N/A	not applicable	not applicable	200,000
Native American Housing Block Grants[3]	2013	such sums as necessary	616,001	880,000
Indian Housing Loan Guarantee Fund Program Account	2014	50,000	1,000	3,500
Native Hawaiian Housing Block Grant	2004	such sums as necessary	not applicable	4,000
Housing Opportunities for Persons with AIDS	1994	156,300	156,000	600,000
Community Development Fund[4]	1994	4,168,000	4,877,389	4,758,000
Community Development Loan Guarantee Limitation	1994	not applicable	not applicable	not applicable
Home Investment Partnerships Program	1994	2,173,612	1,275,000	1,850,000
Self-Help Homeownership Opportunity Program	2001	such sums as necessary	20,000	15,000
Section 4 Capacity Building	1994	25,000	20,000	45,000
Rural Capacity Building	N/A	not applicable	not applicable	5,000
Homeless Assistance	2011	such sums as necessary	1,901,190	3,420,000
Project-based Rental Assistance	N/A	not applicable	not applicable	14,010,000
Housing for the Elderly	2003	such sums as necessary	783,286	1,033,000
Housing for Persons with Disabilities	2015	300,000	135,000	352,000
FHA General and Special Risk Program Account:				
Limitations on Guaranteed Loans	1995	such sums as necessary	20,885,072	30,000,000

Limitation on Direct Loans	1995	such sums as necessary	220,000	1,000
GNMA Mortgage Backed Securities Loan Guarantee Program Account:				
Limitations on Guaranteed Loans	1996	110,000,000	110,000,000	900,000,000
Administrative Expenses	1996	such sums as necessary	9,101	35,000
Policy Development and Research	1994	36,470	35,000	185,000
Fair Housing Activities, Fair Housing Program	1994	26,000	20,481	85,000
Lead Hazard Reduction	1994	250,000	150,000	460,000
Information Technology Fund	N/A	not applicable	not applicable	278,200

2. Reflects amounts appropriated within the Public Housing Fund account.

3. Reflects amounts associated with Native American Housing Block Grants appropriated within the Native American Programs account.

4. Reflects amounts associated with Indian Community Development Block Grant appropriated within the Native American Programs account as well as amounts included for Economic Development Initiative (EDI) grants.

Title III - Related Agencies

Access Board	2020	8,750	9,200	9,750
Federal Maritime Commission	2021	29,640	30,300	31,398
National Railroad Passenger Corporation (Amtrak) Office of Inspector General	2021	22,000	25,274	26,762
Neighborhood Reinvestment Corporation	1994	30,714	31,715	185,000
Surface Transportation Board	2020	36,000	37,100	39,152
United States Interagency Council on Homelessness	2009	such sums as necessary	2,680	4,000

PROGRAM DUPLICATION

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, no provision of this bill establishes or reauthorizes a program of the Federal Government known to be duplicative of another Federal program, a program that was included in any report from the Government Accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

BUDGETARY IMPACT OF THE FY 2022 DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SECTION 308(a) OF THE CONGRESSIONAL BUDGET ACT OF 1974

[In millions of dollars]

COMPARISON WITH BUDGET RESOLUTION

Pursuant to clause 3(c)(2) of rule XIII of the Rules of the House of Representatives and section 308(a)(1)(A) of the Congressional Budget Act of 1974, the following table compares the levels of new budget authority provided in the bill with the appropriate allocation under section 302(b) of the Budget Act.

[In millions of dollars]

	302(b) Allocation		This Bill	
	Budget Authority	Outlays	Budget Authority	Outlays
Comparison of amounts in the bill with Committee allocations to its subcommittees: Subcommittee on Transportation, and Housing and Urban Development, and Related Agencies				
Discretionary	84,062	155,200	84,062	[1] 154,321
Mandatory	0	0	0	[1] 0

[1] Includes outlays from prior-year budget authority.

Note.—The amounts in this report do not include $1 million in discretionary outlays from amounts provided in this bill that are designated as being for an emergency requirement pursuant to section 1(f) of House Resolution 467 of the 117th Congress. Consistent with the Congressional Budget Act of 1974, in the House of Representatives such amounts do not count against the Committee's allocation.

FIVE-YEAR OUTLAY PROJECTIONS

Pursuant to clause 3(c)(2) of rule XIII and section 308(a)(1)(B) of the Congressional Budget Act of 1974, the following table contains five-year projections associated with the budget authority provided in the accompanying bill as provided to the Committee by the Congressional Budget Office.

[In millions of dollars]

	Outlays
Projection of outlays associated with the recommendation:	
2022	[1] 57,298
2023	52,352
2024	20,901
2025	9,940
2026 and future years	17,810

[1] Excludes outlays from prior-year budget authority.

FINANCIAL ASSISTANCE TO STATE AND LOCAL GOVERNMENTS

Pursuant to clause 3(c)(2) of rule XIII and section 308(a)(1)(C) of the Congressional Budget Act of 1974, the Congressional Budget Office has provided the following estimates of new budget authority and outlays provided by the accompanying bill for financial assistance to State and local governments.

