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TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT,
AND RELATED AGENCIES APPROPRIATIONS BILL, 2025

JULY 25, 2024.—Ordered to be printed

Mr. SCHATZ, from the Committee on Appropriations, submitted the
following

REPORT

[To accompany S. 4796]

The Committee on Appropriations reports the bill (S. 4796) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2025, and for other purposes, reports favorably thereon without amendment and recommends that the bill do pass.

Amounts of new budget (obligational) authority for fiscal year 2025

Total of bill as reported to the Senate	\$98,737,000,000
Amount of 2024 appropriations	97,484,000,000
Amount of 2025 budget estimate	90,188,602,000
Bill as recommended to Senate compared to—	
2024 appropriations	+ 1,253,000,000
2025 budget estimate	+ 8,548,398,000

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OVERVIEW AND SUMMARY OF THE BILL

The Transportation, Housing and Urban Development, and Related Agencies appropriations bill provides funding for a wide array of Federal programs, mostly in the Departments of Transportation [DOT] and Housing and Urban Development [HUD]. Programs in the DOT support road, transit, rail, pipeline, and aviation infrastructure development, safety oversight, and enforcement; the operation of the Nation's interstate highway system, air traffic control system, and passenger rail network; maritime readiness for the surge and sustainment of the U.S. military; and port infrastructure development. Resources for HUD support economic development, affordable housing production, and housing assistance for those most in need, including the elderly, disabled, and people experiencing homelessness. The bill also provides funding for the Federal Housing Administration [FHA] and the Government National Mortgage Association [Ginnie Mae] to continue their traditional roles of providing access to affordable homeownership in the United States.

The bill, as reported, provides the proper balance of funding for transportation, housing, and community development programs and activities. It is consistent with the subcommittee's allocation for fiscal year 2025. All accounts in the bill have been closely examined to ensure that a sufficient level of funding is provided to carry out the programs and activities of the DOT, HUD, and related agencies. Details on each of the accounts and the Committee's justifications for the funding levels are included in this report.

For the DOT, the Committee recommendation includes key investments in aviation and rail safety programs. Resources are targeted in aviation to support the air traffic controller hiring surge to meet the demands of air carrier operations, as well as the aviation safety workforce to oversee the manufacturing sector to address the findings and recommendations of the *Section 103 Organization Designation Authorizations [ODA] for Transport Airplanes Expert Panel Review Report* and the ongoing implementation of the Aircraft Certification, Safety, and Accountability Act [ACSAA]. Rail safety investments and directives are included for emergency response training, placard sustainability, the inspector workforce, as well as research into wayside detection technology utilization, deployment, and operational response to address the National Transportation Safety Board's [NTSB's] recommendations from their final report on the East Palestine, Ohio incident, *Norfolk Southern Railway Derailment and Hazardous Materials Release on East Palestine, Ohio [RRD23M005]*. Any statutory changes recommended by the NTSB will need to be addressed by the authorizing committees of jurisdiction. The Committee looks forward to future action on these important improvements to railway safety.

For HUD, the national lack of a sufficient housing supply is impacting communities across the country, squeezing rental markets, particularly for low-income families, and constraining homeownership opportunities. While many of the solutions to these housing challenges are State and locally driven, the Committee recommendation supports Federal efforts to bolster affordable housing development through the community development block grant [CDBG] program, the HOME investment partnerships program [HOME], and the pathways to removing obstacles to housing [PRO] program. Funds are provided to fully preserve the current assisted housing portfolio and increase the supply of senior housing and permanent supportive housing for people experiencing homelessness. As seniors are the largest growing demographic of persons experiencing homelessness, continuums of care [CoC] are struggling to meet their unique needs. Stronger partnerships between our healthcare and housing systems are essential and the bill provides additional resources to this end to better address the high needs of this especially vulnerable population.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2025, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms “program, project, and activity” [PPA] shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations), accompanying reports or explanatory statements of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill or report language.

REPROGRAMMING GUIDELINES

The Committee includes provisions in section 405 establishing the authority by which funding available to the agencies in this act or division J of Public Law 117–58 may be reprogrammed for other purposes. These provisions specifically require the advanced approval of the House and Senate Committees on Appropriations of any proposal to reprogram funds that:

- creates a new program;
- eliminates a PPA;
- increases funds or personnel for any PPA for which funds have been denied or restricted by the Congress;
- proposes to redirect funds that were directed in such reports or explanatory statements 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 report accompanying this act, whichever is more detailed. This direction applies to both the bill and accompanying reports or explanatory statements.

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 60 days after enactment of this act to establish the baseline for application of reprogramming and transfer authorities provided in this act. Specifically, each agency should provide a table for each appropriation with columns displaying the prior year enacted level; budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation and prior year enacted level both by object class and by PPA, as detailed in this act, accompanying reports, and explanatory statements of the House and Senate Committee on Appropriations, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations. The report must also identify items of special congressional interest.

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

The Committee expects each agency to manage its programs and activities within the amounts appropriated by Congress. The Committee reminds agencies that reprogramming requests should be submitted only in the case of an unforeseeable emergency or a situation that could not have been anticipated when formulating the budget request for the current fiscal year. Further, the Committee notes that when a Department or agency submits a reprogramming or transfer request to the House and Senate Committees on Appropriations and does not receive identical responses from the House and Senate, it is the responsibility of the Department to reconcile the House and Senate differences before proceeding, and if reconciliation is not possible, to consider the request to reprogram funds not approved.

The Committee would also like to clarify that these sections apply to the working capital funds [WCF] for the DOT and HUD, and that no funds may be obligated from such funds to augment programs, projects or activities for which appropriations have been specifically rejected by the Congress, or to increase funds or personnel for any PPA above the amounts appropriated by this act.

CONGRESSIONAL BUDGET JUSTIFICATIONS

Budget justifications are the primary tool used by the House and Senate Committees on Appropriations to evaluate the resource requirements and fiscal needs of agencies. The Committee is aware

that the format and presentation of budget materials is largely left to the agency within presentation objectives set forth by the Office of Management and Budget [OMB]. The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions. This should include the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in any funding table. Among other items, agencies shall provide a detailed discussion of proposed new initiatives, proposed changes in the agency's financial plan from prior year enactment, and detailed data on all programs and comprehensive information on any office or agency restructurings. At a minimum, each agency must also provide adequate justification for funding and staffing changes for each individual office and materials that compare programs, projects, and activities that are proposed for fiscal year 2026 to the fiscal year 2025 enacted level.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this act. Therefore, the Committee expects that each agency will coordinate with the House and Senate Committees on Appropriations in advance on its planned presentation for its budget justification materials in support of the fiscal year 2026 budget request.

The Committee also reminds all agencies funded in this act to provide accurate organizational charts in the budget justifications. The Committee considers any changes to the organization charts to be a reprogramming requiring approval of the House and Senate Committees on Appropriations under section 405 of this act.

With the significant, historical investments of the Infrastructure Investment and Jobs Act [IIJA] and the Inflation Reduction Act [IRA] in addition to annual appropriations funding, the Committee requires a clear and accurate presentation of annual available and requested budgetary resources for each fiscal year in the congressional budget justifications that accompany the President's budget request. Each agency funded under this act shall present all available budgetary resources from contract authority, mandatory budget authority, advanced appropriations, and discretionary budget authority in its congressional justification. Each agency shall also delineate the funding for salaries and expenses [S&E] and number of full-time equivalent [FTE] and full-time positions [FTP] separate and distinct from the programmatic funding, including in the detailed tables in the congressional budget justification. This shall include all S&E funding and FTE/FTP provided by administrative takedowns from any and all budgetary resources. Advance appropriations from division J of the IIJA includes takedowns for administrative expenses, and amounts that are made available for programmatic activities should not be used to exceed the administrative limitation specified in division J of the IIJA. FTEs funded by division J are expected to be managed as a separate and distinct resource and shall not be included or represented as an adjustment to base in the annual discretionary budget request for S&E.

TRANSPARENCY REQUIREMENT

The Committee remains interested in increasing transparency and accountability of Federal grant spending. The Departments of

Labor, Health and Human Services, and Education are directed by the Stevens Amendment, section 505 of title V, division H of Public Law 115–141, to require grantees to include the total cost of the project, the percentage of Federal funds in the project or program, and identify all of the sources of funding for the total project or program in all public documents announcing the grant award. The Committee directs agencies to collect data on what information Federal grant recipients currently include in the public documents announcing the grant award to determine whether recipients of funding in this act could comply with the Stevens Amendment without unreasonable burden. The Committee expresses appreciation for the Department that has submitted the report and again reminds the remaining Department to provide the report required in fiscal year 2020 on the feasibility of complying with the Stevens Amendment.

FEDERAL TRUST AND TREATY RESPONSIBILITIES

The Committee reminds agencies funded by this act of their obligation to uphold the Federal trust and treaty responsibilities to Tribes and Federal obligations to the Native Hawaiian community. This includes upholding treaty and reserved rights, and any other rights and obligations under Federal law; supporting self-determination efforts by Native communities; fulfilling obligations under Presidential Memoranda and Executive Orders; and conducting early and robust government-to-government consultation with Tribes, and meaningful outreach and engagement with Native Hawaiians.

REPORTING REQUIREMENTS

The Committee directs the DOT and HUD to provide the House and Senate Committees on Appropriations with quarterly written notifications on the status of pending reports required by this and prior appropriations acts. The agencies are reminded that these reports are important to the Committee's ability to carry out its oversight responsibilities, and each agency is expected to comply with specified deadlines.

AUDIT STANDARDS

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

FEDERALLY FUNDED RESEARCH

The Committee urges the DOT and HUD to affirmatively determine and make available on a publicly accessible website a justification that federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

Globally, an estimated 25 million people are subjected to human trafficking and forced labor. Nearly 80 percent of international human trafficking journeys cross through official border control points such as airports and land borders. Educating and empowering travelers and transportation employees of the indicators of this abuse of human rights is a valuable prevention mechanism that can enhance community-coordinated responses and support informed interventions. The Committee supports the DOT's "Combating Human Trafficking in the Transportation Sector Awareness Training" and directs the Department to encourage relevant stakeholders, including airports, transit hubs, and recipients of financial assistance from the Department, to implement comprehensive policies to combat human trafficking and support survivors based on guidance and recommendations from the DOT Advisory Committee on Human Trafficking. The Committee recommendation provides \$10,000,000 within the Office of the Secretary to implement the newly authorized airport human trafficking prevention grants program (section 774A of title VII of the Federal Aviation Administration [FAA] Reauthorization Act of 2024). These important resources will help airports nationwide raise awareness and help get victims away from their traffickers safely.

AFFORDABLE HOUSING PROGRAM ALIGNMENT

The Committee remains steadfast in its commitment to reducing duplicative inspections addressing the statutory, regulatory, and procedural barriers that add time and cost to affordable housing projects that are developed with multiple Federal funding sources. The Committee commends HUD for issuing several rules over the past year to improve alignment across Federal affordable housing programs and reduce administrative burdens on grantees. The actions taken by HUD to update the CDBG and HOME programs regulations, as well as to implement the Housing Opportunity Through Modernization Act of 2016 [HOTMA] will streamline and simplify coordination. However, the Committee notes continued challenges within HUD to align and streamline efforts across other Federal agencies. The Committee directs HUD, in coordination with the Internal Revenue Service [IRS], to take steps, within existing authorities, to streamline and better coordinate Federal affordable housing development incentives and programs with the goals of simplifying the work necessary for developers to build the capital stack for affordable housing and redevelopment projects and minimizing the need for duplicative inspections. The Committee directs HUD, in coordination with the IRS, to report to the House and Senate Committees on Appropriations no later than 180 days after enactment of this act on policy recommendations to address

statutory barriers and to identify additional authorities necessary to further this goal.

TRANSIT ORIENTED DEVELOPMENT

Increasing housing supply is essential to easing rent burdens and creating homeownership opportunities. Maximizing a community's access to DOT financing for transit-oriented development has the potential to make affordable and mixed income housing projects collocated near rail and transit infrastructure possible due to the programs favorable lending rates compared to the private market. Such projects can bolster ridership and capitalize on under-utilized property to more efficiently connect the workforce to job centers. These projects deliver the added benefits of reduced traffic congestion, less pollution, and time and cost savings from shorter commutes. The Committee supports the efforts of the Departments under this act to leverage HUD expertise in housing development financing to streamline the application process for loans under the DOT's transportation infrastructure finance and innovation [TIFIA] credit program and the railroad rehabilitation and improvement financing credit [RRIF] program. To that end, the DOT and HUD shall establish a task force to examine ways to leverage existing underwriting procedures and proformas that are familiar to housing developers for use in the TIFIA and RRIF application processes, to explore opportunities to layer Federal financing to meet the investment grade rating requirement of TIFIA, to address timing challenges for projects with multiple financing sources, and to minimize the need for duplicative credit reviews. The Committee directs the task force to report to the House and Senate Committees on Appropriations on its priority objectives, assessment of administrative and statutory barriers, and planned action items and milestones within 120 days of enactment of this act.

FOREIGN MALIGN INFLUENCE MITIGATION

For more than a decade, adversaries of the United States—primarily Russia, China, and Iran—have utilized foreign malign influence [FMI] to conduct influence operations against the Nation to create divisiveness and fracture communities. Per the Department of Homeland Security [DHS], FMI refers to the deliberate and covert actions, such as disinformation campaigns and propaganda, used by foreign governments, organizations, or individuals to manipulate, disrupt, or undermine that political, social, or economic stability of another country. FMI aims to create their own narrative to shape public opinion, destabilize democratic processes, sow discord, and advance the interests of the foreign actor. These influence operations generally target politically charged issues, but the Committee is concerned that our adversaries are exploiting U.S. transportation incidents, infrastructure, and companies in an effort to instill a fear of travel and to undermine the economy with an adversarial narrative. To gain a better understanding, scope and impact of these nefarious efforts, the Committee directs the DOT to coordinate efforts with the Office of the Director of National Intelligence [ODNI] Foreign Malign Influence Center and the National Center for Narrative Intelligence [NCNI] to produce

a public report on state backed influence operations on U.S. transportation infrastructure and transportation companies.

TITLE I
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89–670), provides for the establishment of the Office of the Secretary of Transportation [OST]. OST is comprised of the Secretary and the Deputy Secretary immediate and support offices; the Office of the General Counsel; the Office of the Under Secretary of Transportation for Policy, including the offices of the Assistant Secretary for Aviation and International Affairs, the Assistant Secretary for Transportation Policy, and the Assistant Secretary for Multimodal Freight Infrastructure and Policy; five Assistant Secretarial offices for Budget and Programs, Governmental Affairs, Research and Technology, and Administration; and the Offices of Public Affairs and Public Engagement, the Executive Secretariat, Intelligence, Security and Emergency Response, the Chief Information Officer, and Tribal Government Affairs. OST also includes the Department’s Office of Civil Rights and the Department’s working capital fund.

SALARIES AND EXPENSES
(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2024	\$191,295,000
Budget estimate, 2025	209,916,000
Committee recommendation	209,676,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$209,676,000 for the salaries and expenses of OST, including \$70,000 for reception and representation expenses. The recommendation is \$240,000 less than the budget request and \$18,381,000 more than the fiscal year 2024 enacted level.

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

office WCF expenses being streamlined into one shared services account, as well as the realignment of information technology development, modernization, and enhancement [IT DME] efforts.

The following table summarizes the Committee's recommendation in comparison to the fiscal year 2024 enacted level and the budget request:

	Fiscal year—		Committee recommendation
	2024 enacted	2025 estimate	
Office of the Secretary	3,770,000	3,822,000	3,822,000
Office of the Deputy Secretary	1,370,000	1,371,000	1,371,000
Office of the General Counsel	32,272,000	31,202,000	20,367,000
Office of the Under Secretary for Policy	20,064,000	24,109,000	35,544,000
Office of the Assistant Secretary for Budget and Programs	22,724,000	22,973,000	22,573,000
Office of the Assistant Secretary for Government Affairs	7,138,000	4,471,000	4,471,000
Office of the Assistant Secretary for Administration	43,284,000	24,189,000	23,874,000
Office of Public Affairs and Public Engagement	6,244,000	6,486,000	6,361,000
Office of the Executive Secretariat	2,515,000	2,434,000	2,434,000
Office of Intelligence, Security, and Emergency Response	16,506,000	16,146,000	16,146,000
Office of the Chief Information Officer	33,879,000	20,063,000	20,063,000
Office of Tribal Government Affairs	1,529,000	1,569,000	1,569,000
Shared Services		43,748,000	43,748,000
IT DME		7,333,000	7,333,000
Total	191,295,000	209,916,000	209,676,000

World Cup, Olympic, and Paralympic Events.—The Committee recognizes that the mobility needs of competitors, supporting staff, and spectators place high demands on the transportation and infrastructure systems in U.S. cities hosting the 2026 World Cup and 2028 Olympic and Paralympic events. These include providing safe and reliable event-specific mass transportation operations across aviation, road, rail, and transit systems for attendees, residents, and visitors to the United States. The Committee directs the Department to expedite technical assistance and to exercise flexibilities in providing Federal resources, funding, approvals, and waivers in a timely manner to the host cities, states, local governments, regional or metropolitan agencies, transit agencies, airport and public authorities, and associated entities to enable adequate preparation.

The Secretary of Homeland Security's designation of the 2028 Olympic and Paralympic Games as a national special security event commits all Federal agencies to provide full cooperation and support to ensure the safety of all participants. Because significant resources will need to be dedicated to the planning, design, and implementation of transit infrastructure over the next 4 years, the Secretary shall report to the House and Senate Committees on Appropriations on the full scope of the DOT's obligations including the nature of its coordination with other Federal agencies and departments, as well as representatives of the relevant state and local transportation entities involved in the 2028 Games. The report shall also include the host locations projected resource needs for fiscal year 2026 through fiscal year 2029, including specific account details for each fiscal year.

IMMEDIATE OFFICE OF THE SECRETARY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$3,822,000 for fiscal year 2025 for the Immediate Office of the Secretary. The recommendation is \$52,000 more than the fiscal year 2024 enacted level and equal to the budget request. The Committee directs the Department to abide by both the will and intent of Congress in all funding and policy decisions, and to consult with the House and Senate Committees on Appropriations prior to issuing all notices of funding opportunities [NOFOs].

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$1,371,000 for the Immediate Office of the Deputy Secretary, which is \$1,000 more than the fiscal year 2024 enacted level and equal to the budget request.

OFFICE OF THE GENERAL COUNSEL

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$20,367,000 for expenses of the Office of the General Counsel for fiscal year 2025. The recommended funding level is \$11,905,000 less than the fiscal year 2024 enacted level and \$10,835,000 less than the budget request. The Committee recommendation realigns 42 FTE to the newly authorized Office of Aviation Consumer Protection within the Office for the Under Secretary for Policy, in addition to \$2,163,260 in contract support. The funding recommendation supports adjustments to base for the remaining 98 FTE's in this office.

OFFICE OF THE UNDER SECRETARY FOR POLICY
PROGRAM DESCRIPTION

The Under Secretary for Policy is the chief policy officer of the Department and is responsible for the analysis, development, and review of policies and plans for domestic and international transportation matters. The office administers the economic regulatory functions regarding the airline industry and is responsible for international aviation programs, aviation consumer activities, the essential air service program, airline fitness licensing, acquisitions, international route awards, computerized reservation systems, and special investigations, such as those involving airline delays. Within this office, the IIJA also created an Office of Multimodal Freight Infrastructure and Policy [MFIP] to oversee certain multimodal freight grant programs, carry out the national multimodal freight policy, and facilitate the movement of freight across and within different modes of transportation.

COMMITTEE RECOMMENDATION

The Committee recommends \$35,544,000 for the Office of the Under Secretary for Policy, of which 2,427,000 is for the MFIP; \$5,300,000 is for the freight logistics optimization works [FLOW] program; and \$11,435,000 is for the newly authorized Office of Aviation Consumer Protection [OACP].

The recommended funding level is \$15,480,000 more than the fiscal year 2024 enacted level and \$11,435,000 more than the budget request. The Committee recommendation supports adjustments to base to sustain 78 FTE for the Office of the Under Secretary for Policy and eight FTE for the MFIP, equal to the budget request.

Office of Aviation Consumer Protection.—Section 501 of the FAA Reauthorization Act of 2024 (Public Law 118–63) established a new Assistant Secretary for Aviation Consumer Protection position and OACP within the Department. The Committee recommendation realigns \$8,631,655 in S&E for 42 FTEs and \$2,163,260 in contract support from the employees that supported this function in Office of the General Counsel to the OACP. In order to support the creation of the new Assistant Secretary position, the Committee recommendation provides an additional \$640,085 for three new FTE and associated costs within the OACP. This new Office is designed to increase the Department’s ability to monitor compliance and conduct investigations into air carrier violations of consumer protections and civil rights, as well as assist, educate, and protect passenger consumer rights.

Due to the impact of COVID–19 on air travel, the number of air travel service complaints surged to an unprecedented level of 102,561 in 2020 versus 15,332 in 2019—an increase of 569 percent. Since that time, complaints have de-escalated, but remain unacceptably high at a rate of 77,656 in 2022 and 88,136 in 2023. The Department’s final rule on refunds and other consumer protections as mandated by Congress will require automatic refunds for canceled or significantly delayed flights, checked baggage fees for significantly delayed baggage, and for ancillary fees that were paid and for which the service was not provided. Further actions will need to be taken by this newly created office to implement the FAA

Authorization Act of 2024, which includes issuing mandates for fee-free family seating as directed in section 516, setting minimum standards for airline credits, and establishing reimbursement policies for incurred costs due to air carrier contributed cancellations or delays. The Committee directs the Department to report to the House and Senate Committees on Appropriations on the status of these congressional mandates and to provide an annual summary of air travel consumer complaints from the preceding year accounting for flight delays; mishandled baggage, wheelchairs, and scooters; over sales; consumer complaints; airlines reports of the loss, injury, or death of animals during transportation; and customer reports to the Transportation Security Administration.