[In millions of dollars]

	Budget Authority	Outlays
Financial assistance to State and local governments for 2022	41,742	[1] 39,532

[1] Excludes outlays from prior-year budget authority.

COMMITTEE HEARINGS

In compliance with clause 3(c)(6) of rule XXIII the following table lists the hearings that were used to develop the fiscal year 2022 Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill:

Date	Title of Hearing	Witnesses
March 25, 2021	Creating Equitable Communities through Transportation and Housing.	Mr. Dorval R. Carter, President, Chicago Transit Authority Mr. Steve Kirk, President, Rural Neighborhoods Incorporated Ms. Elizabeth Kneebone, Research Director, Terner Center for Housing Innovation, University of California, Berkeley Dr. Catherine L. Ross, Regents' Professor, Schools of City and Regional Planning and Civil and Engineering, Georgia Institute of Technology
April 15, 2021	Fiscal Year 2022 Budget Request for the Department of Transportation.	The Honorable Pete Buttigieg, Secretary, Department of Transportation
April 21, 2021	Fiscal Year 2022 Budget Request for the Department of Housing and Urban Development.	The Honorable Marcia L. Fudge, Secretary, Department of Housing and Urban Development
May 12, 2021	Federal Aviation Administration Safety Oversight Hearing.	The Honorable Steve Dickson, Administrator, Federal Aviation Administration
May 13, 2021	Member Day	The Honorable Ed Case (HI–01) The Honorable Steve Cohen (TN–09) The Honorable Veronica Escobar (TX–16) The Honorable H. Morgan Griffith (VA–09) The Honorable Jim Hagedorn (MN–01) The Honorable Sheila Jackson Lee (TX–18) The Honorable James P. McGovern (MA–02) The Honorable Frank J. Mrvan (IN–01) The Honorable John W. Rose (TN–06) The Honorable Kim Schrier (WA–08) The Honorable Eric Swalwell (CA–15) The Honorable Claudia Tenney (NY–22)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	126,174	143,030	143,030	+16,856	---
Immediate Office of the Secretary	(3,360)	---	---	(-3,360)	---
Immediate Office of the Deputy Secretary	(1,200)	---	---	(-1,200)	---
Office of the General Counsel	(22,210)	---	---	(-22,210)	---
Office of the Under Secretary of Transportation for Policy	(11,797)	---	---	(-11,797)	---
Office of the Assistant Secretary for Budget and Programs	(16,394)	---	---	(-16,394)	---
Office of the Assistant Secretary for Governmental Affairs	(3,010)	---	---	(-3,010)	---
Office of the Assistant Secretary for Administration	(32,239)	---	---	(-32,239)	---
Office of Public Affairs	(2,610)	---	---	(-2,610)	---
Office of the Executive Secretariat	(2,018)	---	---	(-2,018)	---
Office of Intelligence, Security, and Emergency Response	(13,576)	---	---	(-13,576)	---
Office of the Chief Information Officer	(17,760)	---	---	(-17,760)	---
Research and Technology	22,800	43,363	57,000	+34,200	+13,637
National Infrastructure Investments	1,000,000	1,000,000	1,200,000	+200,000	+200,000
National Surface Transportation and Innovative Finance Bureau	5,000	3,800	13,800	+8,800	+10,000
Thriving Communities	---	110,000	100,000	+100,000	-10,000
Financial Management Capital	2,000	5,000	5,000	+3,000	---
Cyber Security Initiatives	22,000	39,400	39,400	+17,400	---
Office of Civil Rights	9,600	12,628	12,628	+3,028	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Transportation Planning, Research, and Development....	9,350	12,797	11,297	+1,947	-1,500
Working Capital Fund.....	(319,793)	---	(419,173)	(+99,380)	(+419,173)
Small and Disadvantaged Business Utilizaton and Outreach.....	4,714	4,977	6,500	+1,786	+1,523
Payments to Air Carriers (Airport & Airway Trust Fund)	141,724	247,700	247,700	+105,976	---
Transportation Demonstration Program.....	100,000	---	---	-100,000	---
Electric Vehicle Fleet.....	---	11,000	11,000	+11,000	---
Administrative Provision					
National Infrastructure Investments:					
(Rescission) (Sec. 105).....	-340,000	---	---	+340,000	---
(Reappropriation) (Sec. 105).....	340,000	---	---	-340,000	---
Total, Office of the Secretary.....	1,443,362	1,633,695	1,847,355	+403,993	+213,660
Federal Aviation Administration					
Operations.....	11,001,500	11,434,100	11,434,100	+432,600	---
Aviation safety.....	(1,479,039)	(1,536,298)	(1,536,298)	(+57,259)	---
Air traffic organization.....	(8,205,821)	(8,489,585)	(8,489,585)	(+283,764)	---
Commercial space transportation.....	(27,555)	(32,470)	(32,470)	(+4,915)	---
Finance and management.....	(836,141)	(892,216)	(892,216)	(+56,075)	---
NextGen.....	(62,862)	(63,955)	(63,955)	(+1,093)	---
Security and Hazardous Materials Safety.....	(124,928)	(139,466)	(139,466)	(+14,538)	---
Staff offices.....	(265,154)	(280,110)	(280,110)	(+14,956)	---
Facilities and Equipment (Airport & Airway Trust Fund)	3,015,000	3,410,000	3,416,000	+401,000	+6,000
Research, Engineering and Development (Airport & Airway Trust Fund).....	198,000	258,500	260,500	+62,500	+2,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,350,000)	(3,350,000)	(3,350,000)	---	---
(Limitation on obligations)	(3,350,000)	(3,350,000)	(3,350,000)	---	---
Administration	(119,402)	(127,165)	(127,165)	(+7,763)	---
Airport cooperative research program	(15,000)	(15,000)	(15,000)	---	---
Airport technology research	(40,666)	(40,961)	(40,691)	(+25)	(-270)
Small community air service development program	(10,000)	---	(10,000)	---	(+10,000)
Grants-in-Aid for Airports (General Fund)	400,000	---	400,000	---	+400,000
Total, Federal Aviation Administration	14,614,500	15,102,600	15,510,600	+896,100	+408,000
Limitations on obligations	(3,350,000)	(3,350,000)	(3,350,000)	---	---
Total budgetary resources	(17,964,500)	(18,452,600)	(18,860,600)	(+896,100)	(+408,000)
Federal Highway Administration					
Limitation on Administrative Expenses	(478,897)	(492,000)	(492,000)	(+13,103)	---
Federal-Aid Highways (Highway Trust Fund):					
(Limitation on obligations)	(46,365,092)	(46,365,092)	(61,143,103)	(+14,778,011)	(+14,778,011)
(Liquidation of contract authorization)	(47,104,092)	(47,104,092)	(61,882,103)	(+14,778,011)	(+14,778,011)
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---
Highway Infrastructure Programs (General Fund)	2,000,000	---	592,000	-1,408,000	+592,000
Total, Federal Highway Administration	2,000,000	---	592,000	-1,408,000	+592,000
Limitations on obligations	(46,365,092)	(46,365,092)	(61,143,103)	(+14,778,011)	(+14,778,011)
Exempt contract authority	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources	(49,104,092)	(47,104,092)	(62,474,103)	(+13,370,011)	(+15,370,011)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund)(Liquidation of contract authorization)..	(328,143)	(288,000)	(379,500)	(+51,357)	(+91,500)
(Limitation on obligations).....	(328,143)	(288,000)	(379,500)	(+51,357)	(+91,500)
Motor Carrier Safety Grants (Highway Trust Fund) (Liquidation of contract authorization).....	(389,800)	(387,800)	(506,200)	(+116,400)	(+118,400)
(Limitation on obligations).....	(419,800)	(387,800)	(506,200)	(+86,400)	(+118,400)
Total, Federal Motor Carrier Safety Administration.....	---	---	---	---	---
Limitations on obligations.....	(747,943)	(675,800)	(885,700)	(+137,757)	(+209,900)
Total budgetary resources.....	(747,943)	(675,800)	(885,700)	(+137,757)	(+209,900)
National Highway Traffic Safety Administration					
Operations and Research (general fund).....	194,167	245,550	245,550	+51,383	---
Operations and Research (Highway Trust Fund) (Liquidation of contract authorization).....	(155,300)	(155,300)	(180,612)	(+25,312)	(+25,312)
(Limitation on obligations).....	(155,300)	(155,300)	(180,612)	(+25,312)	(+25,312)
Subtotal, Operations and Research.....	349,467	400,850	426,162	+76,695	+25,312