Competitive Grant Programs.—The Committee strongly believes in the importance of Federal competitive grant programs that allow transportation agencies to build infrastructure above Federal formula programs limitations. Since the inception of the national infrastructure investment grant program in 2009, now known as RAISE, competitive grants made available by this Committee in the annual appropriations bill and in the IIJA have led to tremendous multi-modal benefits for every State. While reaching a grant agreement between the Department and a grant recipient can be a time-consuming and burdensome process, such an agreement is critical to ensure grantees meet all Federal requirements and make prudent use of taxpayer funding. The Committee supports the Department's project initiation accelerator initiative, which is intended to help at-risk grantees. The Committee expects the Department to prioritize staffing increases in the relevant division or field offices that can help improve the timeliness of reaching grant agreements. In order to bring greater transparency to this process, the Committee directs the Department to provide quarterly data on all competitive grant programs for which funding is appropriated to OST, Federal Highway Administration [FHWA], Federal Transit Administration [FTA], Federal Railroad Administration [FRA] and Maritime Administration [MARAD] that was awarded from funds made available for obligation prior to fiscal year 2023, but remain unobligated. The data shall consist of a list of all such competitive awards by program, by fiscal year, and by grantee.

Coordination with DHS to Improve Staffing Model Forecasting.—The Committee is pleased with the progress the FLOW program has made in improving the transparency of the supply chain. The Committee directs the Department to coordinate with the DHS Supply Chain Resiliency Center [SCRC] to improve forecasting and scenario planning for various supply chain disruptions, including staffing at U.S. ports.

Cargo Theft Prevention.—The Committee recognizes the substantial increase in cargo theft that has affected the transportation supply chain over the last few years. The Committee directs the Department to coordinate with the Federal Bureau of Investigations [FBI], the Department of Justice, the DHS SCRC, and relevant stakeholders, including professional policing organizations, to provide a report on cargo theft trends in the transportation supply chain, along with a strategy to combat cargo theft, to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Department Policies.—The Department’s current statement of international air transportation policy was last updated in 1995 and is now over 29 years old. The Committee once again directs the Department to brief the House and Senate Committees on Appropriations on the status of this policy document within 120 days of enactment of this act.

Cellular Vehicle-to-Everything Safety Technology.—The Committee commends the Department’s commitment to reducing deaths and serious injuries on our Nation’s roadways. As stated in the Department’s October 2023 draft report *Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment*, a “powerful tool for achieving this ambitious, long-term goal is vehicle-to-everything [V2X] technology, which enables vehicles to communicate with each other, with other road users such as pedestrians and cyclists, and with roadside infrastructure.” Therefore, the Committee expects the Department to find ways to incentivize and accelerate the deployment of cellular vehicle-to-everything [C-V2X] technologies through coordinated actions across modal agencies, including potential incorporation into the NHTSA’s new car assessment program [NCAP] and through program guidance, NOFOs for discretionary grant programs, and national roadway safety strategy implementation.

Communications Services for Limited English Proficient Communities.—The Committee is supportive of efforts the Department is taking to improve multi-lingual communications, which should include mediums such as television and radio, to reach limited English proficient [LEP] communities. However, to improve implementation, the Committee encourages the DOT to review its communication practices and create uniform applications across all modes, as appropriate, in order to strengthen communication including through digital, television and radio advertising. The Committee further directs agencies at the DOT that engage in educational outreach campaigns report to the House and Senate Committees on Appropriations on their annual advertising budgets within 90 days of enactment of this act.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$22,573,000 for the Office of the Assistant Secretary for Budget and Programs. The recommended level is \$151,000 less than more than the fiscal year 2024 enacted level

and \$400,000 less than the budget request. The recommendation supports the adjustments to base and does not provide the four additional data scientist positions requested.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$4,471,000 for the Office of the Assistant Secretary for Governmental Affairs. The recommended level is \$2,667,000 less than the fiscal year 2024 enacted level and equal to the request to accommodate adjustments to base to sustain current staffing levels.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$23,874,000 for the Office of the Assistant Secretary for Administration. The recommended funding level is \$19,410,000 less than the fiscal year 2024 enacted level and \$315,000 less than the budget request. This funding level accommodates adjustments to base and does not support the request for an additional 3 positions. The bill includes the transfer of funds authority to the operating administrations that will be occupying the space vacated by the Office of the Inspector General as requested.

OFFICE OF PUBLIC AFFAIRS AND PUBLIC ENGAGEMENT

PROGRAM DESCRIPTION

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

related issues. It also provides information to the Secretary on the opinions and reactions of the public and news media on these programs and issues.

COMMITTEE RECOMMENDATION

The Committee recommends \$6,361,000 for the Office of Public Affairs, which is \$117,000 more than the fiscal year 2024 enacted level and \$125,000 less than the budget request in order to accommodate adjustments to base for current staffing.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$2,434,000 for the Executive Secretariat. The recommendation is \$81,000, less than the fiscal year 2024 enacted level and equal to the budget request.

OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE

PROGRAM DESCRIPTION

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

To ensure the Department is able to respond to disasters, the Office prepares for and coordinates the Department's participation in national and regional exercises and training for emergency personnel; administers the Department's continuity of government and continuity of operations programs and initiatives; provides direct emergency response and recovery support through the national response framework; and operates the Department's crisis management center that monitors the Nation's transportation system 24 hours a day, 7 days a week, and is the Department's focal point during emergencies.

COMMITTEE RECOMMENDATION

The Committee recommends \$16,146,000 for the Office of Intelligence, Security, and Emergency Response. The recommendation is \$360,000 less than the fiscal year 2024 enacted level and equal to the budget request to accommodate adjustments to base and two

additional FTE intelligence analysts to monitor, evaluate, analyze, and disseminate cyber-focused national security efforts.

OFFICE OF THE CHIEF INFORMATION OFFICER

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$20,063,000 for the Office of the Chief Information Officer [OCIO], which is \$13,816,000 less than the fiscal year 2024 enacted level to accommodate adjustments to base needs, address the U.S. digital service contribution requirements, and the positions requested for artificial intelligence [AI] experts to promote AI innovation across the agency, manage AI risks, and ensure alignment with the AI principals of Executive Order 14110.

Enterprise Service Delivery.—The Committee is aware of measurable progress made by this office and the Office of the Chief Human Capital Officer [OCHCO] toward specific IT oversight objectives, including improved IT project and asset lifecycle cost tracking, proactive cybersecurity posture, and increased efficiency of systems which serve employees' day to day human resource needs. The Committee encourages the OCIO and OCHCO to continue these efforts. In accordance with Executive Order 14028 that requires that all Federal agencies deploy endpoint detection and response [EDR] capabilities, the Secretary shall report to the House and Senate Committees on Appropriations on: (1) the status of the agency's deployment of EDR solutions and a timeline for full coverage, to include cloud environments; (2) projected budget needs for EDR deployment and sustainment for the next 2 years; and (3) the costs anticipated to be covered by the Cybersecurity and Infrastructure Security Agency's [CISA] continuous diagnostics and mitigation [CDM] program.

OFFICE OF TRIBAL AND GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

The Office of Tribal and Governmental Affairs was authorized in the IIJA to advise the Secretary and senior leadership in the Department on all Tribal matters. The Office works to fulfill the Secretary's legislative priorities that will strengthen Tribal economies, improve infrastructure, and serve as the liaison between the Department and Tribal governments in support of Tribal self-governance activities.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,569,000 for the Office of Tribal and Governmental Affairs. The recommendation is \$40,000 more than the fiscal year 2024 enacted level and equal to the budget request.

RESEARCH AND TECHNOLOGY

Appropriations, 2024	\$49,040,000
Budget estimate, 2025	61,930,000
Committee recommendation	57,375,000

PROGRAM DESCRIPTION

The Office of the Assistant Secretary for Research and Technology assumed responsibilities previously held by the Research and Innovative Technology Administration. The responsibilities include coordinating, facilitating, and reviewing the Department's research and development programs and activities; and overseeing and providing direction to the Bureau of Transportation Statistics, the Intelligent Transportation Systems Joint Program Office, the university transportation centers program, the Volpe National Transportation Systems Center, and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$57,375,000 for the Office of the Assistant Secretary for Research and Technology. This amount is \$8,335,000 more than the fiscal year 2024 enacted level and \$4,555,000 less than the budget request. This funding level assumes a total of \$22,000,000 in programmatic spending, of which \$3,000,000 is for the highly automated systems safety [HASS] center of excellence [COE]; \$5,000,000 is to support the research, data, and analysis necessary to accelerate and integrate needed technology for a faster transition to a cleaner, safe, efficient and resilient transportation network system; \$3,000,000 is for positioning navigation and timing [PNT] technologies and global positioning system [GPS] back up; and \$11,000,000 is for the advanced research projects agency—infrastructure [ARPA-I] initiative. The Committee appreciates the Department's attempt to improve the representation of administrative costs for the office. The transparency of staffing levels across activities shall be sustained in future budget justifications.

PNT Technologies and GPS Backup.—The Committee recommendation provides \$3,000,000 to support this initiative established by Congress in 2022 that allows for the wide adoption of multiple technologies that provide the necessary GPS backup and complementary PNT technologies as identified in 2021 in the *Complementary PNT and GPS Backup Technologies Demonstration Report* [DOT-VNTSC-20-07]. The Committee notes that the Department has issued contracts to nine complimentary PNT technology vendors through the Volpe Center that will allow for instrumentation, testing, and evaluation of these technologies at field test ranges in conjunction with critical infrastructure owners and operators. The Department is directed to use the funds provided in this and prior year appropriations to support the phase II solicitation in order to expand the set of technologies to be evaluated. The Committee also encourages the Department to use enhanced contracting authority, such as: cooperative agreements, cooperative research, and development agreements, or small business innovation research [SBIR] to deploy such services rapidly.

ARPA-I.—The recommendation includes \$11,000,000 to support ARPA-I as authorized under 49 U.S.C. 119, and the open research initiative as authorized under 49 U.S.C. 5506. The funding will advance and deploy technology products that have the potential to transform transportation systems and the way they are used. The Committee supports the Administration’s proposed emphasis on the safety program aimed at developing new, novel, and innovative safety solutions to address the over 43,000 roadway fatalities in the U.S. annually.

Ferry Decarbonization Data.—The Committee directs the Department to collect additional data in conjunction with the national census of ferry operators [NCFO] to better understand the condition of the existing domestic ferry fleet, including the baseline emissions such as the EPA Tier (0–4), engine model year, segment layover duration, and existing electric utility infrastructure at terminal. Additionally, the Department shall obtain information on whether the respondent has specified published emissions reductions goals, what those specific emissions reductions goals are, and whether each organization maintains a long-range fleet capitalization plan. Responses to the NCFO shall be mandatory.

Infrastructure Durability.—With historic infrastructure funding available, the Committee recognizes the importance of ensuring long-lasting transportation improvements that are capable of withstanding extreme events, natural disasters, and other potential impacts to ensure durability, efficiency, and cost effectiveness. The DOT has published research showing the advances in the science of concrete materials and specifically the enhanced durability benefits and exceptional performance of ultra-high-performance concrete [UHPC]. The Committee directs the Department to report to the House and Senate Committees on Appropriations on the use of UHPC in Federal infrastructure projects and how the use of such materials are expected to improve the overall lifespan of these federally-funded infrastructure projects.

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2024	\$345,000,000
Budget estimate, 2025*	800,000,000
Committee recommendation	550,000,000

*The fiscal year 2025 budget proposed the repurposing TIFIA contract authority of unobligated balances.

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$550,000,000 for grants and credit assistance as authorized under 49 U.S.C. 6701, which is \$205,000,000 more than the fiscal year 2024 enacted level and \$250,000,000 less than the budget request.

The national infrastructure investments program, now known as the RAISE program, has become integral to improving safety and mobility in communities throughout the country for more than a decade. The outcome-oriented selection criteria that includes state of good repair, economic competitiveness, quality of life, environmental sustainability, safety, innovation, and partnership nurtures stronger applications and results in successful multimodal projects. Given the importance of infrastructure reuse projects for transportation, economic development, emissions reduction, and recreation, the Committee encourages the Department to consider supporting infrastructure reuse projects.

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

Sustainable Materials.—The Committee notes the ongoing advancements in sustainable infrastructure practices, equipment, and building materials and encourages the Department to support infrastructure projects that incorporate these advancements, utilize these capabilities and products, and strive to achieve measurable carbon reductions by 2030.

Mega Grants.—The Committee recognizes that inland ports are an important element in the international supply chain, increasing intermodal capacity and efficiencies in the movement of global commerce from ships to major transportation networks for distribution. Benefits include reduced congestion at marine terminals and on the Nation's highways, lower costs of moving cargo, environmental and safety benefits, economic development in underserved or rural areas, as well as consolidation of import/export centers. Within the advance appropriations for this program, the Committee encourages the Secretary to consider mega grant applications that include the development of coastal and inland ports that provide supply chain improvements and reduce supply chain disruption.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE
BUREAU

Appropriations, 2024	\$9,558,000
Budget estimate, 2025	10,692,000
Committee Recommendation	10,692,000

PROGRAM DESCRIPTION

The National Surface Transportation and Innovative Finance Bureau [Bureau] administers the Department's surface transportation innovative finance programs as authorized by 49 U.S.C. 116 and technical as authorized by section 21205 of Public Law 117–58.

COMMITTEE RECOMMENDATION

The Committee recommends \$10,692,000 for the Bureau, which is \$1,134,000 more than the fiscal year 2024 enacted level and equal to the budget request in order to accommodate adjustments to base.

RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT

Appropriations, 2024	\$25,000,000
Budget estimate, 2025*	
Committee recommendation*	25,000,000

*The IIJA provides \$2,200,000 in contract authority for this program for fiscal year 2025.

PROGRAM DESCRIPTION

The rural and Tribal infrastructure advancement program authorized by section 21205 of Public Law 117–58 allows the Build America Bureau to provide financial, technical, and legal assistance to evaluate and support potential transportation projects reasonably expected to be eligible for Federal funding or financing.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$25,000,000 for the rural and Tribal infrastructure advancement program. The recommended funding level is \$25,000,000 more than the budget request and equal to the level provided in fiscal year 2024.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

PROGRAM DESCRIPTION

The RRIF program was established by Public Law 105–178 to provide direct loans and loan guarantees to State and local governments, Government-sponsored entities, and railroads. Credit assistance under the program may be used for rehabilitating or developing rail equipment and facilities.

COMMITTEE RECOMMENDATION

The bill authorizes the Secretary to issue direct loans and loan guarantees pursuant to 49 U.S.C. 224.

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2024	\$5,000,000
Budget estimate, 2025	5,000,000
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$5,000,000 for the Secretary's financial management capital initiative, which is equal to the fiscal year 2024 enacted level and equal to the budget request, in order to increase data quality, ensure compliance with financial standards and reporting, continue DATA Act compliance, and provide oversight of DOT's risk and controls.

CYBER SECURITY INITIATIVES

Appropriations, 2024	\$49,000,000
Budget estimate, 2025	74,600,000
Committee recommendation	74,600,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$74,600,000 to support the Secretary's cyber security initiative, which is \$25,600,000 more than the fiscal year 2024 enacted level and equal to the budget request.

OFFICE OF CIVIL RIGHTS

Appropriations, 2024	\$18,228,000
Budget estimate, 2025	22,403,000
Committee recommendation	18,229,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a funding level of \$18,229,000 for the Office of Civil Rights. The recommendation is \$1,000 more than the fiscal year 2024 enacted level and \$4,174,000 less than the budget request. The resources provided will be used to accommodate adjustments to base.

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

Appropriations, 2024	\$24,369,000
Budget estimate, 2025	24,780,000
Committee recommendation	45,687,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$45,687,000 for transportation planning, research, and development, which is \$21,318,000 more than the fiscal year 2024 enacted level and \$20,907,000 more than the budget request. This supports authorized grants to educate, help identify, and prevent human trafficking at our Nation's airports. Within this funding level, the Committee recommendation also includes \$10,907,000 to accommodate congressionally directed spending [CDS] for eligible projects. The Committee directs the OST to provide funding for those projects listed in the table at the end of this report in the corresponding amounts. The Committee further directs that the specific funding allocated for CDS shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2024	\$522,165,000
Budget estimate, 2025	
Committee recommendation	495,645,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of \$495,645,000 on activities financed through the WCF. The recommended limit is \$26,520,000 less than the limit enacted for fiscal year 2024. As in past years, the bill specifies that the limitation on the WCF shall apply only to the Department and not to services provided for other

entities. The Committee directs services to be provided on a competitive basis to the maximum extent possible.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriations, 2024	\$5,330,000
Budget estimate, 2025	7,226,000
Committee recommendation	7,026,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$7,026,000, which is \$1,696,000 more than the fiscal year 2024 enacted level, and \$200,000 less than the budget request. The Committee directs the office to provide a briefing on certification requirements for the disadvantaged business enterprise determinations regarding Tribal entities.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2024	\$348,554,000
Budget estimate, 2025	423,000,000
Committee recommendation	423,000,000

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

	Appropriations	Mandatory	Total
Appropriations, 2024	\$348,544,000	\$154,410,530	\$502,964,530
Budget estimate, 2025	423,000,000	164,249,000	587,249,000
Committee recommendation	423,000,000	164,249,000	587,249,000

The Committee recommends an appropriation of \$423,000,000 for the EAS program. This appropriation is in addition to an estimated \$164,249,000 from overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of

\$587,249,000. The Committee's recommendation for the appropriation is equal to the budget request and \$74,446,000 more than the fiscal year 2024 enacted level.

Status of Funds.—The Department is directed to provide the House and Senate Committees on Appropriations quarterly updates on overflight fee collections and program costs to ensure the continued success of the EAS program.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF
TRANSPORTATION

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

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

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

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

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

Section 105 requires the approval from the Assistant Secretary for Administration for retention or senior executive bonuses for all employees.

Section 106 requires the DOT's working capital fund to use certain transfer equipment into the working capital fund and collect replacement reserve for the equipment equal to the useful life and estimated replacement cost of the equipment.

Section 107 requires congressional notification before the Department provides credit assistance under the TIFIA program.

Section 108 allows the operating administrations to transfer funds to the Office of Tribal Government Affairs for recipients of the Tribal Transportation Self Governance program.

Section 109 allows the Secretary to transfer and consolidate administrative resources for certain programs.

Section 109A modifies the amount of funding reserved for planning grants under the safe streets and roads for all program.

Section 109B allows the Secretary to transfer up to \$1,641,000 to the operating administration(s) for the cost of rent for the space on the seventh floor of the headquarters building that the Office of Inspector General is vacating.

Section 109C extends the period of availability for certain fiscal year 2019 grants.

FEDERAL AVIATION ADMINISTRATION
PROGRAM DESCRIPTION

The Federal Aviation Administration is responsible for the safe movement of civil aviation and the evolution of a national system of airports. The Federal Government's regulatory role in civil aviation began with the creation of an Aeronautics Branch within the Department of Commerce pursuant to the Air Commerce Act of 1926 (Public Law 69-254). This act instructed the agency to foster air commerce; designate and establish airways; establish, operate, and maintain aids to navigation; arrange for research and development to improve such aids; issue airworthiness certificates for aircraft and major aircraft components; and investigate civil aviation accidents. In the Civil Aeronautics Act of 1938 (Public Law 75-706), these activities were transferred to a new, independent agency named the Civil Aeronautics Authority. Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When the DOT began its operations in 1967, the Federal Aviation Agency was renamed the FAA and became one of several modal administrations within DOT. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978 (Public Law 95-504), and ceased to exist in 1984. Responsibility for the investigation of civil aviation accidents was given to the National Transportation Safety Board in 1967. FAA's mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary, and decreased in December 2001 with the transfer of civil aviation security activities to the Transportation Security Administration.