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Highway Traffic Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization).....	(623,017)	(623,017)	(855,488)	(+232,471)	(+232,471)
(Limitation on obligations).....	(623,017)	(623,017)	(855,488)	(+232,471)	(+232,471)
Highway safety programs (23 USC 402).....	(279,800)	(279,800)	(384,800)	(+105,000)	(+105,000)
National priority safety programs (23 USC 405)..	(285,900)	(285,900)	(390,900)	(+105,000)	(+105,000)
High visibility enforcement.....	(30,500)	(30,500)	(49,702)	(+19,202)	(+19,202)
Administrative expenses.....	(26,817)	(26,817)	(30,086)	(+3,269)	(+3,269)
Administrative Provision					
Impaired Driving funding (Sec. 142) (General Fund)....	17,000	---	7,000	-10,000	+7,000
Total, National Highway Traffic Safety Administration.....	211,167	245,550	252,550	+41,383	+7,000
Limitations on obligations.....	(778,317)	(778,317)	(1,036,100)	(+257,783)	(+257,783)
Total budgetary resources.....	(989,484)	(1,023,867)	(1,288,650)	(+299,166)	(+264,783)
Federal Railroad Administration					
Safety and Operations.....	234,905	247,700	247,700	+12,795	---
Railroad Research and Development.....	41,000	58,826	53,826	+12,826	-5,000
Subtotal.....	275,905	306,526	301,526	+25,621	-5,000
Passenger Rail Improvement, Modernization, and Expansion.....	---	625,000	625,000	+625,000	---
Federal-State Partnership for State of Good Repair....	200,000	---	---	-200,000	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Consolidated Rail Infrastructure and Safety Improvements	375,000	375,000	500,000	+125,000	+125,000
Magnetic Levitation Technology Deployment Program	2,000	---	5,000	+3,000	+5,000
Restoration and Enhancement	4,720	---	---	-4,720	---
Subtotal	581,720	1,000,000	1,130,000	+548,280	+130,000
National Railroad Passenger Corporation:					
Northeast Corridor Grants	700,000	1,300,000	1,200,000	+500,000	-100,000
National Network Grants	1,300,000	1,400,000	1,500,000	+200,000	+100,000
Subtotal	2,000,000	2,700,000	2,700,000	+700,000	---
Administrative Provisions					
Rescissions (Sec. 153)	---	---	-15,042	-15,042	-15,042
Capital and Debt Service Grants to the National Railroad Passenger Corporation (rescission) (Sec. 154)	-10,458	---	---	+10,458	---
Capital Assistance to States - Intercity Passenger Rail Service (rescission) (Sec. 154)	-10,165	---	---	+10,165	---
Railroad Safety Technology Program (rescission) (Sec. 154)	-613	---	---	+613	---
Rail Line Relocation and Improvement Program (rescission) (Sec. 154)	-12,650	---	---	+12,650	---
Next Generation High-Speed Rail (rescission) (Sec. 154)	-3,035	---	---	+3,035	---
Total, Federal Railroad Administration	2,820,704	4,006,526	4,116,484	+1,295,780	+109,958