COMMITTEE RECOMMENDATION

The total recommended funding level for the FAA for fiscal year 2025 amounts to \$22,013,554,000, including new budget authority and a limitation on the obligation of contract authority. The following table summarizes the Committee's recommendations and advance appropriations provided by the IIJA for fiscal year 2025:

	General Fund Advance Appropriations in IIJA	Committee recommendation	Total
Operations		\$13,603,399,000	\$13,603,399,000
Facilities and equipment	\$1,000,000,000	3,600,000,000	4,600,000,000
Research, engineering, and development		290,000,000	290,000,000
Grants-in-aid to airports (obligation limitation)		4,000,000,000	4,000,000,000
Grants-in-aid to airports (general fund)		521,155,000	521,155,000
Airport infrastructure grants	3,000,000,000		3,000,000,000
Airport terminal grants	1,000,000,000		1,000,000,000
Total	5,000,000,000	22,014,554,000	27,014,554,000

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2024	\$12,729,627,000
Budget estimate, 2025	13,603,399,000
Committee recommendation	13,603,399,000

PROGRAM DESCRIPTION

This appropriation provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, international, commercial space, medical, research, engineering, and development programs, as well as policy oversight and agency management functions. The Operations appropriation includes the following major activities:

- the Air Traffic Organization [ATO], which operates, on a 24-hour daily basis, the national air traffic system, including the establishment and maintenance of a national system of aids to navigation, the development and distribution of aeronautical charts and the administration of acquisition, and research and development programs;
- the regulation and certification activities, including establishment and surveillance of civil air regulations to ensure safety and development of standards, rules and regulations governing the physical fitness of airmen, as well as the administration of an aviation medical research program;
- the Office of Commercial Space Transportation; and
- headquarters and support offices.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$13,603,399,000 for FAA Operations. This funding level is equal to the budget request, and \$873,772,000 more than the fiscal year 2024 enacted level. As in past years, the FAA is directed to report immediately to the House and Senate Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system. The following table summarizes the Committee's recommendation in comparison to the budget estimate and the fiscal year 2024 enacted level:

FAA OPERATIONS

	Fiscal year—		Committee recommendation
	2024 enacted	2025 estimate	
Air traffic organization	\$9,439,068,000	.....	\$10,112,436,000
Aviation safety	1,745,532	.....	1,839,078,000
Commercial space transportation	42,018,000	.....	57,130,000
Finance and management	948,211,000	.....	997,822,000
NextGen operations and planning	67,818,000	.....	73,556,000
Security and hazardous materials safety	162,155,000	.....	172,270,000
Staff offices	324,825,000	.....	351,107,000
Total	12,729,627,000	13,603,399,000	13,603,399,000

Funding Level.—The Committee provides \$13,603,399,000 for FAA operations, consistent with the budget request and \$873,772,000 above the fiscal year 2024 enacted level. This increase consists of \$736,726,000 in adjustment to base increases and the following discretionary adjustments:

- \$42,992,000 for the controller hiring and training surge, with a goal of hiring 2,000 new controllers in fiscal year 2025;

- \$25,912,000 for aviation safety efforts which includes initiatives in the budget request, and \$10,000,000 and 54 aviation safety inspectors above the budget request to support improved surveillance of production and manufacturing activities, as well as air carrier maintenance surveillance;
- \$1,283,000 for hazardous materials safety;
- \$10,000,000 for aeronautical information management modernization;
- \$13,554,000 for the office of finance management [AFN] initiatives in the budget request;
- \$4,174,000 for facility maintenance and sustainment;
- \$21,049,000 for commercial space operations, of which \$7,018,000 is for ATO integration activities;
- \$410,000 for unmanned aircraft systems, including to process applications for environmental certification;
- \$10,409,000 for data analytics within the office of aviation safety [AVS];
- \$1,010,000 for staff office support, to be prioritized for the office of human resource management; and
- \$6,253,000 for the pilot program for FAA transitioning towers, as authorized under section 625 of the FAA Reauthorization Act of 2024.

Staffing.—The Committee supports the FAA’s efforts to hire 2,000 new air traffic controllers in fiscal year 2025. The FAA will achieve this goal by expanding training at the FAA Academy and supplementing these efforts by expanding air traffic controller training at certain collegiate training initiative [CTI] schools. The FAA should ensure that all air traffic control trainees are taught according to the same rigorous and uniform standards. The Committee expects the FAA to closely monitor the CTI programs and provide oversight for each individual school. Future controller workforce hiring plans, as required by the bill, should include information on the anticipated number of trainees at CTIs. The Committee continues to direct the FAA to provide quarterly staffing updates, including hiring and separations, by program office for all positions funded by this act, and to provide on a quarterly basis: (1) the status of hiring new controllers; (2) actual staffing levels, including hiring and separation levels, at all air traffic control [ATC] facilities; and (3) flight delays at each ATC facility by category.

Organization Chart.—The Committee directs the FAA to include a more detailed organization chart as an exhibit to section one of the President’s budget justification that provides not less than two levels of offices below the Office of the Administrator and Deputy Administrator for the Air Traffic Organization and the Office of the Assistant Administrator for Aviation Safety.

Runway Incursions.—The Committee appreciates the progress the FAA has made to reduce runway incursion incidents through educational outreach, training, marking, lighting, and new technology, but more needs to be done. The Committee commends the FAA’s efforts to keep the Committee informed of runway incursions and significant national airspace system [NAS] incidents and continues to direct the Chief Operating Officer of the FAA to provide

monthly briefings to the House and Senate Committees on Appropriations on these efforts.

Controller Fatigue.—The Committee supports the FAA’s efforts to implement the 58 opportunities identified by the scientific expert panel on air traffic controller safety, work hours, and health in its “*Assessment of Fatigue Risk in FAA Air Traffic Operations*” report. As the FAA works to implement these opportunities, it should keep the Committee apprised of its work with the National Air Traffic Controller Association [NATCA] to develop a joint agreement on new rest periods and a joint development strategy for implementing the 2025 basic watch schedule. The FAA is also directed to work with the scientific expert panel and NATCA to determine the extent to which fatigue is driven by excessive overtime schedules and to brief the House and Senate Committees on Appropriations on its findings. The FAA is expected to continue to develop the schedule optimization system for air traffic controllers that includes input from both AFN and NATCA which could address controller staffing and fatigue issues.

Air Traffic Control Privatization.—The United States has the largest, safest, most efficient, and most complex air traffic control system in the world, and the FAA should remain a global leader with a singular and unified mission of safety. To that end, the Committee does not support any efforts to transfer the FAA’s air traffic functions to a not-for-profit, independent, private corporation. The Committee is aware that if the Nation’s air traffic control system had been privatized during the COVID-19 pandemic, similar to other air navigation service providers in Canada and the European Union, the United States would have faced severe funding shortfalls. These shortfalls would have likely led to controller layoffs and greater risks to flight safety, and a slower recovery after the end of the pandemic, thus leading to more flight delays and price increases for consumers.

Contract Towers.—The Committee recommendation provides not less than \$241,000,000 for the contract tower program, including the cost-share contract towers. The Committee directs the FAA to continue to operate all contract towers currently in the program, including the contract tower cost-share program, as well as to expeditiously add qualified eligible airports. The Committee directs the FAA to expedite the applications for cost-benefit ratio studies upon receipt of all applications to the contract tower program and to take into account all relevant operations activities, including military and commercial operations, as permissible under current law.

The Committee recommendation also includes \$6,253,000 for a pilot program to convert high activity air traffic control towers operating under the contract tower program to FAA staffed visual flight rules towers, as authorized under section 625 of the FAA Reauthorization Act of 2024. The Committee directs the FAA to commence this program within 180 days of enactment of this act and to prioritize contract towers as required under section 625(a)(2) of such act.

The Committee further directs the FAA to brief the House and Senate Committees on Appropriations within 60 days of enactment of this act on the expenditures related to the contract tower program from the most recent fiscal year. The briefing shall include

information on all costs attributed to the contract tower program, and at a minimum, provide a breakout for administrative costs, contract support expenses, insurance, equipment procured and installed in contract towers, new starts, and aggregate payments for operating the contract towers.

Tower Marking and Logging Rule.—The safety of aerial applicators is increasingly compromised due to the presence of unmarked towers, particularly those between 50 and 200 feet with a small diameter, and has led to a substantial number of accidents and fatalities. The FAA Extension, Safety, and Security Act of 2016 requires the FAA to develop a rule to mark these towers and create a database where they must be logged to ensure low altitude pilots are informed of their locations, consistent with the NTSB Safety Alert SA-016, *The Hazards of Unmarked Towers*. The Committee directs the FAA to issue this proposed rule no later than July 31, 2024 as identified on the spring 2024 regulatory agenda.

FAA Technical Operations Workforce.—The Committee reiterates its support for the FAA to develop a workforce plan for the technical operations service unit. The FAA shall brief the House and Senate Committees on Appropriations on the status of this workforce plan within 30 days of enactment of this act.

Radar Approach Control.—The Committee is aware that radar approach control enhances aviation safety and efficiency for regularly scheduled commercial airline service. The FAA should utilize existing budget authorities, if excess funding is available, to provide radar to all air traffic control towers with significant adverse terrain and seasonal winter weather conditions.

FAA Public Hearing.—The Committee notes that the proposal to modify the Condor 1 and Condor 2 military operating areas has been withdrawn. However, the Committee remains concerned with any potential proposals to modify these military operating areas and encourages the FAA to work with its partner agencies by holding a public hearing with representatives from the relevant Federal agencies in western Maine if any such proposal is issued. The Committee recognizes that the Air National Guard, as the lead agency under the National Environmental Policy Act [NEPA] (Public Law 91-190) process, has previously sought to meet the minimum legal requirements for public participation and comment in past proposals. Should any similar proposal be issued, the Committee directs the FAA to report to the House and Senate Committees on Appropriations prior to the issuance of a record of decision regarding any modification of the Condor 1 and Condor 2 military operations areas that includes a summary of any public meeting and hearing and a list of the comments, questions, and responses presented at these meetings and hearings.

Special Use Airspace.—The Committee directs the FAA to continue its efforts to improve airspace sharing with the Department of Defense [DoD] for special use.

Next Generation Radio Altimeters.—The Committee continues to support the FAA's ongoing work at the Mike Monroney Aeronautical Center, in partnership with aviation manufacturers, to accelerate testing, certification, and implementation of new radio altimeter capabilities consistent with the next generation avionics standards. The Committee directs the FAA to provide an updated

report on the roadmap and timeline for development, testing, and certification within 180 days from the enactment of this act.

Unmanned Aircraft Systems [UAS] Test Sites.—The Committee recommendation includes \$6,000,000 for providing matching funds to commercial entities that contract with an FAA-designated UAS test range to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS into the NAS. The FAA Reauthorization Act of 2024 allows the FAA to select up to two additional locations as UAS test sites through a criteria-based selection process. Prior to selecting these two additional locations, the FAA shall brief the House and Senate Committees on Appropriations on the criteria that will be used to select these additional test site locations, including references to criteria used to select the previous test sites, whether those criteria will be retained, and if not, why they were replaced. The Committee further expects the FAA to ensure that any new test site selected possess a level of expertise and capacity to safely operate UAS equivalent to the existing test sites.

Know Before You Fly.—The Committee supports FAA’s “Know Before You Fly” public-private partnership to improve the safety of UAS operations.

UAS Beyond Visual Line of Sight [BVLOS] Rulemaking.—The FAA should meet all requirements in the FAA Reauthorization Act of 2024 for the BVLOS rulemaking, including the required timeline for the proposed and final rule. The FAA should continue to keep UAS stakeholders informed of a realistic BVLOS rulemaking timeline, including the challenges associated with this rulemaking, and any differences between the proposed rulemaking and the BVLOS ARC’s recommendations.

UAS Environmental Reviews.—The expanded use of small UAS across the country requires the FAA to conduct environmental reviews, and the FAA has made progress toward broader, area-wide environmental reviews for UAS operations. The Committee directs the FAA to continue to streamline area- or region-wide environmental reviews, and brief the House and Senate Committees on Appropriations on its progress within 90 days of enactment of this act.

Military UAS Integration.—The Committee recommendation includes up to \$1,000,000 to support collaborative efforts with the Department of Defense to safely integrate military UAS into the NAS.

Protecting Domestic Manufacturing From Unauthorized Drone Use.—The Committee is concerned about the use of drones to spy on and facilitate theft at automotive manufacturing plants. The Committee directs the FAA to report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on any challenges associated with including major manufacturing plants and domestic automotive manufacturing sites as critical infrastructure under section 2209 of the FAA Extension, Safety, and Security Act of 2016.

Powered Lift Special Federal Aviation Regulation.—The Committee commends the FAA for issuing its proposed special Federal aviation regulation [SFAR] entitled “Integration of powered-lift: Pilot certification and operations; Miscellaneous Amendments Re-

lated to Rotorcraft and Airplanes.” The timely implementation of this regulation is key to ensuring that the United States remains the global leader in powered-lift technology. As such, the Committee directs the agency to ensure that the SFAR is implemented by January 2025, and that it shall, to the maximum extent possible, align with relevant International Civil Aviation Organization [ICAO] standards (ICAO Annex 1, 2.1.1.4 and ICAO Doc. 10103). The FAA is also working to prepare for powered lift operations in the NAS, and the Committee directs the FAA to brief the House and Senate Committees on Appropriations within 180 days of enactment of this act on the ATO’s plan for incorporating powered lift operations into ATO operations, including the plan to address staffing, identifying routes that need modification, and implementing the changes and updated training at required facilities.

UAS and Advanced Air Mobility Integration.—The Committee is mindful that the proliferation of UAS deployments around the country will require careful coordination with advanced air mobility [AAM] aircraft as new AAM entrants are certified and begin to operate in the NAS. As such, the Committee supports the FAA’s efforts to work with public and private stakeholders that are actively testing and advancing the operation of UAS and AAM aircraft as a tool to connect small communities to improve the delivery of goods and services. The FAA should work with State partners with broad expertise in aviation manufacturing, research and innovation to demonstrate the application of these air traffic management technologies, to the extent such partnerships benefit the FAA’s mission. The FAA should also engage with local communities, including those not represented at airport roundtables, on how AAM will integrate into the NAS and local communities.

Aircraft Certification.—The Committee recommendation includes not less than \$375,753,000 for the aircraft certification service [AIR]. The Alaska Airlines flight 1282 incident on January 5, 2024, led to the FAA launching an investigation into Boeing’s compliance with manufacturing requirements, which led to the FAA Administrator’s finding that Boeing’s quality system issues were “unacceptable”. As a result, the FAA has increased its oversight of Boeing’s production and manufacturing activities, limited Boeing’s monthly production of the 737 MAX series aircraft, and required Boeing to develop a comprehensive action plan to address its systemic quality control and production issues. The resulting action plan includes: the use of key performance indicators to assess the company’s system health and address emerging safety risks going forward; a serious effort to expand the company’s “Speak Up” program for employee reporting of safety and quality issues; strengthening the company’s safety management system; and many other new initiatives that will require FAA oversight. However, these new oversight efforts were not included in FAA’s budget request because of the timing of the Alaska Air incident. As such, the Committee reprioritizes funds within the request and provides \$10,000,000 and 54 staff for the AIR within the AVS. The Committee expects the FAA to maintain its increased oversight of Boeing (including Spirit Aerosystems), continue to monitor implementation of the action plan, and brief the House and Senate Committees on Appro-

priations prior to changing the production cap of new Boeing 737 MAX aircraft.

The Committee also expects the FAA to implement the ACSAA to ensure sufficient technical expertise and workforce training is made available to strengthen safety oversight. The Committee directs the FAA to provide an update to the House and Senate Committees on Appropriations by June 1, 2025, on the progress made on the congressionally-directed review and study of continuous safety improvements in the certification system, including advancing digital and modeling requirements for the certification process.

The Committee further directs the FAA to provide a report to the House and Senate Committees on Appropriations no later than June 1, 2025, on the personnel levels and funding for the International Validation Branch of the Compliance and Airworthiness Division and other offices of the Aircraft Certification Service compared to validation workload and goals. The Committee expects the FAA to outline its performance metrics and results for the number and types of projects, timeline milestones, and the validating authority level of involvement and trends.

Minority Serving Institutions [MSI] Intern Program.—The Committee continues to support the MSI intern program, and provides not less than \$5,000,000 to continue this initiative.

Veterans' Pilot Training.—The Committee remains supportive of the pilot program to provide veterans with pilot training services, as authorized under section 418 of the FAA Reauthorization Act of 2024. This program is an important tool to increasing the number of commercial pilots. The Committee recognizes the importance of building upon existing agreements between the FAA and flight training schools to continue providing training and education to veterans to become commercial airline pilots, and directs that any remaining funds previously appropriated for the program remain available for use in fiscal year 2025. The Committee recommends that the FAA assess best practices and ways to improve pilot training to veterans as it implements this program.

Office of Commercial Space Transportation [AST].—The Committee fully funds the budget request of \$57,130,000, including 54 new FTP for AST. In providing this significant funding increase, the Committee expects the AST to meet its staffing goals for fiscal year 2025, as delineated in the budget request. The Committee is aware that some commercial space license applicants face delays in the review and processing of license requests. However, despite the accelerating pace of work, AST is currently evaluating license applications within 118 days on average, and has made license determination within the statutorily mandated deadlines 98 percent of the time over its 40-year history.

According to the FAA, the burden of proof of compliance for license applications rests with the applicant, and accelerating license approvals can only be achieved by the licensee community consistently submitting applications that speak directly to FAA's requirements, thereby avoiding unnecessary delay. The FAA is also currently strained due to the large number of license modification requests for incremental changes. The Committee believes the success of the commercial space industry requires a commitment from both the FAA and the industry to improve the efficiency of the li-

censing processes. The FAA should continue to address these challenges with industry by providing additional information and clarification in its pre-application consultation materials.

Commercial Space Mishap Investigations.—The GAO’s report GAO–24–105561 on commercial space transportation found that the FAA has not developed criteria for, or evaluated the effectiveness of, operator-led investigations of commercial space mishaps, despite allowing operators to conduct their own investigation into all 49 mishaps for which the FAA had lead investigative authority. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on the status of implementing the GAO’s recommendation to comprehensively evaluate the effectiveness of the office’s mishap investigation process within 90 days of enactment of this act.

Remote ATC Towers.—The Committee is aware of the interest in remote tower systems to provide a safe, cost effective alternative to brick and mortar towers at small and non-towered airports. The Committee expects the FAA to transparently inform stakeholders of the development and validation of defined safety, performance, and functional requirements, as well as a defined process for approval. The Committee directs the FAA to follow its formal advisory circular process, including notice and comment, and to provide a plan to finalize system design approval documents. The plan should be made available in a reasonable amount of time, without compromising safety and without undue pressure from industry.

Enhanced Remote Digital Tower Certification.—The Committee is aware of the growing need from small and rural communities to improve safety and modernize the air traffic control capabilities of their airports in a timely manner. The Committee supports the FAA’s work on remote digital towers as a potential solution to address this need. The FAA is currently allowing vendors to participate in a system design approval [SDA] process. When a vendor successfully completes the SDA process, non-Federal entities will be able to use the airport improvement program, airport infrastructure grant program, or airport terminal program funding to purchase the approved systems.

Direct Aircraft-to-Aircraft Communications.—The Committee remains concerned about the potential exponential growth of drone operations in the NAS, which could increase the risk of collisions. Direct aircraft-to-aircraft communications enable drones to detect and avoid each other without the need for terrestrial or satellite connectivity and can play a critical role in ensuring that safety-critical communications are always available. Therefore, the Committee expects the FAA to consider and study the use of well-established wireless communications standards for direct aircraft-to-aircraft communications, including those proposed by the radio technical commission for aeronautics, 3rd generation partnership project, and Institute of Electrical and Electronics Engineers, to ensure safe drone operations in the NAS. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on its findings within 180 days of enactment of this act.

Mobile Clearances.—The Committee supports the FAA’s ongoing efforts to implement section 614 of the FAA Reauthorization Act of 2024, which requires the FAA to implement a pilot program for mo-

bile clearances for general aviation and Part 135 air carriers at five airports or heliports, which do not have towered data link services to test and set security, safety, and operational requirements.

Epinephrine Autoinjectors on Airplanes.—Consistent with section 368 in the FAA Reauthorization Act of 2024, the FAA should take such action as necessary to issue a notice of proposed rulemaking regarding first aid and emergency medical kit equipment and training required for flight crewmembers. The FAA should take into consideration the feasibility and costs associated with requiring adult and child epinephrine autoinjectors on airplanes. As part of its work on the rulemaking, the FAA should take into consideration the feasibility of requiring passenger airlines to systematically report to the FAA about the type and number of incidences of medical emergencies in air and the use of onboard emergency medical kits, as well as how the FAA should maintain a database of this information.

GPS Disruption Briefing.—The Committee directs the FAA to brief the House and Senate Committees on Appropriations within 270 days of enactment of this act on the modeled impact of GPS disruption, including spoofing and jamming, on air commerce. The briefing should include the effects of a GPS disruption at a large hub airport, a medium hub airport, a general aviation airport, and a joint-use airport.

New York City Helicopter Noise Report.—The New York metropolitan area has one of the highest rates of helicopter use in the world, and helicopter-related noise complaints have gone up dramatically in the last 5 years. Not later than 180 days after the date of enactment of this act, the GAO shall initiate a study regarding the impact of helicopter operations over New York City including, but not limited to: (1) the impact of helicopter noise on human health, businesses, and non-profit organizations; (2) common flight paths; (3) trends in helicopter usage; (4) types of helicopter operations occurring over New York City; and (5) efforts by the State of New York and local government authorities to mitigate the impact of helicopter noise.

Aircraft Maintenance.—The Office of Inspector General is undertaking a systematic review of air carrier maintenance programs and has issued several audits on aircraft fleet maintenance. Many of the recommendations for these prior audits remain open, including recommendations on root cause analysis training for inspectors and on ensuring that inspectors maintain a link between compliance action and corrective action validation. The FAA should expeditiously implement the open recommendations from audits AV2022004, AV2020013, and AV2020019. The Office of Inspector General is currently undertaking an audit of the FAA's oversight of United Airlines. Further, the FAA is assessing United's compliance with safety regulations, hazard identification, and risk mitigation. As with past reviews, the Committee directs the FAA and the Office of Inspector General to brief on the results of these audits as soon they are completed in order to inform the Committee on the FAA's improved ability to track, monitor, and enforce effective safety requirements.

Flight Diversions.—The Committee directs the Secretary to report to the House and Senate Committees on Appropriations on: (1)

the number of flight diversions by regularly scheduled passenger airlines in the most recent year for which the FAA has such data compared to the previous three calendar years; (2) the location to which such flights were diverted; (3) the reason for such diversions; and (4) the airlines' obligations under current laws and regulations to support its passengers during a flight diversion.

FAA Reauthorization Implementation.—The FAA should prioritize implementation of sections 363 and 364 the FAA Reauthorization Act of 2024 regarding air tour and sport parachute safety and on the Hawaii air noise and safety task force.

Human Intervention Motivation Study [HIMS] and Flight Attendant Drug and Alcohol Program [FADAP].—The Committee recognizes the effectiveness of HIMS and FADAP in mitigating drug and alcohol abuse through a peer identification and intervention program and expects the FAA to continue to prioritize these programs.

Crew Complements.—The presence of a minimum of two well trained, qualified pilots in commercial aircraft is another example of safety through redundancy. Funding made available in this act shall not support reductions in flight deck crew in commercial operations as provided under 14 CFR Part 121. This direction is not intended to limit FAA's research and development activities related to unmanned aerial vehicles.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2024	\$3,191,250,000
Budget estimate, 2025	3,600,000,000
Committee recommendation	3,600,000,000

PROGRAM DESCRIPTION

The facilities and equipment appropriation provides funding for modernizing and improving air traffic control and airway facilities, equipment, and systems. The appropriation also finances major capital investments required by other agency programs, experimental research and development facilities, and other improvements to enhance the safety and capacity of the NAS. The program aims to keep pace with the increasing demands of aeronautical activity and remain in accordance with the FAA comprehensive 5-year capital investment plan.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$3,600,000,000 for the facilities and equipment account of the FAA. The recommended level is equal to the budget request and \$408,750,000 more than the fiscal year 2024 enacted level. The Committee expects the FAA to make sound investment decisions and report to the House and Senate Committees on Appropriations on any major cost overruns or delays. The Committee continues to direct the FAA to notify the House and Senate Committees on Appropriations within 3 business days of the joint resources council making any final investment decisions, establishing a baseline for previously

approved projects, or making acquisition program baseline changes that alter program performance, cost or schedule baseline.

The following table provides allocations of funds for FAA facilities and equipment from the IIJA for fiscal year 2025, which are subject to section 405 of this act:

ALLOCATION OF FUNDS FOR FAA FACILITIES AND EQUIPMENT FROM THE INFRASTRUCTURE
INVESTMENT AND JOBS ACT—FISCAL YEAR 2025

	Committee recommendation
Terminal and En Route Air Traffic Control Facilities-Replace	\$556,000,000
Unstaffed Infrastructure Sustainment and Real Property Disposition	45,000,000
Electrical Power System-Sustain/Support and Fuel Storage Tank Replacement and Management	95,000,000
Hazardous Materials Management and NAS Facilities, OSHA, and Environmental Standards Compliance ..	55,000,000
Facility Security Risk Management	9,000,000
Personnel Compensation, Benefits, and Travel [PCB&T]	200,000,000
Navigation, Landing and Lighting	40,000,000

The following table shows the Committee's recommended distribution of funds for each of the budget activities funded under this heading in this act:

FACILITIES AND EQUIPMENT

	Committee recommendation
Activity 1—Engineering, Development, Test and Evaluation	
Advanced Technology Development and Prototyping	31,900,000
William J. Hughes Technical Center Laboratory Sustainment	23,400,000
William J. Hughes Technical Center Infrastructure Sustainment	39,000,000
NextGen—Separation Management Portfolio	11,000,000
NextGen—Traffic Flow Management Portfolio	9,000,000
NextGen—On Demand NAS Portfolio	9,000,000
NextGen—NAS Infrastructure Portfolio	12,500,000
NextGen Support Portfolio	8,000,000
NextGen—Unmanned Aircraft Systems [UAS]	17,000,000
NextGen—Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	10,000,000
TOTAL ACTIVITY 1	170,800,000
Activity 2— Air Traffic Control Facilities and Equipment	
a. En Route Programs	
En Route Automation Modernization [ERAM]—System Enhancements and Tech Refresh	70,000,000
Next Generation Weather Radar [NEXRAD]	3,000,000
Air Route Traffic Control Center [ARTCC] & Combined Control Facility [CCF] Building Improvements	99,700,000
Air/Ground Communications Infrastructure	7,700,000
Air Traffic Control En Route Radar Facilities Improvements	8,100,000
Oceanic Automation System	12,500,000
Next Generation Very High Frequency Air/Ground Communications [NEXCOM]	48,200,000
System-Wide Information Management	80,900,000
ADS-B NAS Wide Implementation	92,700,000
Air Traffic Management Implementation Portfolio	41,700,000
Time Based Flow Management Portfolio	15,700,000
NextGen Weather Processor	29,800,000
Airborne Collision Avoidance System X [ACASX]	1,700,000
Data Communications in Support of NextGen Air Transportation System	5,000,000
Offshore Automation	30,000,000
En Route Service Improvements	2,000,000
Commercial Space Integration	4,500,000
Subtotal En Route Programs	553,200,000

FACILITIES AND EQUIPMENT—Continued

	Committee recommendation
b. Terminal Programs	
Standard Terminal Automation Replacement System [STARS] [TAMR Phase 1]	136,800,000
Terminal Automation Program	8,400,000
Terminal Air Traffic Control Facilities—Replace	63,000,000
ATCT/Terminal Radar Approach Control [TRACON] Facilities—Improve	44,550,000
NAS Facilities OSHA and Environmental Standards Compliance	35,000,000
Integrated Display System [IDS]	45,500,000
Terminal Flight Data Manager [TFDM]	59,100,000
Unmanned Aircraft Systems [UAS] Implementation	10,000,000
Airport Ground Surveillance Portfolio	105,200,000
Terminal and EnRoute Surveillance Portfolio	95,650,000
Terminal and EnRoute Voice Switch and Recorder Portfolio	120,050,000
Enterprise Information Platform	9,000,000
Subtotal Terminal Programs	735,250,000
c. Flight Service Programs	
Future Flight Services Program	3,000,000
Alaska Flight Service Facility Modernization [AFSFM]	2,700,000
Weather Camera Program	6,500,000
Weather Systems Portfolio	30,100,000
Don Young Alaska Aviation Safety Initiative	20,000,000
Subtotal Flight Service Programs	62,300,000
d. Landing and Navigational Aids Program	
Very High Frequency [VHF] Omnidirectional Radio Range [VOR] Minimum Operating Network [MON]	7,000,000
Wide Area Augmentation System [WAAS] for GPS	73,200,000
Instrument Flight Procedures Automation [IFPA]	4,100,000
Runway Safety Areas—Navigational Mitigation	1,800,000
Landing and Lighting Portfolio	57,750,000
Distance Measuring Equipment [DME], Very High Frequency [VHF] Omni-Directional Range [VOR], Tactical Air Navigation [TACAN] [DVT] Sustainment Portfolio	4,000,000
Subtotal Landing and Navigational Aids Programs	147,850,000
e. Other ATC Facilities Programs	
Fuel Storage Tank Replacement and Management	10,600,000
Unstaffed Infrastructure Sustainment	63,300,000
Aircraft Replacement and Related Equipment Program	101,100,000
Airport Cable Loop Systems—Sustained Support	10,000,000
Real Property Disposition	9,000,000
Child Care Center Sustainment	1,200,000
Electrical Power Systems—Sustain/Support	120,500,000
Energy Management and Compliance [EMC]	4,800,000
FAA Telecommunications Infrastructure	419,500,000
Subtotal Other ATC Facilities Programs	740,000,000
TOTAL ACTIVITY 2	2,238,600,000
Activity 3—Non-Air Traffic Control Facilities and Equipment	
a. Support Equipment	
Hazardous Materials Management	23,600,000
Aviation Safety Analysis System [ASAS]	29,900,000
National Air Space [NAS] Recovery Communications [RCOM]	12,000,000
Facility Security Risk Management	15,000,000
Information Security	38,700,000
System Approach for Safety Oversight [SASO]	13,200,000
Aerospace Medical Equipment Needs [AMEN]	1,500,000
NextGen System Safety Management Portfolio	15,000,000
National Test Equipment Program	3,000,000

FACILITIES AND EQUIPMENT—Continued

	Committee recommendation
Mobile Assets Management Program	4,000,000
Configuration, Logistics, and Maintenance Resource Solutions [CLMRS]	17,000,000
Tower Simulation Systems [TSS]/Tower Training Stimulator [TTS]	5,100,000
Subtotal Support Equipment	178,000,000
b. Training, Equipment and Facilities	
Aeronautical Center Infrastructure Sustainment	41,000,000
Distance Learning	1,000,000
Subtotal Training, Equipment and Facilities	42,000,000
TOTAL ACTIVITY 3	220,000,000
Activity 4—Facilities and Equipment Mission Support	
System Engineering and Development Support	38,000,000
Program Support Leases	45,000,000
Logistics and Acquisition Support Services	12,000,000
Mike Monroney Aeronautical Center Leases	16,900,000
Transition Engineering Support	19,000,000
Technical Support Services Contract [TSSC]	28,000,000
Resource Tracking Program [RTP]	11,000,000
Center for Advanced Aviation System Development [CAASD]	57,000,000
Aeronautical Information Management Program	53,700,000
TOTAL ACTIVITY 4	280,600,000
Activity 5—Personnel and Related Expenses	
Personnel and Related Expenses	690,000,000
TOTAL ALL ACTIVITIES	3,600,000,000

NextGen—UAS.—The Committee recommendation includes \$17,000,000 for this program to enable the FAA to complete the development and standardization of airborne collision avoidance system [ACAS] program, to support UAS, small UAS, and rotorcraft operations. The ACAS program may provide a safety-enhancing replacement for the existing traffic alert and collision avoidance system [TCAS II] to support NextGen operations.

Integrated Departure/Arrival Capability [IDAC].—The Committee recommendation includes sufficient funding to install IDAC at the remaining seven air route traffic control centers. Completing the deployment of this capability is a key component in moving the FAA more fully towards trajectory based operations. The Committee urges the FAA to work expeditiously to install IDAC at these remaining seven centers and to provide regular updates to the House and Senate Committees on Appropriations on the implementation status of this new equipment until the work has been completed.

Offshore Automation.—The Committee recommendation includes \$30,000,000 for offshore automation. The FAA should keep the House and Senate Committees on Appropriations up to date on this critical project and ensure that the project incorporate the needs of the FAA service operations centers, including equipage, cabinetry and consoles, and improved floor-space design.

Commercial Space Integration.—The Committee recommendation includes \$4,500,000 for commercial space integration activities.

This includes funding to operationalize the space operations portal and for the investment analysis in preparation for the final investment decision for a program to enable space data to be displayed on existing automation systems. The FAA should continue its work on the development, acquisition, and deployment of technologies and capabilities, including automation where appropriate, to aid in space launch and reentry integration into the NAS and to enable near real-time dynamic rerouting of commercial aircraft during and following commercial space launch and reentry operations. The FAA is directed to brief the House and Senate Committees on Appropriations no later than 180 days after the enactment of this act on its efforts, including potential challenges it may face, to integrate space launch and reentry tracking data into air traffic controller displays.

Future Flight Services Program.—The Committee is supportive of the Department's efforts to modernize flight services operations in Alaska and offer enhanced functions and capabilities to, as well as improve the safety of, general aviation pilots. However, the Committee remains concerned about the replacement of current legacy automation services. The FAA should develop a plan and complete an investment analysis needed for replacement of existing service, as required by the FAA acquisition management system, within 120 days after the enactment of this act.

Don Young Alaska Aviation Safety Initiative.—The Committee recommendation includes \$25,000,000 to implement the Don Young Alaska aviation safety initiative [DYAASI], which includes \$20,000,000 from this budget line item [BLI], \$3,500,000 from the ADS-B NAS-wide implementation BLI, and \$1,500,000 from the weather camera program BLI. The Committee notes the persistent lack of certified weather reporting capability in the FAA Alaska region and directs the FAA to provide the Committee with a plan for the visual weather observation program within 90 days of enactment of this act.

Terminal Flight Data Manager [TFDM].—The Committee recommendation includes \$59,100,000 and directs the FAA to report to the House and Senate Committees on Appropriations on the feasibility, challenges, and benefits of expanding the number of airports on the TFDM waterfall, consistent with section 619(e) of the FAA Reauthorization Act of 2024.

Terminal and En Route Surveillance Portfolio.—The DoD and the FAA operate networks of airport surveillance radar that monitor the airspace for cooperative and non-cooperative aircraft and weather conditions for commercial flights. The FAA should continue its efforts to upgrade these radars to extend their life and avoid costly replacements.

Landing and Lighting Portfolio.—The Committee is aware that many aging instrument landing systems [ILS] were installed in the 1970's and 1980's and their age presents a significant threat to maintaining NAS capacity and safety. The Committee provides \$10,000,000 for ILS within this heading, and also allocates \$40,000,000 from fiscal year 2025 IIJA funds from the navigation, landing and lighting portfolio, of which \$18,000,000 should be used for ILS installation. The Committee also supports the FAA's efforts to replace visual aids systems that utilize incandescent bulbs with

light emitting diode that reduce energy usage and has provided funding for the procurement, installation, and commissioning of precision approach path indicators.

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

Airspace Integration.—The Committee encourages the FAA to partner with powered-lift aircraft manufacturers, to simulate and prepare for high density instrument flight rules [IFR] integration into the NAS. The Committee directs the FAA to evaluate operational guidelines including air traffic control procedures, noise and interference mitigation strategies, and safety standards for the full NAS integration of high density IFR powered-lift aircraft.

Facility Replacement and Radar Modernization.—The FAA currently owns 370 facilities and 618 radars, most of which are decades old and well beyond their useful life, requiring expensive repairs and short-term fixes to avoid gaps in air traffic services. Replacement of these facilities and radar is critical to the safe operations of the NAS, including for the DOD, DHS, and other law enforcement agencies. To address this backlog, the budget request includes a mandatory funding proposal for the FAA to replace and modernize its air traffic control towers, terminal radar approach control facilities, air route traffic control centers, and radars. The Committee encourages the FAA to continue working with the authorizing committees of jurisdiction on the details of this proposal. The Committee believes any such proposal should also include a requirement to submit a spend plan to the House and Senate Committees on Appropriations for approval. The Committee also directs the FAA be mindful of the consideration of aging towers referenced in section 608 of the FAA Reauthorization Act of 2024 in the development of this proposal and in the Facilities and Equipment spend plans.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2024	\$280,000,000
Budget estimate, 2025	250,000,000
Committee recommendation	290,000,000

PROGRAM DESCRIPTION

The research, engineering, and development appropriation provides funding for long-term research, engineering, and development programs to improve the air traffic control system by increasing its safety and capacity, as well as by reducing the environmental impacts of air traffic. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety through improvements in facilities, equipment, techniques, and

procedures to ensure that the system will safely and efficiently handle future volumes of aircraft traffic.

COMMITTEE RECOMMENDATION

The Committee recommends \$290,000,000 for the FAA's research, engineering, and development activities. The recommended level of funding is \$40,000,000 more than the budget request and \$10,000,000 more than the fiscal year 2024 enacted level.

The following table provides the Committee's recommended distribution of funds for each of the budget activities under this heading in this act:

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Committee recommendation
Fire Research and Safety	\$8,750,000
Propulsion and Fuel Systems	5,174,000
Advanced Materials Structural Safety	15,000,000
Aircraft Icing	3,064,000
Digital System Safety	6,312,000
Continued Air Worthiness	10,339,000
Flight deck/Maintenance/System Integration Human Factors	16,382,000
System Safety Management/Terminal Area Safety	15,000,000
Air Traffic Control/Technical Operations Human Factors	5,993,000
Aeromedical Research	12,186,000
Weather Program	20,000,000
Unmanned Aircraft Systems Research	21,500,000
Alternative Fuels for General Aviation	8,411,000
Commercial Space Transportation Safety	5,350,000
NextGen Wake Turbulence	4,243,000
Information/Cyber Security	5,943,000
Environment & Energy	21,000,000
NextGen—Environmental Research—Aircraft Technologies and Fuels	69,771,000
System Planning and Resource Management	5,088,000
Aviation Grant Management	25,000,000
William J. Hughes Technical Center Laboratory Facilities	5,494,000
TOTAL RE&D	290,000,000

Advanced Materials/Structural Safety.—The Committee recommendation includes a total of \$15,000,000 for advanced materials/structural safety, of which not less than \$10,000,000 shall be for the COE for joint advanced materials and structures [JAMS]. The Committee recommendation includes \$6,000,000 to advance the use of these new additive materials (both metallic and non-metallic based additive processes) in the commercial aviation industry and for the FAA to work with the Advanced Composites Institute and private partners to evaluate resin-infused materials and processes for airworthiness certification and \$4,000,000 is to advance the use of fiber reinforced composite materials in the commercial aviation industry through the FAA joint advanced materials and structures COE. The Committee also recognizes the importance of advanced manufacturing for aerospace. The FAA should conduct research, in partnership with the commercial sector, to address gaps in knowledge for the use of large-scale metal wire arc additive manufacturing in aerospace, including to manufacture aerospace products such as aircraft and other aerospace vehicles. The focus of the research should be: (1) process development for the creation

of additive manufacturing design and manufacturing standards for aerospace vehicles; (2) improving certification efficiency of additively manufactured aviation products; (3) evaluating long-term material and structural behavior and associated maintenance, including support for fatigue life determination, structural changes related to fatigue, thermal, corrosive environments, and expected maintenance of such material to include recommended repair techniques; and (4) utilizing commercial partners to mature and certify large-scale metal wire arc additive manufacturing and advanced materials capabilities, including the development and qualification of new material chemistries, optimized for large-scale metal wire arc additive manufacturing, to be used in the manufacture of aerospace vehicles.

UAS Research.—The Committee recommendation includes \$21,500,000 for UAS research. Of this amount, \$14,100,000 is for the expanded role of the UAS COE in research areas including, but not limited to, cybersecurity, agricultural applications, and BVLOS, of which \$2,000,000 is for transportation disaster preparedness and response, partnering with institutions that have demonstrated experience in damage assessment, collaboration with State transportation agencies, and applied UAS field testing, and of which \$2,000,000 is to continue efforts with the safety standards of UAS for development and validation of certification standards for such systems.

Environment and Energy.—The Committee recommendation includes \$21,000,000 for environment and energy, of which \$8,500,000 shall be for the aviation sustainability center [ASCENT] COE on sustainable aviation fuels [SAFs].

NextGen-Environmental Research-Aircraft Technologies and Fuels.—The Committee recommendation includes \$69,771,000, of which \$26,565,000 shall be for the ASCENT COE on SAFs and aviation noise, and \$38,000,000 shall be for the continuous lower energy, emissions, and noise [CLEEN] program. The Committee continues to direct the FAA to prioritize research related to SAFs, certification of SAFs, and challenges associated with the SAF supply chain. The Office of Environment and Energy and the Office of Airports should work together to identify SAF-related projects at airports that can be funded from airport improvement program grants. The FAA should also support hydrogen and fuel-cell related technologies that could reduce the noise and emissions footprint in future aircraft.

Within the CLEEN program, the FAA may use any unused funds to work with commercial supersonic aircraft manufacturers that will help mature clean and quiet technologies for conventional non-supersonic aircraft manufacturers.

Aviation Grant Management.—The Committee recommendation includes \$25,000,000 for the aviation workforce development programs as authorized by section 625 of the FAA Reauthorization Act of 2018, as amended by the FAA Reauthorization Act of 2024.

The Committee encourages the FAA, to prioritize applicants for the aviation workforce development programs that provide an assurance to either use grant funds to: (1) encourage the participation of populations that are underrepresented in the aviation industry, including women, minorities, and individuals in economi-

cally disadvantaged communities and rural communities; or (2) strengthen aviation programs at a minority-serving institution, a public institution of higher education, or a public postsecondary vocational institution, including such institutions in rural communities.

Aircraft Accessibility Research.—The Committee continues to direct the FAA to research how transport category aircraft accessibility can be improved. This research should include how manual and powered personal wheelchairs can be safely secured in the passenger seating areas of transport category airplanes, determining the optimal safe evacuation processes for persons with disabilities, including persons who use wheelchairs, and determining how various types of transport category airplanes could most safely and efficiently be retrofit for accessible lavatories.

PFAS-Free Aviation Fire Suppression Technologies.—The Committee encourages the FAA to conduct research and development activities, including partnerships with the DoD and U.S. industry, to identify, develop and test technologies that will provide an alternative to fire protection systems with hydrofluorocarbons and halon technologies that are critical safety of flight systems in use across civil, commercial and military aircraft today.

Electric Aircraft.—The FAA should identify and prioritize technical assistance, research, workforce development, and funding opportunities to support aircraft operators transitioning to electric aircraft. The FAA should also coordinate with outside stakeholders to identify opportunities to advance electrification of current and future aircraft.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

	Fiscal year—		Committee recommendation
	2024 enacted	2025 estimate	
Limitation on obligations	\$3,350,000,000	\$3,350,000,000	\$4,000,000,000
Liquidation of contract authorization	3,350,000,000	3,350,000,000	4,000,000,000

PROGRAM DESCRIPTION

Funding for grants-in-aid for airports pays for capital improvements at the Nation’s airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program include improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and a liquidating cash appropriation of \$4,000,000,000 for grants-in-aid for

airports for fiscal year 2025. This is \$650,000,000 more than the enacted level for fiscal year 2024 and the budget request.

Administrative Expenses.—The Committee recommends not more than \$163,624,000 to cover administrative expenses. This funding level is equal to the budget request and \$11,476,000 more than the fiscal year 2024 enacted level. Increased staffing should be used to support the FAA's work to help airports develop plans to mitigate the impact of climate change on airport infrastructure.

Airport Cooperative Research.—The Committee recommends not less than \$15,000,000 for the airport cooperative research program. This funding level is equal to the budget estimate and the fiscal year 2024 enacted level.

Airport Technology.—The Committee recommends not less than \$43,360,000 for airport technology research. This funding level is equal to the budget request and \$1,559,000 more than the fiscal year 2024 enacted level. Of this amount, \$6,000,000 is for the airfield pavement technology program authorized under section 744 of Public Law 115–254, of which \$3,000,000 is for concrete pavement research and \$3,000,000 is for asphalt pavement research.

Small Community Air Service Development Program.—The Committee recommends \$15,000,000. This funding level is \$5,000,000 more than the fiscal year 2024 enacted level and \$15,000,000 more than the budget request.

Cost Share.—The bill includes a provision that allows small airports to continue contributing 5 percent of the total cost for unfinished phased projects that were underway prior to the passage of the FAA Modernization and Reform Act of 2012 (Public Law 112–095).