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Transit Administration					
Administrative Expenses	121,052	131,500	132,500	+11,448	+1,000
Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization)	(10,800,000)	(10,800,000)	(13,000,000)	(+2,200,000)	(+2,200,000)
(Limitation on obligations)	(10,150,348)	(10,150,348)	(12,150,348)	(+2,000,000)	(+2,000,000)
Transit Infrastructure Grants	516,220	550,000	580,000	+63,780	+30,000
Transit Research	---	30,000	---	---	-30,000
Technical Assistance and Training	7,500	7,500	7,500	---	---
Capital Investment Grants	2,014,000	2,473,000	2,473,000	+459,000	---
Grants to the Washington Metropolitan Area Transit Authority	150,000	150,000	150,000	---	---
Formula Grants (rescission) (Sec. 166)	-1,607	---	-6,734	-5,127	-6,734
Job Access and Reverse Commute Program (rescission) (Sec. 169)	-320	---	---	+320	---
Research, Training, and Human Resources (rescission) (Sec. 169a)	-31	---	---	+31	---
Total, Federal Transit Administration	2,806,814	3,342,000	3,336,266	+529,452	-5,734
Limitations on obligations	(10,150,348)	(10,150,348)	(12,150,348)	(+2,000,000)	(+2,000,000)
Total budgetary resources	(12,957,162)	(13,492,348)	(15,486,614)	(+2,529,452)	(+1,994,266)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Great Lakes St. Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund)	38,000	37,700	40,000	+2,000	+2,300
Maritime Administration					
Maritime Security Program	314,000	318,000	318,000	+4,000	---
Rescission (legislative proposal)	---	-42,000	---	---	+42,000
Cable Security Fleet	10,000	---	10,000	---	+10,000
Tanker Security Fleet	---	60,000	60,000	+60,000	---
Operations and Training	155,616	172,204	171,253	+15,637	-951
State Maritime Academy Operations	432,700	358,300	363,300	-69,400	+5,000
Assistance to Small Shipyards	20,000	20,000	20,000	---	---
Ship Disposal	4,200	10,000	7,508	+3,308	-2,492
Maritime Guaranteed Loan (Title XI) Program Account: Administrative expenses	3,000	3,000	3,019	+19	+19
Port Infrastructure Development Program	230,000	230,000	300,000	+70,000	+70,000
Total, Maritime Administration	1,169,516	1,129,504	1,253,080	+83,564	+123,576