AIP Enplanement Levels.—The Committee directs the FAA to consider the full range of flight activities (such as flight training, air cargo, emergency response, pilot training, etc.) and associated metrics when considering AIP discretionary grants. The Committee also recognizes that, in certain areas of the country, airlines are beginning to operate ticketed flights on motorcoach rather than regional jet, amid rising prices to operate flights. Passengers transported by motorcoach are not counted as enplanements, thereby reducing an airports' AIP funding and passenger facility charge revenue. The Committee encourages the FAA to study the financial impact of secure-side motorcoach access programs on airports, and possible strategies to mitigate any reduction in revenue.

Zero-Emission Vehicle [ZEV] and Voluntary Airport Low Emissions [VALE] Programs.—The Committee directs the FAA to provide not less than \$50,000,000 for ZEV and VALE eligible projects. The Committee expects the FAA to actively engage with airport sponsors at major hubs to identify projects suitable for the VALE program, such as energy efficiency, energy resiliency, and renewable energy projects that would help prevent power disruptions or outages.

Sound Insulation.—The Committee is aware that certain sound insulation projects installed prior to 2002 caused physical damage to the residence or the materials used for such insulation have deteriorated, broken, or are otherwise no longer functional. As such, the Committee directs the FAA to consider residences that were mitigated prior to 2002 with sound insulation as “unmitigated”,

and any new sound insulation shall be considered a one-time mitigation, subject to current requirements for determining eligibility for sound insulation, if an airport can verify that: (1) the residences continue to fall within the latest day-night average sound level [DNL] 65 decibel [dB] contour; (2) the residential structure is experiencing an average interior noise level of DNL 45 dB or higher; (3) any previously installed sound insulation for which prior Federal financial assistance or passenger facility charges resulted in structural deterioration that was not caused by any actions attributed to the owner or occupant of the residence, nor by the failure of a property owner to repair or maintain a residential building; and (4) the applicant and the property owner demonstrate having made good faith effort to exhaust any amounts available through warranties, insurance coverage, and legal remedies for the sound insulation treatment previously installed on the eligible residence.

The FAA has previously determined other sound insulation treatments to be considered as “unmitigated” and should provide the same flexibility to these treatments. The FAA should also continue to require applicants and property owners to conform to currently published FAA standards that would achieve a measurable reduction in interior noise levels.

Airport Growth.—Airport modernization and growth projects rely on a combination of Federal, State, and local funds, as well as airlines, in some instances. For airports experiencing growth in traffic, this requires long-term cooperation and partnerships between these government and private sector entities. The Secretary and the FAA should help coordinate these partnerships between airports and airlines, to the extent permissible under current law, to ensure funding commitments are met and that they adequately capitalize on prior or ongoing Federal investments at the airport.

Long-Term Trends in Aviation.—Certain long-term trends in society, such as extreme weather, electrification, automation, and demographic changes of the workforce, may have significant impacts on airports and their funding needs. The Committee directs the GAO to conduct a study on these and other major trends that could impact airports and their funding needs over the long-term, and how the U.S. commercial aviation industry and the FAA can adapt to them.

Boarding Bridges.—The Committee supports section 711 of Public Law 118–63, the FAA Reauthorization Act of 2024, that prohibits Federal funding from going towards the procurement of passenger boarding bridges from Chinese State-owned, controlled, or subsidized companies that seek to threaten the United States’ economy and national security.

Energy Savings.—While the Committee supports efforts by airports to reduce energy use, the FAA has determined that energy savings performance contracts are considered an operational expense and therefore not an eligible expense under the airports terminal program and the airport improvement program. However, the FAA should work with airports to use such contracts with non-Federal grant funds. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on legislative changes necessary to allow airports to use energy savings performance contracts.

GRANTS-IN-AID TO AIRPORTS

Appropriations, 2024	\$532,392,074
Budget estimate, 2025	
Committee recommendation	521,155,000

PROGRAM DESCRIPTION

Funding for grants-in-aid for airports pays for capital improvements at the Nation's airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program include improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$521,155,000, of which \$70,000,000 is for the PFAS replacement program for airports, as authorized under section 767 of the FAA Reauthorization Act of 2024, \$230,000,000 is for additional airport infrastructure grants, and \$221,155,000 is CDS. This amount is \$11,237,074 less than the fiscal year 2024 enacted level and \$521,155,000 more than the budget request. The Committee directs the FAA to provide funding for the CDS projects listed in the table at the end of this report in the corresponding amounts. The Committee further directs that the specific funding allocated in the table below shall not diminish or prejudice the application of a specific airport or geographic region to receive other AIP discretionary grants or multi-year letters of intent. The Committee is aware of the importance of this funding for nonhub, small hub, reliever, and nonprimary airports.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical staff years at the Center for Advanced Aviation Systems Development to no more than 600 in fiscal year 2025.

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

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

Section 113 allows funds received to reimburse the FAA for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114 prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday.

Section 115 prohibits the FAA from using funds provided in the bill to purchase store gift cards or gift certificates through a Government-issued credit card.

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

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

Section 118 requires the FAA to conduct public outreach and provide justification to the Committee before increasing fees under 49 U.S.C. 44721.

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

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

Section 119B prohibits funds from being used to withhold from consideration and approval any new application for participation in the contract tower program, including applications from cost share program participants if the Administrator determines such tower is eligible.

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

Section 119D provides restrictions on the use of the authorities under 49 U.S.C. 44502 to transfer certain air traffic system or equipment to the FAA.

Section 119E modifies certain reporting requirements for organizational changes at the FAA.

FEDERAL HIGHWAY ADMINISTRATION

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of \$63,174,059,545 is provided for the activities of the FHWA in fiscal year 2025. The recommendation is \$1,120,889,000 more than the budget request and \$182,889,970 less than the fiscal year 2024 enacted level. The following table summarizes the Committee's recommendations:

	Fiscal year—		Committee recommendation
	2024 enacted	2025 estimate	
Federal-aid highways program obligation limitation	\$60,095,782,888	\$61,314,170,545	\$61,314,170,545
Contract authority exempt from the obligation limitation	739,000,000	739,000,000	739,000,000

	Fiscal year—		Committee recommendation
	2024 enacted	2025 estimate	
Highway Infrastructure Programs (general fund)	2,224,676,687	.....	1,116,889,000
Sec. 125 Rescission of unobligated balances	—68,290,000	.....	.....
Sec. 125 Repurposing of unobligated balances (non-add)	200,000,000	800,000,000	400,000,000
Total	62,991,169,575	62,053,170,545	63,170,059,545

The following table provides a summary of funding for all FHWA programs:

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2024	\$486,551,671
Budget estimate, 2025	564,015,664
Committee recommendation	515,943,778

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$515,943,778 for the administrative expenses of the FHWA, of which \$3,248,000 is for the administrative expenses of the Appalachian Regional Commission in accordance with 23 U.S.C. 104. Additional staff should be prioritized for administration and oversight of competitive grants, including to reach grant agreements between the Department and awardees.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2024	\$60,095,782,888
Budget estimate, 2025	61,314,170,545
Committee recommendation	61,314,170,545

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2025 obligations for the Federal-aid highway program to \$61,314,170,545, which is equal to the budget request and \$1,218,387,657 more than the fiscal year 2024 enacted level.

Resilient Electric Vehicle Infrastructure.—The Committee encourages FHWA and the Joint Office of Energy and Transportation [Joint Office] to prioritize research, development, deployment, and demonstrations of new and proven technologies for improving electric vehicle infrastructure system resiliency, including advanced charge control optimization technology beyond traditional constant current/constant voltage charging.

Security Risks of Electric Vehicles.—The Committee is concerned about the potential security risks of EVs built by automakers from certain foreign entities of concern, and the extent to which such automakers empower their governments to access sensitive data for national security purposes. There remains a potential for unauthorized access to collect and transmit data implement surveillance capabilities embedded within a vehicle's technology, which could allow someone to disable a vehicle. The risk also extends to charging stations and the Nation's electric grid through bidirectional charging. The Committee appreciates the Joint Office's efforts to develop sample cybersecurity procurement language clauses that can be modified for use in requests for proposals [RFPs] and contracts with electric vehicle service providers. To further its efforts to identify and address cybersecurity risks to U.S. electric vehicle charging infrastructure, the Committee directs the Department and the Joint Office to coordinate with key partners across Federal Government, such as the Office of the National Cyber Director, the Office of Cybersecurity, Energy Security, and Emergency Response, and the Vehicle Technologies Office on these issues and to brief the House and Senate Committees on Appropriations on its efforts within 1 year of enactment of this act.

Charger Technology.—The FHWA's national electric vehicle infrastructure [NEVI] regulations under 23 CFR 680.106(c) require all electric vehicle charging ports funded by the NEVI program to have at least one permanently attached combined charging system [CCS] type 1 connector and to be capable of charging a CCS-compliant vehicle. Since this guidance was issued, however, most automakers announced plans to use North American charging standard port for future vehicles. In addition, the Society of Automotive Engineers [SAE] has published a technical information report for a new connector standard, known as J3400, and is anticipated to approve UL 2251 system certification for this new connector standard. The FHWA has also issued a request for information [RFI] on this new standard. The Committee directs the FHWA to use information received from the RFI to update its regulations to reflect the widespread adoption of the new J3400 connector standard as soon as the SAE J3400 standard is published.

Medium- and Heavy-Duty Vehicles.—The Committee directs the Joint Office to continue to support efforts to decarbonize all vehicle sectors under the authorities made available by the IIJA. The Committee directs the FHWA and the Joint Office to leverage funding

across both agencies, to the extent permissible under current law, to coordinate investments, and to prepare guidelines for States and utilities on how to meet the power generation necessary for infrastructure for zero-emission heavy-duty vehicles. The FHWA and the Joint Office should also work with State Departments of Transportation [DOTs], where requested, to increase the number of charging stations that include at least one dual-purpose pull-through charging lane with charging speeds greater than 150kW, and to promote site proposals that address proximity to freight corridors and major distribution hubs, future-proofing measures for charging speeds up to 1.5MW, wide ingress and egress, as well as cable lengths and charger locations.

Electric Vehicle Working Group.—The Committee applauds the Joint Office and the electric vehicle working group's efforts to expand engagement with stakeholders beyond those required under section 25006 of IIJA, such as the rental car industry. The Joint Office and the working group should also consider engaging with additional industries and groups, such as the travel and tourism industry, highway patrol and law enforcement, consumer advocacy or educational groups, and school bus operators. The Committee also appreciates the interagency engagement with the General Services Administration [GSA], which has the ability to maximum the Federal Government's purchasing power.

Publicly Accessible EV Charging Stations.—Shared, multi-fleet heavy-duty EV charging locations will play a major role in the adoption and deployment of electric heavy-duty trucks, including by independent operators and small businesses. For the charging and fueling infrastructure grant program, the Department should strive to adopt a uniform definition for publicly accessible infrastructure, which should allow for EV charging infrastructure that is open to the general public or to authorized commercial motor vehicle operators from more than one company.

Bridge Investment Program.—The IIJA provides \$20,000,000 for planning, feasibility analysis, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the competitive bridge investment program to address pressing bridge needs. The Committee supports the use of these funds prior to the application process to improve project proposals.

Interstate Projects in the Intermountain West.—The Committee encourages the FHWA to work with State DOTs and local governments to move forward on several projects in the intermountain west, including I-11 construction, and provide technical assistance and resources as needed.

Wildlife Crossings Pilot Program.—The Committee encourages the FHWA to work with States to reduce wildlife-vehicle collisions through quick implementation of the wildlife crossings pilot program and through the highway safety improvement program and eligibilities under 23 U.S.C. 48(a)(4)(B)(xvii). The Committee directs the FHWA to provide technical assistance related to the implementation of 23 U.S.C. 48(a)(4)(B)(xvii), as needed.

Carbon Dioxide Sequester.—Capturing carbon dioxide from the atmosphere and converting it to carbonates for use in the construction industry as aggregates, binding agents, and concrete could

have positive environmental benefits, but the performance of these materials is not well understood. The Committee directs the FHWA to evaluate ongoing research, and if appropriate, use up to \$200,000 to conduct field testing of cements and aggregates which utilize and sequester carbon dioxide.

Microplastics.—The Committee is concerned with the alarming amounts of microplastic pollution in our Nation's waterways from transportation related activities. Remediation for microplastics is new and poorly understood, and so prevention of future accumulation is crucial. The Committee encourages the FHWA to investigate the role of the transportation sector in microplastic pollution, as well to research, aggregate, and provide best practices to prevent or mitigate microplastic pollution from entering our Nation's waters and environment.

Asphalt Research.—The Committee directs the FHWA to evaluate research initiatives eligible under the FHWA's highway research and development program focusing on the properties of purified bituminous coal waste as a source of high quality carbon to be used as an additive for asphalt road building, and provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act outlining the FHWA's action plan to evaluate such research. The Committee also encourages the FHWA to use public-private partnerships to advance its research on the use of purified carbon-rich materials as environmentally beneficial additives for road building material.

Safe System.—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 these incidents. The Committee directs the FHWA to continue developing resources and providing technical assistance to help State and local governments facilitate the implementation of their vision zero plans and strategies to reduce pedestrian fatalities and injuries consistent with the directives under this heading contained in House Report 117-402 and Senate Report 118-70.

Moveable Barriers.—The Committee urges the FHWA to work with State DOTs to consider the feasibility of utilizing or deploying innovative technologies, including moveable barriers, that provide traffic congestion relief, offer quick alternatives to costly road construction, result in safer roadways, help eliminate crossover fatalities, allow for flexibility, improve air quality, and decrease fuel consumption.

National Motor Vehicle Per Mile User Fee Pilot Program.—The IIJA requires the Department to set up a national motor vehicle per mile user fee pilot program, consistent with the recommendations of an advisory board comprised of a variety of stakeholders. The Committee encourages the Department to expeditiously select members of the advisory board, who can then make recommendations for the pilot program.

Truck Parking.—The Committee is aware of the lack of safe truck parking on our Nation's highways, which creates a hazard for truck drivers, reduces safety for all road users, and hinders recruitment of a more diverse trucking workforce. The Committee commends the Department for identifying existing sources of funding

in the IIJA that States can use to address the nationwide truck parking shortage and for working with private sector stakeholders, State DOTs, and metropolitan planning organizations to fund requests for discretionary grant funding to increase the availability of safe truck parking. The Committee directs the Department to continue these efforts and to continue to use existing discretionary grant programs to fund truck parking projects, where eligible and appropriate.

National Culvert Removal, Replacement, and Restoration Grant Program.—The Committee appreciates the Department clarifying in its recent NOFO for the culvert aquatic organisms passage [AOP] program that recipients and sub-recipients may request alternative funding arrangements, as permissible under 2 CFR Part 200. However, it does not provide any details on what these alternative funding arrangements are or what information recipients are required to submit to be approved for them. The Committee is aware that AOP applicants face challenges with a grant program that provides funding on a reimbursable basis. The Committee directs the Department to proactively provide information on alternative funding arrangements, including what written procedures and financial management systems applicants are required to maintain and demonstrate in order to meet the fund control and accountability requirements under 2 CFR Part 200. The Committee also directs the Department to do so with regard to the authority it has to provide cash on a working capital advance basis. The Department should do so through webinars, trainings, technical assistance, and any means necessary to bring this information to the large number of potential applicants for this grant program. The Department should use successful examples of such arrangements from the first round of awardees. The Department should make available to potential applicants, upon request, relevant staff with sufficient budgetary and legal expertise in these alternative funding arrangements, and respond to questions from potential applicants on these matters within 15 days of such request. The Committee also urges the Department to further clarify to potential applicants how grant recipients can partner with implementation entities, such as non-profit organizations, through the use of a contract or other agreement, to deliver a project.

The most recent NOFO also requires applicants to identify design standards that will be used for fish passage improvements, but does not specifically identify any such design standards. The Committee expects the Department to work with NOAA, and other Federal agencies, to develop a minimum design standard that includes minimum fish passage requirements, hydraulic design methodology that incorporates the impact of climate change on hydrology, and minimum project design life and sizing standards that are climate resilient. The Department shall brief the House and Senate Committees on Appropriations on these efforts within 180 days of enactment of this act.

LIQUIDATION OF CONTRACT AUTHORIZATION

HIGHWAY TRUST FUND

Appropriations, 2024	\$60,834,782,888
Budget estimate, 2025	62,011,047,545
Committee recommendation	62,011,047,545

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of \$62,011,047,545. The recommended level is equal to the budget request and \$1,176,264,657 more than the fiscal year 2024 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2024	\$2,224,676,687
Budget estimate, 2025	
Committee recommendation	1,116,889,000

PROGRAM DESCRIPTION

The Committee provides funding for highway infrastructure programs [HIP] to improve highway safety and efficiency for all Americans through general fund investments in addition to levels authorized in the IIJA (Public Law 117–58).

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$1,116,889,000 in funding from the general fund for highway infrastructure programs, which is \$1,107,787,687 less than the fiscal year 2024 enacted level and \$1,116,889,000 more than the budget request. An additional \$400,000,000 is provided for HIP in section 125 from repurposed unobligated balances of TIFIA program contract authority. Of the total amount provided, \$567,889,000 is for CDS, and the Com-

mittee directs the FHWA to provide funding for the projects listed in the table at the end of this report in the corresponding amounts.

National Scenic Byways Program.—The Committee directs the FHWA to not include any preference for projects based on the total cost of the project when awarding grants under this program. The Committee notes that the FHWA has yet to produce a comprehensive map of the Nation's scenic byways and encourages the FHWA to prioritize producing such a map, which would be a useful resource for both transportation planners and the traveling public. Of the funds provided for this program, \$1,000,000 shall be for FHWA technical assistance activities. For the purposes of this program, technical assistance as authorized in 23 U.S.C. 162 may include the development and dissemination of resources for use by States and Tribes such as a program website, updated maps, and economic research.

Stormwater Management.—The Committee is concerned with the impact of emerging contaminants, such as the compound N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine [6PPD] and its transformant, 6PPD-quinone. The Committee recommendation includes \$8,000,000 for the FHWA to work with State DOTs and other relevant State agencies to build or implement, operate, and maintain low-cost and rapidly deployable stormwater management technologies and techniques to reduce the impacts of 6PPD and 6PPD-quinone on salmon-bearing streams.

The results of this research shall be used by the FHWA to inform its stormwater policies and guidance publications. This research shall be conducted in coordination with Federal, State, and Tribal agencies engaged in relevant research, along with academia. This research shall be conducted in locations that: (1) have resident salmonid populations that have documented acute toxicity effects to the stormwater contaminant, 6PPD-quinone, and where harmful stormwater contaminants may bioaccumulate in endangered southern resident killer whales through their salmon prey; (2) provide a variety of land uses for optimizing technologies to specific transportation scenarios; (3) are available for near-term installation; and (4) provide opportunities for long-term monitoring.

In conducting this research, the FHWA is directed to collaborate and consult with NOAA's National Marine Fisheries Service [NMFS] to ensure that NMFS will be able to directly corroborate the findings and endorse treatment alternatives with proven effectiveness. The intent of this collaboration shall be to ensure that demonstrably effective treatment alternatives identified through this research can help expedite NMFS consultations to the extent that stormwater quality is a consideration for determination.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

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

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

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

Section 123 mandates 60-day notification for any grants for a project under 23 U.S.C. 117 and requires these notifications to be made within 180 days of enactment of this act.

Section 124 allows State DOTs to repurpose certain highway project funding and for those funds to be used within 25 miles of their original designation.

Section 125 repurposes unobligated funds for new activities.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total level of \$964,550,000 for obligations from the Highway Trust Fund. This level is equal to the budget request and \$37,250,000 more than the fiscal year 2024 enacted level.

	Fiscal year—		Committee recommendation
	2024 enacted	2025 estimate	
Motor Carrier Safety Operations & Programs (obligation limitation)	\$411,000,000	\$438,100,000	\$438,100,000
Motor Carrier Safety Grants (obligation limitation)	516,300,000	526,450,000	526,450,000
Total	927,300,000	964,550,000	964,550,000

SUMMARY OF FUNDING FOR FMCSA

	General Fund Advance Appropriations in IJA	Committee recommendation	Total
Motor Carrier Safety Operations and Programs	\$10,000,000	\$438,100,000	\$448,100,000
Motor Carrier Safety Grants	124,500,000	526,450,000	650,950,000
Total	134,500,000	964,550,000	1,099,050,000

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2024	\$411,000,000
Budget estimate, 2025	438,100,000
Committee recommendation	438,100,000

PROGRAM DESCRIPTION

This account provides necessary resources to support motor carrier safety program activities and to maintain the agency's administrative infrastructure. This funding supports nationwide motor carrier safety and consumer enforcement efforts, including Federal safety enforcement activities at the United States-Mexico border in order to ensure that Mexican carriers entering the United States are in compliance with FMCSA regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$438,100,000 for the FMCSA's operations and programs, of which \$55,000,000 is transferred from prior year unobligated contract authority. The recommendation is \$27,100,000 more than the fiscal year 2024 enacted level and equal to the budget request. Of the total limitation on obligations, \$26,073,000 is for research and technology, not less than \$106,698,000 is for information technology and information management [IM], and not less than \$12,000,000 is for a study of causal factors of medium-duty truck crashes.

The Committee continues to direct the FMCSA to provide a spending plan for the amounts provided for IT and IM and to update the House and Senate Committees on Appropriations on modernizing its legacy systems no less than annually.

Predatory Towing.—The Committee is aware that 49 U.S.C. 14501(c)(1) makes the Federal Government the sole regulator of tow truck operators when towing a vehicle with the prior consent or authorization of its owner or operator; however, like the States, the FMCSA does not have explicit statutory authority to regulate towing fees, and Federal regulations have never been promulgated that prohibit excessive fees in these circumstances. While the vast majority of towing and storage firms are honest and well-intentioned, few bad actors have been allowed to operate in a regulatory gap without oversight or accountability. Predatory towing can lead to supply chain disruptions when motor carriers are held hostage to unethical practices in towing and recovery. The Committee directs the FMCSA to engage with local, State, and private sector stakeholders to study current practices concerning towing and recovery regulation and fees in order to ensure fair and equitable

treatment of roadway safety clearance opportunities for motor carriers.

Alternative Warning Devices for AV Trucks.—The deployment and operation of autonomous trucks are currently inhibited by roadway safety warning device regulations that require human deployment in the event of a motor vehicle being disabled. The FMCSA shall review existing research and information on the safety impacts of alternative safety warning device systems or signs that can be placed on the roadway, on or around a stopped commercial motor vehicle [CMV] without human deployment while maintaining an equivalent or greater level of safety and report to the House and Senate Committees on Appropriations of its findings within 120 days of enactment of this act.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2024	\$506,150,000
Budget estimate, 2025	516,300,000
Committee recommendation	526,450,000

PROGRAM DESCRIPTION

This account provides resources for Federal grants to support compliance, enforcement, and other programs performed by States. Grants are also provided to States for enforcement efforts at both the Southern and Northern borders in order to fortify points of entry into the United States with comprehensive safety measures; improve State commercial driver's license [CDL] oversight activities to prevent unqualified drivers from being issued CDLs; and support the performance registration information systems and management program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of \$526,450,000 for motor carrier safety grants. The recommended limitation is \$10,150,000 more than the fiscal year 2024 enacted level and equal to the budget request.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130 prohibits funds from being used to enforce the electronic logging device rule with respect to carriers transporting livestock or insects.

Section 131 prohibits funds from being used to require the use of inward-facing cameras or require a motor carrier to be enrolled in the Department of Labor's registered apprenticeship program as

conditions for participation in the safe driver apprenticeship pilot program.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PROGRAM DESCRIPTION

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

NHTSA's mission is to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes. To accomplish these goals, NHTSA establishes and enforces safety performance standards for motor vehicles and motor vehicle equipment, investigates safety defects in motor vehicles, and conducts research on driver behavior and traffic safety. NHTSA provides grants and technical assistance to State and local governments to enable them to conduct effective local highway safety programs. Together with State and local partners, NHTSA works to reduce the threat of drunk, impaired, and distracted driving, and to promote policies and devices with demonstrated safety benefits, including helmets, child safety seats, airbags, and graduated 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.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,284,845,000, including both budget authority and limitations on the obligation of contract authority. This funding is equal to the President's request and \$47,344,000 more than the fiscal year 2024 enacted level.

	General fund	Highway trust fund	Total
Appropriation, 2024	\$223,000,000	\$1,014,501,000	\$1,237,501,000
Budget estimate, 2025	248,000,000	1,036,845,000	1,284,845,000
Committee recommendation	248,000,000	1,036,845,000	1,284,845,000

SUMMARY OF FUNDING FOR NHTSA

	General Fund Advance Appropriations in ILIA	Committee recommendation	Total
Operations and Research-Vehicle Safety Programs .....	.....	\$248,000,000	\$248,000,000
Operations and Research-Highway Safety Programs .....	.....	205,400,000	205,400,000
Vehicle Safety and Behavioral Research Programs	\$109,700,000	.....	109,700,000
Crash Data	150,000,000	.....	150,000,000
Highway Traffic Safety Grants	62,000,000	831,445,000	831,445,000
Total	321,700,000	1,284,845,000	1,606,545,000

OPERATIONS AND RESEARCH

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee provides \$453,400,000 for operations and research, which is equal to the President's budget request and \$29,200,000 more than the fiscal year 2024 enacted level. Of the total amount recommended for Operations and Research, \$248,000,000 is from the general fund, and \$205,400,000 is from the Highway Trust Fund. The Committee recommendation includes an increase of up to \$13,000,000 for NHTSA's rulemakings program, and directs NHTSA to prioritize issuing all congressionally mandated rulemakings on time, to the maximum extent practicable.

Rulemakings.—The Committee appreciates the progress NHTSA has made in issuing proposed and final rulemakings over the last year. The Committee also appreciates the quarterly briefings on the status of major rulemakings, and directs NHTSA to continue to provide such briefings on a quarterly basis using the same format. The Committee continues to believe, however, that NHTSA needs to better communicate the reasons for delays to congressionally mandated rulemakings to its external stakeholders. While the OMB regulatory agenda is the primary method for Federal agencies to communicate the status of rulemakings, the Committee is all too aware that the information on the spring and fall OIRA regulatory agendas comes late, is often inaccurate, and does not reflect the nuances of the internal rulemaking process.

As such, the Committee directs NHTSA to create its own rulemaking status website, to be updated no less frequently than quarterly, that reflects the status of all outstanding rulemakings required by MAP-21, the FAST Act, and the IIJA. The website shall include for each rulemaking: (1) a realistic timeframe for the issuance of the proposed or final rulemaking; (2) a description of the work plan for each outstanding mandate; (3) an estimate of the NHTSA and OST staff resources, research, and contract costs to complete the outstanding mandate; (4) any NHTSA and OST resource constraints that could delay the rulemaking; (5) any statutory, judicial, or regulatory barriers to completing the rulemaking as mandated by Congress; and (6) the date of each occurrence on which the rulemaking is transmitted between NHTSA and the OST and the OMB.

Digital Alert Technology.—The Committee continues to support use of digital alert technologies that can provide up-to-date information about dynamic conditions on roads to drivers. NHTSA should deploy this technology with local law enforcement in the field.

Improving Recall Grant Outreach.—NHTSA’s “State Process for Informing Consumers of Recalls” grant program is intended to reduce the number of vehicles that have not been repaired appropriately for a vehicle safety recall. This program has been shown to be a cost-effective way to both improve safety and reduce the burden on vehicle owners. However, too few States are applying for this program in part because NHTSA’s NOFOs have been open for very limited time periods and States may not be aware of their access to NHTSA data on open recalls. The Committee directs NHTSA to examine these barriers and keep future NOFOs open for not less than 4 months, to the maximum extent practicable.

Over-the-Air [OTA] Recalls.—The Committee recognizes that as vehicles become more automated and connected, the use of over-the-air [OTA] software updates by manufacturers to improve vehicle safety will be increasingly important and a core experience of modern vehicle ownership. Section 24104 of the FAST Act allows vehicle manufacturers to include notification of recalls by electronic means in addition to notification by first class mail. The Committee encourages NHTSA to modernize the recall process to better utilize new technological opportunities presented by OTA software updates. The Committee further directs NHTSA to assess whether there is any safety benefit to requiring recall notifications through first class mail for vehicle manufacturers that can otherwise address a recall through OTA updates. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations on the results of this assessment, on the extent to which vehicle manufacturers are currently using electronic notifications for recalls, and how vehicle manufacturers can leverage OTA updates to distinguish between hardware recalls and critical software update campaigns to address an unreasonable risk to safety or a non-compliance.

Impaired Driving.—The Committee continues to support the timely implementation of Section 24220 of the IIJA, which requires issuance of an impaired driving prevention technology safety standard. The Committee notes significant developments which support expeditious action on this rulemaking. These developments include demonstrations of viable technologies by auto industry suppliers and manufacturers; a public statement from the manager of the driver alcohol detection system for safety [DADSS], the cooperative auto industry-NHTSA technology program, that DADSS aims to have technology that complies with the IIJA mandate by the end of 2025; and a commitment of support for implementing the technology from the chief executive of our Nation’s largest auto manufacturer.

The Committee is also aware of the privacy concerns related to this rulemaking mandate, and expects NHTSA to thoroughly address such concerns in any future proposed rulemaking. The success of the implementation of any new standard will depend on public acceptance and understanding of the technology. Therefore,

the Committee encourages NHTSA to work with industry and other stakeholders, including drunk driving victims and survivors, on coordinating a comprehensive public education program regarding the new safety standard.

New Car Assessment Program [NCAP].—In March 2022, NHTSA published a draft NCAP roadmap, but has yet to issue a final roadmap. NHTSA is directed to issue a final NCAP roadmap within 30 days of enactment of this act. The final roadmap should adopt the most technologically advanced safety equipment, including the most advanced anthropomorphic test dummies already used in motor vehicle crash tests by other global regulators, and test procedures available in the global and domestic marketplace that can be used to physically validate the safety of occupants within motor vehicles. This roadmap should require the same frontal crash tests for both male and female drivers.

Drug-Impaired Driving.—The Committee remains concerned about the rates of drug-impaired driving and supports NHTSA's drug-impaired driving initiative, research initiatives, and continued education and training efforts with law enforcement and prosecutors, such as drug recognition expert and advanced roadside impaired driving enforcement training. The Committee encourages the collection of toxicology data in fatal accidents, and the development of an objective standard to measure drug impairment and related field sobriety tests. Additionally, NHTSA is encouraged to continue public awareness campaigns.

The Committee also directs NHTSA to provide States with flexibility, as permissible under current law, to use impaired driving countermeasures grants for these purposes, and to issue clarifying guidance on the eligible uses of highway safety program grants for roadside drug testing devices.

Automated Vehicles [AVs].—The Committee recommendation includes \$13,900,000 for NHTSA's new Office of Automation Safety within the Office of Rulemaking to support the safe deployment of AVs by developing and setting safety standards, evaluating exemption petitions, and overseeing safety demonstrations.

The Committee recommendation includes \$3,500,000 for the public-private partnership for analytics research in traffic safety [PARTS] and its focus on real-world insights that can improve the performance of advanced vehicle safety technologies. The Committee encourages NHTSA to expand this program to include more leading-edge technology like AVs and advanced driver assistance systems in order to develop datasets to aid with rulemaking and regulation of next generation vehicle safety technologies. NHTSA should also consider the feasibility and potential benefits of developing a neutral application programming interface that enables third-party designees of motor vehicle owners to access some motor vehicle data in a structured, commonly used machine readable format for accident crash investigation purposes.

The Committee recommendation also provides \$1,000,000 for the automated vehicle transparency and engagement for safe testing [AV TEST] program.

Automated Driving Systems [ADS] and Advanced Driver Assistance Systems [ADAS] Crash Data.—The Committee is aware that the data collected and published under NHTSA's Standing General

Order 2021–01 for crashes involving ADS and ADAS is limited and may lack context to fully understand incident rates. The Committee directs NHTSA to report on challenges related to improving the reporting criteria that would normalize data reported to the public under Standing General Order 2021–01, and directs NHTSA to brief the House and Senate Committees on Appropriations on how it will streamline the reporting process with manufacturers within 1 year of enactment of this act.

Consumer Tire Standards.—In the Energy Independence and Security Act [EISA] of 2007, Congress directed that a national tire fuel efficiency consumer information program be established to educate consumers about the safety, durability, and fuel efficiency of replacement tires. In the FAST Act, Congress directed NHTSA to promulgate regulations for tire fuel efficiency and minimum performance standards, which will be important for energy savings, dissemination of information to consumers, ensuring U.S. consumers have access to the latest tire technologies, and assuring an equal playing field for domestic tire producers. The Committee is disappointed that NHTSA has not completed this congressionally mandated rulemaking. In 2021, the IIJA required the DOT to report to Congress on why it had not completed these regulations. The report indicated that NHTSA is still collecting and analyzing data and plans to publish a proposed rule in 2024. The Committee is concerned that NHTSA is having to restart its research program for this rulemaking in order to meet the requirements of the National Traffic and Motor Vehicle Safety Act under 49 U.S.C. 30111, and directs NHTSA to provide a status update on this research program. The Committee also directs NHTSA to issue a NPRM in accordance with the timeline set forth by the OMB’s unified agenda and regulatory plan and brief the House and Senate Committee on Appropriations on a realistic timeline to complete this much-delayed rulemaking.

Traffic Fatalities and Injuries on Tribal Land.—The Committee is concerned that crash data on Tribal lands may be underreported by NHTSA. In 2018, NHTSA issued a report showing that fatal crashes on Native American reservations were underreported in previous years, and proposed a new methodology to better identify these fatal crashes using a special jurisdictional element in the fatality analysis reporting system. However, it is unclear what impact this new methodology has had to improve fatal crash data, and if this new methodology has been used for non-fatal crash reports in NHTSA’s crash reporting sampling system. The Committee directs the GAO to conduct a study to assess Federal management of crash data on Tribal lands. The study should consider: (1) the data available on fatal and nonfatal crashes on Tribal lands, and the extent to which American Indian and Alaska Native Tribal governments have access to these data; (2) any actions DOT and Bureau of Indian Affairs [BIA] have taken to improve the quality and use of data about crashes on Tribal lands; (3) additional actions that DOT, BIA, or others could take to improve the quality and availability of data about crashes on Tribal lands; and (4) the extent to which the IIJA funding for the crash data program as authorized under section 24108 of the IIJA has benefited Tribes. The GAO should provide this report to the House and Senate Commit-

tees on Appropriations within 1 year of the date of enactment of this act.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2024	\$813,301,000
Budget estimate, 2025	831,445,000
Committee recommendation	831,445,000

PROGRAM DESCRIPTION

These programs support section 402 State and community formula grants, the high visibility enforcement grants, and the consolidated national priority safety program, which consists of occupant protection grants, State traffic safety information grants, impaired driving countermeasures grants, distracted driving grants, motorcycle safety grants, State graduated driver license grants, and non-motorized safety grants.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$831,445,000 and authority to liquidate an equal amount of contract authorization for the highway traffic safety grant programs funded under this heading. The recommended limitation is equal to the budget estimate and \$18,144,000 more than the fiscal year 2024 enacted level.

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

Section 402 State and Community Highway Safety Grant Program.—NHTSA's section 402 grant program provides funding for State programs to address traffic safety issues, such as drug- and alcohol-impaired driving and speeding. States are required to submit for NHTSA's approval a data-driven, triennial highway safety plan that includes quantifiable, annual performance targets and strategies for how the State intends to meet those targets. The Committee directs the GAO to conduct a study to assess NHTSA's management and implementation of the section 402 programs, and to provide a report to the House and Senate Committees on Appropriations within 1 year of the date of enactment of this act. The study should consider: (1) the steps NHTSA takes to review State plans and applications; (2) the extent to which NHTSA examines States' use of data to develop performance plans and targets and assesses State results; (3) the practices or programs States have implemented that have resulted in large improvements in safety outcomes for selected national priorities; and (4) whether NHTSA has identified and shared these practices or programs with other States.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION

Section 140 exempts obligation authority, which was made available in previous public laws, from limitations on obligations for the current year.

Section 141 requires the Department to create a Vulnerable Road User Advisory Committee.

FEDERAL RAILROAD ADMINISTRATION

PROGRAM DESCRIPTION

The FRA is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. The FRA is also responsible for administering grants to the National Railroad Passenger Corporation [Amtrak] and other financial assistance programs to rehabilitate and improve railroad infrastructure.

COMMITTEE RECOMMENDATION

Under the Committee recommendation, a total program level of \$3,461,460,000 is provided for the activities of the FRA in fiscal year 2025. The recommendation is \$261,020,000 more than the budget request and \$491,266,000 more than the fiscal year 2024 enacted level. This amount is in addition to the \$13,200,000,000 in advance appropriations in the IIJA for fiscal year 2025. The following table summarizes the Committee's recommendations and total budgetary resources for fiscal year 2025:

Program	General Fund Advance Appropriations in IIJA	Committee recommendation	Grand total
Safety and Operations		\$292,817,000	\$292,817,000
Railroad Research and Development		54,750,000	54,750,000
Northeast Corridor Grants to the National Railroad Passenger Corporation	\$1,200,000,000	1,020,974,000	2,220,974,000
National Network Grants to the National Railroad Passenger Corporation	3,200,000,000	1,617,098,000	4,817,098,000
Consolidated Rail Infrastructure and Safety Improvements	1,000,000,000	375,821,000	1,375,821,000
<i>Congressionally Directed Spending</i>		<i>75,821,000</i>	<i>75,821,000</i>
Federal State Partnership for Intercity Passenger Rail Grants	7,200,000,000	100,000,000	7,300,000,000
Railroad Crossing and Elimination Program	600,000,000		600,000,000
Grand Total	13,200,000,000	3,461,460,000	16,661,460,000

SAFETY AND OPERATIONS

Appropriations, 2024	\$267,799,000
Budget estimate, 2025	293,965,000
Committee recommendation	292,817,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recognizes the importance of taking a holistic approach to improving railroad safety and supports a comprehensive strategy of data-driven regulatory and inspection efforts, proactive approaches to identify and mitigate risks, and strategic capital investments in order to improve safety. The Committee recommends \$292,817,000 for Safety and Operations for fiscal year 2025, which is \$1,148,000 less than the budget request and \$25,018,000 more than the fiscal year 2024 enacted level. The funding provided, with carryover balances, is sufficient to fund safety positions as requested.

Inspector Workforce.—The Committee remains concerned with the current level of safety inspectors despite available resources. The Committee supports the budget request to increase the inspector level to 400 positions and directs the FRA to continue to increase staffing for this critical safety workforce, which should be the top staffing priority of the agency at this time. As part of addressing potential hiring and retention challenges, the Committee encourages the FRA to complete its internal update to the classification standard of railroad inspectors. Once complete, the FRA shall provide the Office of Personnel and Management the suggested update for appropriate action. The Committee also directs the FRA to continue to exercise its classification authority and review position descriptions for accuracy on an ongoing basis.

Multi-Disciplinary Safety Audits.—The increased funding for FRA safety-related personnel also supports the expansion of multi-disciplinary safety audit [MDSA] teams. MDSAs were developed in response to the East Palestine incident to gain a more comprehensive understanding of systemic safety issues on a railroad by examining not only regulatory compliance, but also overall safety culture and operations. The Committee commends the FRA for initiating these assessments, which will include a thorough review of each Class I railroad's safety culture, practices, regulatory compliance, and recommend changes that the FRA will track to completion. To date, the FRA has completed its supplemental safety assessment of Norfolk Southern, which found the railroad's safety culture to be evolving. Among other issues, the agency identified multiple violations of the inspection and placarding of rail cars containing hazardous materials, and deficiencies in the carrier's continuous welded rail plan. The Committee is disappointed by reports of other assessments being halted after processes were undermined by potential employee coaching. The Committee encourages the FRA to continue its due diligence in these assessments and in publishing reports detailing the agency's findings.

Automated Track Inspection Program [ATIP].—The Committee recommendation includes no less than \$20,500,000 for ATIP to support the FRA's contract for advanced inspection vehicles, which complement the FRA's field inspectors, to validate the railroads inspection programs, and to advance research priorities. The FRA shall continue to prioritize the inspection of routes transporting passengers and hazardous materials.

System Safety and Maintenance Standards.—The Committee urges the FRA to continue prioritizing investments in safety and

maintenance standardization across the industry, which supports the development of technologies designed to verify the functional performance of complex onboard and wayside electronic systems such as, but not limited to: positive train control [PTC], automated train control, passenger door control, train communications, computer based train control, propulsion systems, power distribution, braking systems, land mobile radio testing, train environmental control, and railcar signs. The Committee recognizes the importance of developing and deploying these technologies to address the state of good repair backlog and urges the FRA to continue working with industry to develop standardized performance verification, testing, diagnostics, and repair for such systems.

Blocked Crossings.—The Committee urges the FRA to require States receiving funding through the railroad safety State participation grant program to require first responders to report verified blocked crossing incidents to the FRA blocked crossing portal. The Committee also directs the FRA to work with railroads to collect data on specific blocked crossing events, the causes of blocked crossings, and share best practices for preventing and reducing the number and duration of blocked crossing events. Finally, consistent with fiscal year 2024, the Committee directs the FRA to include in the next annual public report required under section 22404(j) of the IIJA (Public Law 117–58) potential solutions and best practices to improve safety, mobility, and emergency response capabilities at highway-rail crossings. Recognizing that both railroad operational practices and local circumstances lead to the occurrence of blocked crossings, the report will be informed by the FRA’s outreach to stakeholders, including railroads, communities, first responders, labor, and State and local authorities. The report should include: (1) best practices for engaging the railroad with the public, labor, police, highway officials and other stakeholders; (2) how current and future technology can be used to identify impacted high risk or 911-critical locations; (3) what role train length plays in blocked crossings; (4) how to mitigate impacts from crossing blockage; (5) how to improve mobility for both pedestrians and motorists; (6) how to improve community level emergency response capabilities; (7) how to identify crossing blockage or other mobility constraints at passive crossings that are not a part of the national PTC environment; and (8) how to incorporate data from the FRA crossing blockage reporting website, or other data sources, to ensure effective emergency and response plans.

Confidential Close Call Reporting System [C3RS].—The confidential close call reporting system program enables railroad employees to report close calls and unsafe events without fear of retribution from a railroad or the FRA. The Committee acknowledges the FRA’s work to grow the program with industry, but remains concerned with the low level of participation from Class I railroads as only two of the six have joined the pilot program. The Committee supports further enrollment and provides the requested increase of up to \$8,000,000 in order to accommodate the additional reporting and analysis activities associated with the planned participation of the remaining Class I railroads and their employees. The Committee directs the FRA to continue to work with railroads on ways to improve the C3RS program to expand enrollment and provide

protections for railroad employees who report close calls and unsafe events.

Hazardous Materials Incident Mitigation.—The NTSB’s investigation of the East Palestine derailment found a need to improve emergency response procedures for unloading damaged railroad tank cars in the field. The Committee directs the FRA to update and re-publish its 2007 vent and burn reports to include clear instructions to consult the shipper when considering a vent and burn; more comprehensive guidance on what products are candidates for a vent and burn, along with what chemicals and other hazards may result from a vent and burn; and an updated process flow chart. These reports shall be distributed to emergency responder associations.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2024	\$54,000,000
Budget estimate, 2025	52,000,000
Committee recommendation	54,750,000

PROGRAM DESCRIPTION

The railroad research and development program provides scientific and engineering support for the FRA’s rail safety rule-making and enforcement efforts. The program also identifies and develops emerging technologies for voluntary adoption by industry and supports intercity passenger rail development by providing technical assistance, equipment specifications, and proposal evaluations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$54,750,000 for railroad research and development as authorized under section 22102 of the IIJA, which is \$2,750,000 more than the budget request and \$750,000 more than the fiscal year 2024 enacted level.