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund	28,715	29,100	29,100	+385	---
Hazardous Materials Safety:					
General Fund	62,000	69,029	66,392	+4,392	-2,637
Pipeline Safety:					
Oil Spill Liability Trust Fund	23,000	27,650	27,650	+4,650	---
Pipeline Safety Fund	137,000	146,600	146,600	+9,600	---
Liquefied Natural Gas Siting Account	---	400	400	+400	---
Underground Natural Gas Storage Facility Safety Account	8,000	8,000	8,000	---	---
Subtotal	168,000	182,650	182,650	+14,650	---
Emergency Preparedness Grants:					
Limitation on emergency preparedness fund	(28,318)	---	(28,318)	---	(+28,318)
General fund	---	1,000	---	---	-1,000
Administrative Provision					
PHMSA (Sec. 180)	1,000	---	---	-1,000	---
Total, Pipeline and Hazardous Materials Safety Administration	259,715	281,779	278,142	+18,427	-3,637
Limitations on obligations	(28,318)	---	(28,318)	---	(+28,318)
Total budgetary resources	(288,033)	(281,779)	(306,460)	(+18,427)	(+24,681)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pipeline safety fund user fees	-137,000	-146,600	-146,600	-9,600	---
Underground natural gas storage facility safety account user fees	-8,000	-8,000	-8,000	---	---
Liquefied natural gas siting user fees	---	-400	-400	-400	---
Office of Inspector General					
Salaries and Expenses	98,150	103,150	103,150	+5,000	---
Total, title I, Department of Transportation	25,316,928	25,727,504	27,174,627	+1,857,699	+1,447,123
Appropriations	(25,695,807)	(25,769,504)	(27,196,403)	(+1,500,596)	(+1,426,899)
Rescissions	(-378,879)	(-42,000)	(-21,776)	(+357,103)	(+20,224)
Limitations on obligations	(61,391,700)	(61,319,557)	(78,565,251)	(+17,173,551)	(+17,245,694)
Total budgetary resources	(86,708,628)	(87,047,061)	(105,739,878)	(+19,031,250)	(+18,692,817)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Management and Administration					
Executive Offices	17,292	16,200	15,000	-2,292	-1,200
Administrative Support Offices	576,689	657,250	594,418	+17,729	-62,832
Program Offices:					
Public and Indian Housing	243,056	268,900	258,896	+15,840	-10,004
Community Planning and Development	131,107	146,600	142,381	+11,274	-4,219
Housing	404,194	452,300	412,703	+8,509	-39,597
Policy Development and Research	36,250	35,500	37,320	+1,070	+1,820
Fair Housing and Equal Opportunity	79,763	93,100	88,726	+8,963	-4,374
Office of Lead Hazard Control and Healthy Homes	10,303	11,100	10,303	---	-797
Subtotal	904,673	1,007,500	950,329	+45,656	-57,171
Total, Management and Administration	1,498,654	1,680,950	1,559,747	+61,093	-121,203
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals	23,080,000	25,001,000	24,950,926	+1,870,926	-50,074
Tenant protection vouchers	116,000	100,000	100,000	-16,000	---
Administrative fees	2,159,000	2,790,000	2,469,535	+310,535	-320,465
Sec. 811 vouchers, incremental and renewals	314,000	508,000	500,253	+186,253	-7,747
Incremental VASH vouchers	40,000	---	20,000	-20,000	+20,000
Incremental voucher assistance Sec. 8(o)	---	1,552,000	1,000,000	+1,000,000	-552,000
Incremental family unification vouchers	25,000	---	25,000	---	+25,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Incremental Vouchers for Homelessness	43,439	---	---	-43,439	---
Mobility Demonstration	---	491,000	150,000	+150,000	-341,000
Subtotal (available this fiscal year)	25,777,439	30,442,000	29,215,714	+3,438,275	-1,226,286
Advance appropriations	4,000,000	4,000,000	4,000,000	---	---
Less appropriations from prior year advances	-4,000,000	-4,000,000	-4,000,000	---	---
Total, Tenant-based Rental Assistance appropriated in this bill	25,777,439	30,442,000	29,215,714	+3,438,275	-1,226,286
Public Housing Fund	7,806,000	8,575,000	8,640,000	+834,000	+65,000
Choice Neighborhoods Initiative	200,000	250,000	400,000	+200,000	+150,000
Self-Sufficiency Programs	155,000	175,000	200,000	+45,000	+25,000
Family Self-Sufficiency	(105,000)	(120,000)	(150,000)	(+45,000)	(+30,000)
Resident Opportunity and Self-Sufficiency	(35,000)	(35,000)	(35,000)	---	---
Jobs-Plus Initiative	(15,000)	(20,000)	(15,000)	---	(-5,000)
Native American Programs	825,000	1,000,000	950,000	+125,000	-50,000
Native American Housing Block Grants, Formula	(647,000)	(723,000)	(722,000)	(+75,000)	(-1,000)
Native American Housing Block Grants, Competitive	(100,000)	(100,000)	(150,000)	(+50,000)	(+50,000)
Energy efficiency and resiliency measures	---	(100,000)	---	---	(-100,000)
Title VI Loan Program	(1,000)	---	(1,000)	---	(+1,000)
(Limitation on guaranteed loans)	(45,649)	(50,000)	(50,000)	(+4,351)	---
Indian CDBG	(70,000)	(70,000)	(70,000)	---	---
Training and Technical Assistance	(7,000)	(7,000)	(7,000)	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Indian Housing Loan Guarantee Fund Program Account....	2,000	3,500	3,500	+1,500	---
(Limitation on guaranteed loans).....	(1,000,000)	(1,400,000)	(1,400,000)	(+400,000)	---
Native Hawaiian Housing Block Grant.....	2,000	7,000	4,000	+2,000	-3,000
(Limitation on guaranteed loans).....	---	(28,000)	(28,000)	(+28,000)	---
Rescission (legislative proposal).....	---	-6,000	---	---	+6,000
Total, Public and Indian Housing.....	34,767,439	40,446,500	39,413,214	+4,645,775	-1,033,286
Community Planning and Development					
Housing Opportunities for Persons with AIDS.....	430,000	450,000	600,000	+170,000	+150,000
Community Development Fund:					
Community Development Fund.....	---	---	4,688,000	+4,688,000	+4,688,000
CDBG formula.....	3,450,000	3,745,000	---	-3,450,000	-3,745,000
SUPPORT for Patients and Communities.....	25,000	25,000	---	-25,000	-25,000
Subtotal.....	3,475,000	3,770,000	4,688,000	+1,213,000	+918,000
Community Development Loan Guarantees (Section 108):					
(Limitation on guaranteed loans).....	(300,000)	---	(300,000)	---	(+300,000)
HOME Investment Partnerships Program.....	1,350,000	1,850,000	1,850,000	+500,000	---
Self-Help and Assisted Homeownership Opportunity Program.....	60,000	60,000	65,000	+5,000	+5,000
Homeless Assistance Grants.....	3,000,000	3,500,000	3,420,000	+420,000	-80,000
Total, Community Planning and Development.....	8,315,000	9,630,000	10,623,000	+2,308,000	+993,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Housing Programs					
Project-based Rental Assistance:					
Renewals	13,115,000	13,675,000	13,625,000	+510,000	-50,000
Contract administrators	350,000	355,000	355,000	+5,000	---
Service Coordinators for the elderly	---	30,000	30,000	+30,000	---
Subtotal (available this fiscal year)	13,465,000	14,060,000	14,010,000	+545,000	-50,000
Advance appropriations	400,000	400,000	400,000	---	---
Less appropriations from prior year advances	-400,000	-400,000	-400,000	---	---
Total, Project-based Rental Assistance appropriated in this bill	13,465,000	14,060,000	14,010,000	+545,000	-50,000
Housing for the Elderly	855,000	928,000	1,033,000	+178,000	+105,000
Housing for Persons with Disabilities	227,000	272,000	352,000	+125,000	+80,000
Housing Counseling Assistance	77,500	85,900	100,000	+22,500	+14,100
Green and Resilient Retrofit Program for Multifamily Housing	---	250,000	---	---	-250,000
Payment to Manufactured Housing Fees Trust Fund	13,000	14,000	14,000	+1,000	---
Offsetting collections	-13,000	-14,000	-14,000	-1,000	---
Total, Housing Programs	14,624,500	15,595,900	15,495,000	+870,500	-100,900