Rolling Stock Equipment and Components [RSEC] Safety, Maintenance, and Inspection.—The recommendation includes no less than \$5,000,000 to continue support for RSEC research in order to evaluate, test, and demonstrate the effectiveness and efficiency of automated inspection and maintenance equipment and procedures. The NTSB’s investigation of the East Palestine derailment found that more FRA research is necessary to determine whether changes to wayside bearing defect detection systems, such as lowering alert and alarm thresholds, would result in significant safety improvements and to determine which operational responses to bearing alerts and alarms are sufficient to prevent derailments. Therefore, as part of the funding for RSEC research, the FRA shall continue to research the effectiveness of current bearing defect detection systems, including heat and acoustic; bearing alert and alarm thresholds; the distances between wayside detectors; the installation, inspection, and maintenance of wayside bearing defect detectors; and railroads’ operational responses to bearing alerts and alarms. The FRA shall make research on these topics publicly available. The FRA’s research and evaluation will inform the capabilities and limitations of existing technologies and provide railroads and regu-

lators with information on what changes could improve railroad safety. The FRA's research is critical for the development of any future standards and minimum requirements for commercially available systems that could protect railroad personnel and the public.

Further, the Committee commends the DOT and the FRA for taking steps within current authority to improve railroad safety, such as tasking the Railroad Safety Advisory Committee [RSAC] in 2023 with considering and reviewing issues related to wayside detectors. The Committee looks forward to the RSAC's recommendations resulting from this review and directs the FRA to continue to use the RSAC to inform industry, Congress, and the public on additional safety measures that should be taken, including regulatory and statutory changes.

Short Line Safety Institute [SLSI].—The Committee remains supportive of the FRA's efforts, in partnership with short line and regional railroads, to build a stronger, more sustainable safety culture in this segment of the rail industry, and includes \$2,750,000 for the SLSI. These efforts include safety culture assessments, and the provision of hazardous materials emergency response training in an effort to improve the safe transportation of crude oil and other hazardous materials on our Nation's rail network.

Emissions Reduction and Alternative Fuel Locomotives.—The Committee supports research to hasten the commercial viability of clean energy and alternative fuels options for use in locomotives, including electrification, batteries and other energy storage systems, hydrogen and fuel cell technologies, biodiesel, renewable diesel, and other forms of alternative fuels. The Committee recommendation includes not less than \$2,500,000 to further the research, development, testing, and demonstration of innovative technologies and solutions for alternative fuels for locomotives, engine improvements, and motive power technologies. The Department is directed to coordinate this research in collaboration with the DOE, railroads, and rail suppliers, and ensure that any research will advance the ongoing efforts of those entities.

University Rail Research and Development COE.—The Committee supports the FRA's intent to use \$2,500,000 of the resources provided for the rail research and development COE as authorized in section 22413 of the IIJA. The COE is intended to advance basic and applied research, evaluation, education, workforce development, and training efforts related to safety, project delivery, efficiency, reliability, resiliency, and sustainability of urban commuter, intercity high-speed, and freight rail transportation.

Transportation Technology Center.—The Committee includes up to \$6,000,000 for the construction, alteration, and repair of buildings and improvements at the Transportation Technology Center, which is \$3,000,000 more than fiscal year 2024 enacted. The Committee expects this additional funding to result in infrastructure improvements that will modernize the site and ensure it can continue to support the valuable rail safety research, testing, and training conducted at the facility.

FEDERAL—STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL
GRANTS

Appropriations, 2024	\$75,000,000
Budget estimate, 2025	100,000,000
Committee recommendation	100,000,000

PROGRAM DESCRIPTION

The Federal-state partnership for intercity passenger rail grant program provides support for capital projects that reduce the state of good repair backlog with respect to qualified railroad assets and projects that expand or establish new intercity passenger rail service, as authorized under 49 U.S.C. 24911.

COMMITTEE RECOMMENDATION

The Committee recommends \$100,000,000 for the Federal-state partnership for intercity passenger rail grant [FSP] program, which is \$25,000,000 more than fiscal year 2024 and equal to the budget request. This amount is in addition to the \$7,200,000,000 in advance appropriations in the IIJA.

Regional Rail Planning.—Of the funds provided under this heading in this act and in the IIJA for fiscal year 2025, the Committee directs the Secretary to exercise the authorities under 49 U.S.C. 24911(k) to withhold 5 percent of the total amounts made available to carry out planning and development activities related to the corridor identification and development program authorized under 49 U.S.C. 25101.

Washington Union Station.—The Committee recommendation supports the budget request of \$15,000,000 for the repair and rehabilitation of Washington Union Station. As the owner of the station, the Federal government has a clear role in addressing station infrastructure and system needs. The Committee directs the FRA to provide a briefing to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the structural challenges and deficiencies at this Federal facility and an estimate of the scope of work necessary to preserve this historical asset. Further, the DOT and the FRA are directed to pursue adding designees from the Commonwealth of Virginia and the State of Maryland to the Union Station Redevelopment Corporation Board of Directors.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS
GRANTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2024	\$198,957,997
Budget estimate, 2025	250,000,000
Committee recommendation	375,821,000

PROGRAM DESCRIPTION

The consolidated rail infrastructure and safety improvements [CRISI] grants program was authorized to improve the safety, efficiency, and reliability of passenger and freight rail systems. Eligible activities include a wide range of freight and passenger rail

capital, safety, technology deployment, planning, environmental analysis, research, workforce development, and training projects as authorized under 49 U.S.C. 22907. Eligible recipients include States, local governments, Class II and Class III railroads, Amtrak, and other intercity passenger rail operators, rail carriers and equipment manufacturers that partner with an eligible public-sector applicant, the Transportation Research Board, university transportation centers, and non-profit rail labor organizations. As authorized, the program requires a minimum non-Federal share of 20 percent, that preference be given to projects with at least a 50 percent non-Federal match, and that at least 25 percent of the funds be provided to projects in rural areas.

COMMITTEE RECOMMENDATION

The Committee recommends \$375,821,000 for the CRISI program, which is \$125,821,000 more than the budget request and \$176,863,000 more than the fiscal year 2024 enacted level. This amount is in addition to the \$1,000,000,000 in advance appropriations made available in the IIJA. Within the amounts made available in this act, the recommendation includes \$176,863,000 to accommodate CDS for eligible projects. The Committee directs the FRA to provide funding for those projects listed in the table at the end of this report in the corresponding amounts and for the corresponding recipient. The Committee further directs that the specific funding allocated in the table at the end of this report shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans.

Railroad Workforce Development Program.—The Committee directs that not less than \$5,000,000 of the funds made available under this heading be directed to develop and execute workforce development, training, and apprenticeship programs. With the investments in the IIJA to bring the Nation's rail network into a state of good repair, this funding will help to support the workforce necessary to effectively execute these projects.

THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2024	\$2,427,763,000
Budget estimate, 2025	2,504,475,000
Committee recommendation	2,638,072,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$2,638,072,000 for Amtrak, which is \$133,597,000 more than the budget request and \$210,309,000 more than the fiscal year 2024 enacted level. The amount is in addition to the \$4,400,000,000 in advance appropriations made available in the IIJA, which is limited to only capital projects to address the state of good repair backlog.

Charter Trains and Private Cars.—Amtrak is directed to once again report on the impact of its policies to charter trains and private trains in the fiscal year 2026 budget request, and to include the amounts and percentages by which revenues and usage declined, including separate figures for charter trains run with Amtrak-owned and with privately-owned cars. Amtrak should also continue to update the list of eligible locations for private car moves and continue to evaluate such locations going forward. Amtrak should continue to strive to improve public outreach and offer its stakeholders an opportunity to comment on policies that affect services prior to finalizing any such decisions.

Amtrak Station Agents.—Amtrak is required to provide station agents, which include either Amtrak ticket agents or caretakers, at all Amtrak stations that had a ticket agent position eliminated in fiscal year 2018. Amtrak is again directed to communicate and collaborate 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.

Food and Beverage.—The Committee urges Amtrak to provide food and beverage services in a cost effective manner consistent with available revenue and Federal funds. The Committee directs Amtrak to periodically update the House and Senate Committees on Appropriations on the food and beverage offerings, new initiatives, and operating loss, as appropriate.

Services.—The Committee is concerned with any potential offshoring of services contracts and the potential displacement of U.S. labor. Amtrak should take the necessary affirmative steps to ensure the contracts for customer, professional, and IT services, including such subsidiary services, be performed within the United States.

Lactation Accommodations.—The Committee recognizes Amtrak's work to implement lactation accommodations for nursing employees and customers, and encourages Amtrak to consider the continued expansion of such accommodations on board its trains and stations. Amtrak is directed to report to the House and Senate Committees on Appropriations within 180 days of this act with an assessment on the feasibility and demand for lactation spaces or other accommodations on board its trains or in stations, as well as cost estimates for the design and installation of such spaces or accommodations and if there are low-cost alternatives.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION

The Committee recommends \$1,020,974,000 for northeast corridor grants to Amtrak. The funding level provided includes

\$5,000,000 for the Northeast Corridor Commission established under 49 U.S.C. 24905 which is in addition to the \$5,000,000 in advance appropriations made available for the Northeast Corridor Commission in the IIJA.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends \$1,617,098,000 for national network grants to Amtrak. The funding level provided includes \$3,000,000 for the State-Supported Route Committee established in the FAST Act (Public Law 114–94), which is in addition to the \$3,000,000 made available in advance appropriations in the IIJA.

National Network Services.—Amtrak’s long-distance routes provide much needed transportation access in hundreds of communities and for rural areas where mobility options are limited. Equally important are routes that provide service to rural areas from urban areas along the northeast corridor. The Committee does not support proposals that will inevitably lead to long-term or permanent service cuts or segmentation of routes, which will result in less service for rural communities.

Corridor Identification and Development Program [CIDP].—Pursuant to 49 U.S.C. 25101, the FRA established the CIDP in May 2023 to facilitate the development of intercity passenger rail corridors across the Nation, including passenger rail services as defined under 49 U.S.C. 26106(b)(4). To facilitate this effort, the Committee recommendation includes up to \$66,000,000 for Amtrak to carryout activities for corridors selected under CIDP, as authorized under section 22101(h) of Public Law 117–58.

Modernization Projects.—The Committee acknowledges Amtrak’s request for additional modernization projects above its base operating needs. Of the amount provided for the National Network, \$10,000,000 is for the Atlanta hub initiative for a new intercity passenger rail hub and \$20,000,000 is for the Pacific Northwest rail improvements initiative for infrastructure, station, and facility improvements across the region as proposed in Amtrak’s fiscal year 2025 legislative and grant request.

Midwest Rail Commission Study.—The Committee directs the DOT and the FRA, in coordination with Amtrak, to study and provide recommendations on any Federal resources, including staff and funding, necessary to establish a federally authorized commission for the purposes of developing a long-term delivery strategy for Midwest rail, including identifying projects in need of prioritization. The study should include recommendations on how to most appropriately establish a Federal entity, including where the Commission would ideally be housed. The findings and recommendations shall be provided to the House and Senate Committees on Appropriations within 6 months of enactment of this act.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

(INCLUDING TRANSFER OF FUNDS)

Section 150 allows the FRA to transfer certain amounts made available in this and prior acts to the financial assistance oversight and technical assistance account to support the award, administra-

tion, project management oversight, and technical assistance of grants administered by the FRA, with an exception.

Section 151 limits overtime payments to employees at Amtrak to \$35,000 per employee. However, Amtrak's President may waive this restriction for specific employees for safety or operational efficiency reasons.

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

Section 153 permits the Union Station Redevelopment Corporation to be an eligible recipient for the FSP program.

Section 154 expresses the sense of Congress in support of Amtrak's long-distance passenger routes.

FEDERAL TRANSIT ADMINISTRATION

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of \$17,044,661,000 is provided for FTA programs in fiscal year 2025. The recommendation is \$242,136,000 more than the budget request and \$440,752,111 more than the fiscal year 2024 enacted level. This amount is in addition to the \$4,250,000,000 in advance appropriations in the IIJA for fiscal year 2025.

	General fund	Highway trust fund	Advance Appropriations	Total
Appropriations, 2024	\$2,613,909,889	\$13,990,000,000	\$4,250,000,000	\$20,853,909,000
Budget estimate, 2025	2,523,525,000	14,279,000,000	4,250,000,000	21,052,525,000
Committee recommendation	2,765,661,000	14,729,000,000	4,250,000,000	21,052,525,000

SUMMARY OF FUNDING FOR FTA

Program	Contract Authority in IIJA	General Fund Advanced Appropriation in IIJA	General Fund Appropriation or Repurposed Funding in this act	Grand Total
Transit Oriented Development	\$14,067,497	.....	.....	\$14,067,497
Planning Programs	197,422,644	.....	3,179,941	200,602,585
Urbanized Area Formula Grants	6,851,622,142	.....	.....	6,851,622,142
<i>Ferry Boats</i> .....	.....	50,000,000	33,000,000	83,000,000

SUMMARY OF FUNDING FOR FTA—Continued

Program	Contract Authority in IUA	General Fund Advanced Appropriation in IUA	General Fund Appropriation or Repurposed Funding in this act	Grand Total
Enhanced Mobility of Seniors and Individuals with Disabilities	396,932,778	250,000,000	41,864,086	688,796,864
Pilot Program for Enhanced Mobility ...	4,923,624	.....	.....	4,923,624
Formula Grants for Rural Areas	935,848,712	.....	4,072,214	939,920,926
Public Transportation Innovation	38,591,779	.....	.....	38,591,779
Technical Assistance and Workforce Development	12,660,748	.....	.....	12,660,748
Bus Testing Facilities	5,345,938	.....	2,000,000	7,345,938
National Transit Database	5,626,999	.....	.....	5,626,999
State of Good Repair Grants	3,775,675,417	4,750,000,000	.....	8,525,675,417
Buses and Bus Facilities Grants	1,123,983,529	.....	84,652,833	1,208,636,362
<i>Low or No Emission Grants</i>	76,512,334	5,250,000,000	4,009,637	5,330,521,971
Growing States and High Density States	792,313,742	.....	.....	792,313,742
Administrative Expenses	143,147,237	.....	.....	143,147,237
Capital Infrastructure Grants .....	.....	1,600,000,000	.....	1,600,000,000
All Stations Accessibility Program .....	.....	350,000,000	.....	350,000,000
Electric or Low-Emitting Ferry Program .....	.....	50,000,000	.....	50,000,000
Ferry Service for Rural Communities ...	.....	200,000,000	34,000,000	234,000,000
Areas of Persistent Poverty .....	.....	.....	47,498,373	47,498,373
Accelerating Zero Emission Implementation .....	.....	.....	5,000,000	5,000,000
Accelerating Innovating Mobility .....	.....	.....	5,000,000	5,000,000
Olympics & Paralympics .....	.....	.....	200,000,000	200,000,000
Tribal Technical Assistance .....	.....	.....	500,000	500,000
Congressionally Directed Spending .....	.....	.....	66,161,000	66,161,000
WMATA .....	.....	.....	150,000,000	150,000,000
TOTAL	14,374,675,120	12,500,000,000	680,938,084	27,555,613,204

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Obligation limitation (trust fund)
Appropriations, 20241	\$13,990,000,000
Budget estimate, 2024	14,279,000,000
Committee recommendation	14,279,000,000

PROGRAM DESCRIPTION

Communities use formula grants funds for bus and railcar purchases, facility repair and construction, maintenance, and where eligible, planning and operating expenses. The formula grants account includes funding for the following programs: transit-oriented development; planning programs; urbanized area formula grants; enhanced mobility for seniors and individuals with disabilities; a pilot program for enhanced mobility; formula grants for rural areas; public transportation innovation; technical assistance and workforce development, including a national transit institute; a bus testing facility; the national transit database; state of good repair

grants; buses and bus facilities formulas grants; and growing States and high-density States formula grants. Set-asides from formula funds are directed to a grant program for each State with rail systems not regulated by the FRA to meet the requirements for a State safety oversight program. The account also provides funding to support passenger ferry services and public transportation on Indian reservations.

COMMITTEE RECOMMENDATION

The Committee recommends limiting obligations and the liquidation of contract authorizations in the transit formula and bus grants account in fiscal year 2025 to \$14,279,000,000. The recommendation is equal to the budget request and \$289,000,000 more than the fiscal year 2024 enacted level. The level of funding provided supports the increased staffing resources as requested for a total of 558 FTE.

Ferry Fleet Transition Plans.—The Committee directs the Department to consider ferry fleet transition plans as eligible under the planning programs in 49 U.S.C. 5305, the urbanized area formula program (49 U.S.C. 5307) and rural area formula program (49 U.S.C. 5311).

Bus-to-Person Collisions.—The Committee commends the FTA for its efforts to encourage the adoption of mitigation strategies that reduce bus-to-person collisions, including the issuance of FTA Safety Advisory 23–1. As such, the Committee expects the FTA to encourage transit agencies to adopt proven on-board technology solutions to detect, deter, and avoid collisions through program guidance and NOFOs, where permissible and feasible.

Roadway Worker Protections.—The Committee is concerned about the safety of transit employees working on or near transit rail tracks. Proven roadway worker protection [RWP] technologies exist that provide advanced train approach warnings and have the potential to improve the safety and efficiency of rail operations. The Committee encourages the FTA to promote the maximum level of RWP safety, to the extent permissible under current law, and notes the agency's notice of proposed rulemaking for minimum safety standards issued March 25, 2024 taking affirmative actions on this important workplace safety measure.

Hydrogen Bus Technology.—The Committee recognizes the potential of hydrogen fuel cell technology for zero emission transit. The Committee directs the FTA, in partnership with relevant stakeholders, including non-profit organizations with experience in researching and deploying hydrogen technology, to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on hydrogen fuel cell technology in public transit. The report should include the challenges to further expansion of the technology pertaining to operations and maintenance, as well as a historical review of the quantity of applications and awards under the low-no emission grant program that include hydrogen fuel cell technology.

Updates to the FTA's Best Practices Procurement and Lessons Learned Manual.—The FTA is directed to update its best practices procurement manual within 180 days of enactment and to the

greatest extent practicable incorporate recommendations submitted to the agency by industry stakeholders for consideration.

TRANSIT INFRASTRUCTURE GRANTS

Appropriations, 2024	\$252,386,844
Budget estimate, 2025	
Committee recommendation	345,661,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$345,661,000 in transit infrastructure grants to remain available until expended, which is \$93,274,156 more than fiscal year 2024 enacted level and \$345,661,000 more than the budget request. An additional \$187,431,586 is repurposed from prior year activities for similar activities under currently authorized programs for a total of \$533,092,586 in budget authority. Of this total, \$66,161,000 is for CDS.

Transit Vehicle Innovation Deployment Centers [TVIDC].—The Committee supports the continued use of FTA’s TVIDC program to develop solutions to the challenges transit operators and bus original equipment manufacturers face as they move to full scale adoption of zero-emission transit technologies. The Committee directs the FTA to utilize the TVIDC program to focus research on efficiency improvements, including more efficient HVAC systems, safer and more efficient drive and brake-by-wire systems, integrated cooling systems, improved electric drive technologies, and increasing understanding and skill sets within transit agencies in regards to planning, procuring, and deploying zero-emission buses [ZEB] using TVIDC’s industry-wide coordination structure for the development and testing of ZEB components and vehicles.

Cost Escalations.—The Committee recognizes that cost escalations can reduce the impact of prior transit grant awards. The Committee encourages the FTA to work with grantees when cost adjustments or other factors impacting the completion of projects become necessary to address.

Critical Components.—The Committee encourages the FTA to work with the Made in America Office within OMB to utilize all available authorities to ensure critical components of ferry vessels acquired with FTA funds are not excluded as a result of 49 U.S.C. 5323(j). Critical components include items vital to reliability, safety, and performance, such as propulsion systems. The Committee continues to urge the Department to continue to harmonize the regulatory regimes across modes, utilizing existing authorities, to ensure Buy America provisions for ferry construction are transparent and deliver the best vessel for riders and the taxpayer.

Olympic and Paralympic Games.—The Committee notes that, for the two prior Olympic Games in the United States, Salt Lake City,

Utah in 2002 and Atlanta, Georgia in 1996, a program was established under which public transit agencies throughout the United States donated or leased buses (and in some instances provided bus operators) to the host public transportation agencies and the host city Olympic committee. To build on that model and replicate those successes, the Committee directs the Secretary and the Administration to assist in the implementation of a similar bus leasing program for the cities hosting events in support of the 2028 Olympic and Paralympic Games. To that end, the Committee recommendation includes \$200,000,000 to support the planning, development, and operations of a supplemental bus system; regional traffic surveillance and management systems; and identification and deployment of dedicated bus lanes for the games route network.

TECHNICAL ASSISTANCE AND TRAINING

Appropriations, 2024	\$7,500,000
Budget estimate, 2025	8,000,000
Committee recommendation	8,000,000

PROGRAM DESCRIPTION

The FTA is authorized to provide technical assistance, workforce development programs, and training to the public transportation industry under section 5314 of title 49. Funding under this heading is supplemental to the funding provided under the heading “Transit Formula Grants” as authorized by the IIJA.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$8,000,000 for technical assistance and training, which is equal to the budget request and \$500,000 more than the fiscal year 2024 enacted level. The Committee recognizes the need among transit providers serving small cities, rural areas, and disadvantaged communities for technical assistance to help them take advantage of new technologies, including ride-hailing applications, autonomous shuttles, and micro-transit innovations that are transforming how Americans use public transportation. This funding will provide rural and small city transit operators with hands-on technical assistance that will facilitate the adoption of these new tools.