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
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.....	-8,541,000	-8,876,000	-8,876,000	-335,000	---
Proposed offsetting receipts (HECM).....	-223,000	---	-10,000	+213,000	-10,000
Administrative contract expenses.....	130,000	180,000	150,000	+20,000	-30,000
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.....	-480,000	-710,000	-710,000	-230,000	---
Total, Federal Housing Administration.....	-9,114,000	-9,406,000	-9,446,000	-332,000	-40,000
Government National Mortgage Association					
Guarantees of Mortgage-backed Securities Loan Guarantee Program Account:					
(Limitation on guaranteed loans).....	(1,300,000,000)	(900,000,000)	(900,000,000)	(-400,000,000)	---
Administrative expenses.....	33,500	40,350	35,000	+1,500	-5,350
Offsetting receipts.....	-129,000	-173,000	-173,000	-44,000	---
Offsetting receipts.....	-1,288,000	-2,129,000	-2,129,000	-841,000	---
Proposed offsetting receipts (HECM)	-22,000	---	-61,000	-39,000	-61,000
Additional contract expenses.....	1,000	---	1,000	---	+1,000
Total, Gov't National Mortgage Association....	-1,404,500	-2,261,650	-2,327,000	-922,500	-65,350

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Policy Development and Research					
Research and Technology	105,000	145,000	185,000	+80,000	+40,000
Fair Housing and Equal Opportunity					
Fair Housing Activities	72,555	85,000	85,000	+12,445	---
Office of Lead Hazard Control and Healthy Homes					
Lead Hazard Reduction	360,000	400,000	460,000	+100,000	+60,000
Information Technology Fund	300,000	323,200	278,200	-21,800	-45,000
Office of Inspector General	137,200	147,000	145,000	+7,800	-2,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
General Provisions--Department of Housing and Urban Development					
GNMA securitization of HFA debt (Sec. 230) (offsetting receipt)	---	-1,000	---	---	+1,000
Unobligated balances (rescission)	-14,000	---	---	+14,000	---
Total, title II, Department of Housing and Urban Development	49,647,848	56,784,900	56,471,161	+6,823,313	-313,739
Appropriations	(55,957,848)	(64,293,900)	(64,044,161)	(+8,086,313)	(-249,739)
Rescissions	(-14,000)	(-6,000)	---	(+14,000)	(+6,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts	(-10,683,000)	(-11,889,000)	(-11,959,000)	(-1,276,000)	(-70,000)
Offsetting collections	(-13,000)	(-14,000)	(-14,000)	(-1,000)	---
(Limitation on direct loans)	(2,000)	(2,000)	(2,000)	---	---
(Limitation on guaranteed loans)	(1,731,345,649)	(1,331,478,000)	(1,331,778,000)	(-399,567,649)	(+300,000)
TITLE III - RELATED AGENCIES					
Access Board	9,200	9,750	9,750	+550	---
Federal Maritime Commission	30,300	30,873	31,398	+1,098	+525
National Railroad Passenger Corporation Office of Inspector General	25,274	26,248	26,762	+1,488	+514
National Transportation Safety Board	118,400	121,400	121,400	+3,000	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Neighborhood Reinvestment Corporation.....	165,000	170,000	185,000	+20,000	+15,000
Surface Transportation Board.....	37,500	39,152	39,152	+1,652	---
Offsetting collections.....	-1,250	-1,250	-1,250	---	---
Subtotal.....	36,250	37,902	37,902	+1,652	---
United States Interagency Council on Homelessness.....	3,800	4,000	4,000	+200	---
Total, title III, Related Agencies.....	388,224	400,173	416,212	+27,988	+16,039
TITLE IV - GENERAL PROVISIONS - THIS ACT					
Reclassification of Tenant-based Rental Assistance funding.....	-695,000	---	---	+695,000	---
Reclassification of Tenant-based Rental Assistance funding (emergency).....	695,000	---	---	-695,000	---
Payments to air carriers (Sec. 421) (emergency).....	23,332	---	---	-23,332	---
Total, title IV, General Provisions - This Act..	23,332	---	---	-23,332	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2021
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2022
(Amounts in thousands)

	FY 2021 Enacted	FY 2022 Request	Bill	Bill vs. Enacted	Bill vs. Request
Grand total	75,376,332	82,912,577	84,062,000	+8,685,668	+1,149,423
Appropriations	(81,348,129)	(90,464,827)	(91,658,026)	(+10,309,897)	(+1,193,199)
Rescissions	(-392,879)	(-48,000)	(-21,776)	(+371,103)	(+26,224)
Emergency appropriations	(718,332)	---	---	(-718,332)	---
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts	(-10,683,000)	(-11,889,000)	(-11,959,000)	(-1,276,000)	(-70,000)
Offsetting collections	(-14,250)	(-15,250)	(-15,250)	(-1,000)	---
(Limitation on obligations)	(61,391,700)	(61,319,557)	(78,565,251)	(+17,173,551)	(+17,245,694)
Total budgetary resources	(136,768,032)	(144,232,134)	(162,627,251)	(+25,859,219)	(+18,395,117)

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

Roll Call 1

Date: July 16, 2021
Measure: Transportation, Housing and Urban Development, and Related Agencies Bill, FY 2022
Motion by: Mr. Reschenthaler
Description of Motion: To prohibit any new tolling on the Federal-aid highway system in the Commonwealth of Pennsylvania.
Results: Not Adopted 24 yeas to 33 nays

Members Voting Yea	*Members Voting Nay*
Mr. Calvert	Mr. Aguilar
Mr. Carter	Mr. Bishop
Mr. Cline	Mrs. Bustos
Mr. Cole	Mr. Cartwright
Mr. Diaz-Balart	Mr. Case
Mr. Fleischmann	Ms. Clark
Mr. Fortenberry	Mr. Crist
Mr. Garcia	Mr. Cuellar
Mr. Gonzales	Ms. DeLauro
Ms. Granger	Mr. Espaillat
Dr. Harris	Ms. Frankel
Ms. Herrera Beutler	Mr. Harder
Mrs. Hinson	Ms. Kaptur
Mr. Joyce	Mr. Kilmer
Mr. Moolenaar	Mrs. Kirkpatrick
Mr. Newhouse	Mrs. Lawrence
Mr. Palazzo	Ms. Lee of California
Mr. Reschenthaler	Mrs. Lee of Nevada
Mr. Rogers	Ms. McCollum
Mr. Rutherford	Ms. Meng
Mr. Simpson	Ms. Pingree
Mr. Stewart	Mr. Pocan
Mr. Valadao	Mr. Price
Mr. Womack	Mr. Quigley
	Ms. Roybal-Allard
	Mr. Ruppersberger
	Mr. Ryan
	Mrs. Torres
	Mr. Trone
	Ms. Underwood
	Ms. Wasserman Schultz
	Mrs. Watson Coleman
	Ms. Wexton

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

Roll Call 2

Date: July 16, 2021
Measure: Transportation, Housing and Urban Development, and Related Agencies Bill, FY 2022
Motion by: Mr. Garcia
Description of Motion: To prohibit the use of funds for a high-speed rail corridor development project in state of California.
Results: Not Adopted 24 yeas to 33 nays

Members Voting Yea	*Members Voting Nay*
Mr. Calvert	Mr. Aguilar
Mr. Carter	Mr. Bishop
Mr. Cline	Mrs. Bustos
Mr. Cole	Mr. Cartwright
Mr. Diaz-Balart	Mr. Case
Mr. Fleischmann	Ms. Clark
Mr. Fortenberry	Mr. Crist
Mr. Garcia	Mr. Cuellar
Mr. Gonzales	Ms. DeLauro
Ms. Granger	Mr. Espaillat
Dr. Harris	Ms. Frankel
Ms. Herrera Beutler	Mr. Harder
Mrs. Hinson	Ms. Kaptur
Mr. Joyce	Mr. Kilmer
Mr. Moolenaar	Mrs. Kirkpatrick
Mr. Newhouse	Mrs. Lawrence
Mr. Palazzo	Ms. Lee of California
Mr. Reschenthaler	Mrs. Lee of Nevada
Mr. Rogers	Ms. McCollum
Mr. Rutherford	Ms. Meng
Mr. Simpson	Ms. Pingree
Mr. Stewart	Mr. Pocan
Mr. Valadao	Mr. Price
Mr. Womack	Mr. Quigley
	Ms. Roybal-Allard
	Mr. Ruppersberger
	Mr. Ryan
	Mrs. Torres
	Mr. Trone
	Ms. Underwood
	Ms. Wasserman Schultz
	Mrs. Watson Coleman
	Ms. Wexton

FULL COMMITTEE VOTES

Pursuant to the provisions of clause 3(b) of rule XIII of the House of Representatives, the results of each roll call vote on an amendment or on the motion to report, together with the names of those voting for and those voting against, are printed below:

Roll Call 3

Date: July 16, 2021
Measure: Transportation, Housing and Urban Development, and Related Agencies Bill, FY 2022
Motion by: Ms. Kaptur
Description of Motion: To report the Transportation, and Housing and Urban Development, and Related Agencies Appropriations Act, 2022, to the House, as amended.
Results: Adopted 33 yeas to 24 nays

Members Voting Yea	*Members Voting Nay*
Mr. Aguilar	Mr. Calvert
Mr. Bishop	Mr. Carter
Mrs. Bustos	Mr. Cline
Mr. Cartwright	Mr. Cole
Mr. Case	Mr. Diaz-Balart
Ms. Clark	Mr. Fleischmann
Mr. Crist	Mr. Fortenberry
Mr. Cuellar	Mr. Garcia
Ms. DeLauro	Mr. Gonzales
Mr. Espaillat	Ms. Granger
Ms. Frankel	Dr. Harris
Mr. Harder	Ms. Herrera Beutler
Ms. Kaptur	Mrs. Hinson
Mr. Kilmer	Mr. Joyce
Mrs. Kirkpatrick	Mr. Moolenaar
Mrs. Lawrence	Mr. Newhouse
Ms. Lee of California	Mr. Palazzo
Mrs. Lee of Nevada	Mr. Reschenthaler
Ms. McCollum	Mr. Rogers
Ms. Meng	Mr. Rutherford
Ms. Pingree	Mr. Simpson
Mr. Pocan	Mr. Stewart
Mr. Price	Mr. Valadao
Mr. Quigley	Mr. Womack
Ms. Roybal-Allard	
Mr. Ruppersberger	
Mr. Ryan	
Mrs. Torres	
Mr. Trone	
Ms. Underwood	
Ms. Wasserman Schultz	
Mrs. Watson Coleman	
Ms. Wexton	

MINORITY VIEWS

We appreciate that Chair DeLauro and Chairman Price have proposed a Transportation, Housing and Urban Development, and Related Agencies bill for fiscal year 2022 that addresses many priorities of Members and continues vital investments in our Nation's transportation and housing programs. In particular, we appreciate funding for ports infrastructure, air traffic control modernization, transportation safety programs, and housing programs for the elderly and disabled, homeless veterans, and victims of domestic violence.

We are not able to support the bill as currently drafted because the bill includes $84,062,000,000 in discretionary budget authority, which is an irresponsible and excessive 13% increase above fiscal year 2021 enacted levels. This level is particularly concerning because the most significant increases in the bill are in housing programs, at 15% above fiscal year 2021. These housing increases, while well-intentioned, would require renewals in future years. This would lock in an annual multi-billion liability on the bill for years to come, and would crowd out our ability to make targeted, responsible transportation and housing investments in future years.

We are disappointed that the majority rejected amendments offered by Republican members during full committee markup that would have improved this bill, including a prohibition on Federal funds for the failed California High Speed Rail project, and restoration of fuel-neutral standards in the low- and no- emission bus programs to include clean biofuels and natural gas buses. We are pleased that the Committee accepted an amendment that restores a common-sense Electronic Logging Device exemption for Livestock Haulers.

Republicans are concerned about some of the policy choices made by the majority party in all of this year's appropriations bills, and we are also troubled that our national debt exceeds $28,000,000,000,000 and will only continue to grow under the majority's approach to spending. If the majority is unwilling to move toward a bipartisan approach, it could bring our work to a standstill and force us into a continuing resolution, instead of enacting full-year bills that fund essential government functions.

We are confident that once a top-line agreement on spending is in place and there is consensus to remove controversial policy positions, we will be able to work together to resolve our differences on this bill and make investments in housing and transportation infrastructure that create jobs and improve the quality of life in our communities.

KAY GRANGER.
MARIO DIAZ-BALART.

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