Cooperative Agreements.—The Committee includes \$1,500,000 for a cooperative agreement with a technical assistance center to assist small urban, rural, and Tribal public transit recipients and planning organizations with applied innovation and capacity building that helps these grantees and sub-recipients successfully incorporate more low- and zero-emission transit vehicles in their fleets, develop effective post-pandemic transit service strategies and configurations, establish responsive and equitable forms of transit in historically underserved areas, and assist areas with changing mode-share strategies. The Committee recommendation also includes \$2,500,000 for a cooperative agreement to a national non-profit organization with a demonstrated capacity to develop and provide workforce development and standards based training in maintenance and operations within the public transportation industry.

CAPITAL INVESTMENT GRANTS

Appropriations, 2024	\$2,205,000,000
Budget estimate, 2025	2,365,525,000
Committee recommendation	2,262,000,000

PROGRAM DESCRIPTION

Under the capital investment grants [CIG] program, the FTA provides grants to fund the building of new fixed guideway systems or extensions and improvements to existing fixed guideway systems. Eligible services include light rail, rapid rail (heavy rail), commuter rail, and bus rapid transit. The program includes funding for four categories of eligible projects authorized under 49 U.S.C. 5309, and section 3005(b) of the FAST Act (Public Law 114–94): new starts, small starts, core capacity, and the expedited project delivery pilot program.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,262,000,000 for capital investment grants, which is \$57,000,000 more than the fiscal year 2024 enacted level, and \$103,525,000 less than the budget request.

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

Full Funding Grant Agreements [FFGAs].—Section 5309(k) of title 49, United States Code, requires that the FTA notify the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, Housing, and Urban Affairs, 30 days before executing a FFGA. In its notification to the House and Senate Committees on Appropriations, the Committee directs the FTA to submit the following information: (1) a copy of the proposed FFGA; (2) the total and annual Federal appropriations required for the project; (3) the yearly and total Federal appropriations that can be planned or anticipated for existing FFGAs for each fiscal year through 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 sponsor's ability to finance the project, which shall be conducted by an independent examiner and which shall include an assessment of the capital cost estimate and finance plan; (6) the source and security of all public and private sector financing; (7) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

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

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

Annual Report on Funding Recommendations.—The Committee directs the Secretary to submit the fiscal year 2026 annual report on funding recommendations required by 49 U.S.C. 5309(o), and directs the Secretary to maintain the Federal Government funding commitments for all existing grant agreements and identify all projects with a medium or higher rating that anticipate requesting a grant agreement in fiscal year 2025.

New Transportation Projects in Low-Growth Areas.—The Committee encourages the FTA to prioritize projects that connect communities unserved or underserved by transit to employment centers and projects that support economic growth in disadvantaged areas.

New Starts.—The Committee urges the FTA to proceed expeditiously while reviewing revised new start project applications for projects previously recommended for funding in more than one FTA Annual Report on Funding Recommendations.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriations, 2024	\$150,000,000
Budget estimate, 2025	150,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

This appropriation provides assistance to the Washington Metropolitan Area Transit Authority [WMATA] for capital investment and asset rehabilitation as authorized by section 601 of division of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432) and section 30019 of the IIJA.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$150,000,000 for grants to WMATA for capital and preventive maintenance expenses, including pressing safety-related investments, which is equal to the budget request and the fiscal year 2024 enacted level. These grants are in addition to the Federal formula and competitive grant funding WMATA receives, as well as the funding local jurisdictions. This funding will support WMATA in addressing ongoing safety deficiencies and improve the reliability of service throughout the Metrorail system. Safety must continue to be a top priority. This prioritization means working to establish and build a culture of safety throughout the organization, including a culture that fosters rigorous adherence to safety rules and procedures as a matter of routine. WMATA must also continue to improve its relationship with the Washington Metropolitan Safety Commission, including improving communication and transparency that supports the resolution of issues and disagreements in a timely fashion.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION
(INCLUDING RESCISSION)
(INCLUDING TRANSFER OF FUNDS)

Section 160 exempts authority previously made available for programs of the FTA under 49 U.S.C. 5338 from the obligation limitations in this act.

Section 161 allows funds provided in this act for fixed-guideway capital investment projects that remain unobligated by September 30, 2028, to be available for projects to use the funds for the purposes for which they were originally provided.

Section 162 allows funds appropriated before October 1, 2024, that remain available for expenditure to be transferred to the most recent appropriation heading.

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

Section 164 prohibits the use of funds to impede or hinder project advancement or approval for any project seeking a Federal contribution from the CIG program of greater than 40 percent of project costs.

Section 165 extends the period of availability for certain projects from fiscal year 2021.

Section 166 repurposes funding for currently authorized programs.

Section 167 adjusts the non-Federal cost-share for certain programmatic activities.

Section 168 allows for land acquisition prior to NEPA completion, consistent with the authorities of the FHWA.

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
PROGRAM DESCRIPTION

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

OPERATIONS AND MAINTENANCE
(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2024	\$40,288,000
Budget estimate, 2025	40,605,000
Committee recommendation	40,605,000

PROGRAM DESCRIPTION

The Harbor Maintenance Trust Fund [HMTF] was established by the Water Resources Development Act of 1986 (Public Law 99-662). Since 1987, the HMTF has supported the operations and

maintenance of commercial harbor projects maintained by the Federal Government. Appropriations from the HMTF and revenues from non-Federal sources finance the operation and maintenance of those portions of the Seaway for which the GLS is responsible.

COMMITTEE RECOMMENDATION

The Committee recommends \$40,605,000 for the operations, maintenance, and capital infrastructure activities of the GLS, of which not less than \$16,300,000 is provided for the seaway infrastructure program. This amount is equal to the budget request and \$317,000 more than the fiscal year 2024 enacted level.

MARITIME ADMINISTRATION

PROGRAM DESCRIPTION

The Maritime Administration [MARAD] is responsible for programs authorized by the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1101 et seq.). MARAD is also responsible for programs that strengthen the United States maritime industry in support of the Nation's security and economic needs. MARAD prioritizes the DoD use of ports and intermodal facilities during DoD mobilizations to guarantee the smooth flow of military cargo through commercial ports. MARAD manages the maritime security program, the voluntary intermodal sealift agreement program, and the ready reserve force, which assure DoD access to commercial and strategic sealift and associated intermodal capacity. MARAD also ensures the safe disposal of obsolete ships in the national defense reserve fleet. Further, MARAD administers education and training programs through the United States Merchant Marine Academy [USMMA] and six State maritime schools that assist in producing skilled merchant marine officers who are capable of serving defense and commercial transportation needs.

MARITIME SECURITY PROGRAM

Appropriations, 2024	\$318,000,000
Budget estimate, 2025	318,000,000
Committee recommendation	318,000,000

PROGRAM DESCRIPTION

The maritime security program [MSP] provides resources to maintain a U.S. flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S. flag vessel operators engaged in U.S. foreign trade. Participating operators are required to keep the vessels in active commercial service and provide intermodal sealift support to DoD in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$318,000,000 for the MSP. This amount is equal to the budget request and the fiscal year 2024 enacted level.

CABLE SECURITY FLEET

Appropriations, 2024	\$10,000,000
Budget estimate, 2025	
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

Section 3521 of the National Defense Authorization Act for Fiscal Year 2020 (Public Law 116–92) authorized the cable security fleet program 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 provides payments to U.S. flag commercial vessel operators that provide cable services upon the request of the United States.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$10,000,000 for the cable security fleet program. This amount is \$10,000,000 more than the budget request and equal to the fiscal year 2024 enacted level.

TANKER SECURITY FLEET

Appropriations, 2024	\$60,000,000
Budget estimate, 2025	60,000,000
Committee recommendation	120,000,000

PROGRAM DESCRIPTION

Section 3511 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283) authorized the tanker security fleet program 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 provides direct payments to U.S. flag vessel 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 vessels available upon the request of the DoD.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$120,000,000 for the tanker security fleet program. This amount is \$60,000,000 more than the budget request and the fiscal year 2024 enacted level, and equal to the increased authorization level in Public Law 117–263, which doubles the fleet capacity.

OPERATIONS AND TRAINING

Appropriations, 2024	\$267,775,000
Budget estimate, 2025	285,000,000
Committee recommendation	285,287,000

PROGRAM DESCRIPTION

The operations and training appropriation primarily funds the salaries and expenses for MARAD headquarters and regional staff

for all MARAD programs. The account also includes funding for the USMMA, port and intermodal development, cargo preference, international trade relations, deep-water port licensing, maritime environmental and technical assistance, the United States marine highway program, and administrative support costs.

COMMITTEE RECOMMENDATION

The Committee recommends \$285,287,000 for operations and training. This amount is \$287,000 more than the budget request and \$17,512,000 more than the fiscal year 2024 enacted level. The amounts provided for MARAD headquarters operations are sufficient to accommodate the adjustments to base, and the request for additional headquarters operations staff as proposed in the budget is not approved at this time. The recommendation fully satisfies the budget request for the USMMA. The following table provides funding levels for activities within this account:

	2025 Request	2025 Recommendation
USMMA Operations	\$105,000,000	\$105,000,000
USMMA Facilities Maintenance, Repair, and Equipment	22,000,000	22,000,000
USMMA Capital Improvement Program [CIP]	64,000,000	64,000,000
Maritime Environmental and Technical Assistance Program [META]	6,000,000	8,500,000
United States Marine Highways Program	6,000,000	10,000,000
MARAD Headquarters Operations	94,000,000	94,287,000
Total	285,000,000	285,287,000

Accountability.—The Committee is fully supportive of the USMMA’s mission, but remains concerned with MARAD and DOT’s capacity to address the findings and recommendations of the National Academy of Public Administration [NAPA] November 2021 *Organizational Assessment of the U.S. Merchant Marine Academy: A Path Forward* report. According to the report, MARAD must “address longstanding issues that put the safety and health of the midshipmen and the entire USMMA community in peril”. The USMMA has to overcome decades of “fundamental weaknesses in internal and external governance systems and processes that endanger the USMMA’s ability to fulfill its mission today and into the future”. Fulfilling that mission requires a clear understanding of the needs of the agency and the USMMA, having assurances of effective oversight and management of existing resources, and a vision and comprehensive plan for timely execution of capital and maintenance projects. To that end, while the recommendation fully funds the budget request for staffing, capital, and maintenance activities, the long-awaited report to Congress on the status of the implementation of the 2021 NAPA recommendations lacks an appropriate level of detail in the agency’s “action items to implement” that would properly outline an effective recovery strategy and cultural evolution of the USMMA. If additional resources are necessary to execute specific recommendations, the Department should specify what the staffing or contract needs are, how those needs align with the recommendation(s), and what results the investment will achieve. The Committee looks forward to a continued dialogue on these needs in order to optimize the success of the Department

in transforming the campus facilities and the students' overall academic experience.

Staffing.—The Committee continues to direct MARAD to provide the House and Senate Committees on Appropriations with quarterly staffing updates, including on hiring and separations, by program office for all positions funded by this act in MARAD headquarters operations and USMMA operations.

USMMA Capital Improvements.—The Committee's recommendation includes \$64,000,000 for the USMMA's capital improvement program [CIP], which combined with the \$96,000,000 in available unobligated prior year funding will provide a total of \$160,000,000 for CIP projects in fiscal year 2025. The Committee appreciates MARAD's submission of the required fiscal year 2023 capital improvement plan and recognizes the new sense of urgency among senior leadership to make progress on CIP projects. An up-to-date annual CIP report is critical to providing safe learning and living environments for students, and for utilizing the resources provided for the USMMA CIP under this heading in this and prior fiscal years. However, the Committee continues to be deeply concerned by the condition of the USMMA's facilities, which has a direct impact on the quality of the education provided to students and the ability to attract new entrants to serve as future leaders in the United States Merchant Marine. At the time of the submission of the 2023 CIP report, the USMMA had sufficient resources to address all near-term active projects identified in the plan, which included Samuels Hall renovation, lower Roosevelt field, gate access controls upgrades, Fulton/Gibbs complex renovation, Crowninshield pier demolition, campus fiber optic upgrades, and gate access control phase II, as well as the long-term facilities master plan, repair and replacement of the storm water management system, and seawall repairs. The additional capital funding provided by the Committee in fiscal year 2025 will support work on projects identified in the budget request, such as the renovation of barracks, Wiley Hall, and Delano Hall. The Committee reiterates the expectation that MARAD aggressively pursue facility modernization efforts. With the upcoming Middle States Commission on Higher Education review of the institutional accreditation in the spring of 2025, DOT, MARAD, and the USMMA shall ensure the facilities provide suitable and safe learning environments to maintain accreditation of the school and its programs.

Further, the USMMA, MARAD, and the Department shall continue to provide quarterly briefings to the House and Senate Committees on Appropriations on the status of all short- and long-term capital improvement projects and continue to provide the annual report in the same manner and context as in previous fiscal years. The Committee is pleased that MARAD is now preparing for the next round of dormitory renovations to provide safe and quality living conditions for students. The Committee appreciates MARAD making the annual CIP report publicly available and strongly encourages the USMMA to maintain current information on CIP projects and any major repair activities on its website to expand the availability of this information to students and external stakeholders, such as the alumni foundation that also provides support to USMMA projects. It is disappointing that despite directives on

this matter in prior years, the USMMA’s facilities campus construction web page has not been updated since February 2020.

Sexual Assault and Sexual Harassment [SASH] at the USMMA.—Creating a culture of respect and dignity for cadets and faculty is essential to reducing student vulnerability to SASH, and every student deserves to seek and pursue an education and a future workplace free from unwanted sexual aggression. The Committee commends students who have bravely come forward to publicly report allegations of SASH in an effort to hold perpetrators accountable and prevent future violations.

On May 30, 2024, Congress received the SASH report from the 2022–2023 academic year that disclosed a total of 31 incidents reported, an increase from 21 reports in the previous 2021–2022 academic year. While the survey results are within the range of the other service academies, one incident is too many and concerted efforts to prevent and prosecute these crimes need to be sustained. The Committee acknowledges MARAD and the USMMA have made meaningful steps to improving safety for USMMA midshipmen, but it remains a work in progress to sustain staffing for the Office of Sexual Assault Prevention and Response [SAPRO], to secure broader industry participation in the every mariner builds a respectful culture [EMBARC] program, and to improve access to mental health and counseling services.

Vessel Generated Underwater Noise.—MARAD shall use not less than \$1,500,000 of the funds provided under the META program to collect data and further investigate vessel generated underwater noise. When selecting projects, the Committee directs MARAD to strongly consider projects led by regional coalitions that conduct research, mitigation, and management activities to reduce vessel-generated underwater noise on the maritime environment, including large commercial vessels impacting Endangered Species Act-listed whales.

STATE MARITIME ACADEMY OPERATIONS

Appropriations, 2024	\$125,788,000
Budget estimate, 2025	87,000,000
Committee recommendation	178,400,000

PROGRAM DESCRIPTION

The Committee provides funding for the six state maritime academies [SMAs] to support the training and education of the Nation’s marine transportation workforce. Funding provided supports financial assistance for the SMAs as well as upkeep, maintenance, and operation of the schools’ training ships.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$178,400,000 for state maritime academy operations. The recommendation is \$52,612,000 more than the fiscal year 2024 enacted level and

\$91,400,000 more than the budget request. The bill provides the following funding levels for specific activities within this account:

	2025 Request	2025 Recommendation
School ship maintenance and repair	\$17,100,000	\$17,100,000
Ship sharing		8,000,000
Student incentive program	2,400,000	4,800,000
Fuel assistance program	3,800,000	9,800,000
Direct payments for SMAs	6,000,000	6,000,000
National security multi-mission vessel program	57,700,000	132,700,000
Total	87,000,000	178,400,000

National Security Multi-Mission Vessel [NSMV] Program.—The Committee recommendation for the NSMV program includes \$15,000,000 for operations and integration requirements; \$1,700,000 for MARAD salaries and expenses; \$41,000,000 for oversight and management; and \$75,000,000 for shore side infrastructure improvements at the SMAs. Consistent with previous fiscal year, shore-side infrastructure shall only include NSMV-specific improvements required by MARAD to safely moor the vessels and other improvements that are necessary for SMAs to receive the NSMVs. Specifically, shore-side infrastructure shall include pier construction and upgrades directly related to the mooring of the vessel, but not for general maintenance that would otherwise be necessary absent receiving an NSMV, and is inclusive of associated utility upgrades directly related to mooring and operating the vessel, including, but not limited to, electricity and steam. The Committee directs MARAD to implement a non-Federal cost share of 20 percent for shore-side infrastructure improvements. In the event that there are extenuating circumstances that an SMA is unable to meet the 20 percent non-Federal cost-share requirement, MARAD may determine whether a different non-Federal cost-share requirement is appropriate, necessary, and executable. In addition, the Committee directs MARAD to sequence the funding distributed to SMAs for shore-side infrastructure improvements based on the vessel delivery schedule. Further, MARAD shall notify the House and Senate Committees on Appropriations prior to obligating any funds for shore-side infrastructure improvements, and such notification shall include the amount of funding provided by non-Federal sources for such infrastructure.

The Committee also continues to direct MARAD to conduct vigorous oversight of the vessel construction manager, as well as the shipyard, to ensure the NSMVs are delivered on budget and on time. MARAD is directed to continue to provide briefings to the House and Senate Committees on Appropriations on the status of the NSMV program on a quarterly basis, including detailed reporting on the SMAs' shore-side infrastructure improvements needed to ensure successful berthing and operation of the NSMVs, and to provide immediate notification of any risks to the construction schedule or cost. The Committee appreciates MARAD's initiative and promptness in providing the required quarterly NSMV briefings.

ASSISTANCE TO SMALL SHIPYARDS

Appropriations, 2024	\$8,750,000
Budget estimate, 2025	20,000,000
Committee recommendation	20,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$20,000,000 for assistance to small shipyards. This level of funding is \$11,250,000 more than the fiscal year 2024 enacted level and equal to the budget request. Funding for this program is intended to help small shipyards improve the efficiency of their operations by providing funding for equipment and other facility upgrades. The funding recommended by the Committee will help improve the competitiveness of our Nation's small shipyards, as well as support workforce training and apprenticeships in communities dependent upon maritime transportation.

SHIP DISPOSAL

Appropriations, 2024	\$6,000,000
Budget estimate, 2025	6,000,000
Committee recommendation	6,000,000

PROGRAM DESCRIPTION

The ship disposal account provides resources to dispose of obsolete merchant-type vessels of 150,000 gross tons or more in the national defense reserve fleet. MARAD contracts with domestic shipbreaking companies to dismantle these vessels in accordance with guidelines established by the Environmental Protection Agency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$6,000,000 for MARAD's ship disposal program. This amount is equal to the budget request and the fiscal year 2024 enacted level.

MARITIME GUARANTEED LOAN PROGRAM [TITLE XI]

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2024	\$53,586,000
Budget estimate, 2025	3,700,000
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

The maritime guaranteed loan program was established pursuant to title XI of the Merchant Marine Act of 1936 (Public Law 74-835), as amended. The program provides for a full faith and credit guarantee by the U.S. Government of debt obligations issued by: (1)

U.S. or foreign shipowners for the purposes of financing or refinancing either U.S. flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; and (2) U.S. shipyards, for the purpose of financing advanced shipbuilding technology of privately owned general shipyard facilities located in the United States. Under the Federal Credit Reform Act of 1990 (Public Law 101–508), appropriations to cover the estimated costs of a project must be obtained prior to the issuance of any approvals for title XI financing.

COMMITTEE RECOMMENDATION

The Committee provides an appropriation of \$3,000,000 for administrative expenses of the maritime guaranteed loan title XI program and \$2,000,000 for subsidy. This level of funding is \$2,000,000 more than the budget request and \$48,586,000 less than the fiscal year 2024 enacted level.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Appropriations, 2024	\$120,460,124
Budget estimate, 2025	80,000,000
Committee recommendation	200,000,000

PROGRAM DESCRIPTION

The port infrastructure development program [PIDP] is authorized in 46 U.S.C. 50302 to provide grants for the improvement of port facilities.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$200,000,000 for the PIDP, which is \$79,539,876 more than the enacted level and \$120,000,000 more than the budget request.

Set Asides.—The Committee directs MARAD to set aside 25 percent of the funds for small inland river and coastal ports and terminals, as required by 46 U.S.C. 54301. The recommendation directs MARAD to allow Federal cost shares above 80 percent for projects in rural areas, as permitted by 46 U.S.C. 54301.

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

PROGRAM DESCRIPTION

The Pipeline and Hazardous Materials Safety Administration [PHMSA] was established within the Department of Transportation on November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108-426). PHMSA is responsible for the Department's pipeline safety program as well as oversight of hazardous materials transportation

safety operations. The agency is dedicated to safety, including the elimination of transportation-related deaths and injuries associated with hazardous materials and pipeline transportation, and to promoting transportation solutions, which enhance communities and protect the environment.

	General Fund Advance Appropriations in ILJA	Committee recommendation	Total
Operational Expenses		\$32,633,000	\$32,633,000
Hazardous Materials Safety		86,586,000	86,586,000
Pipeline Safety		234,580,000	234,580,000
Emergency Preparedness Grants (obligation limitation)		46,825,000	46,825,000
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program	\$200,000,000		
Total	200,000,000	400,624,000	400,624,000

OPERATIONAL EXPENSES

Appropriations, 2024	\$31,681,000
Budget estimate, 2025	32,633,000
Committee recommendation	32,633,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$32,633,000 for this account, of which \$2,000,000 shall be for pipeline safety information grants to communities and \$2,500,000 shall be for emergency response grants. The Committee's recommendation is equal to the budget request and \$952,000 more than the fiscal year 2024 enacted level.

HAZARDOUS MATERIALS SAFETY

Appropriations, 2024	\$74,556,000
Budget estimate, 2025	86,586,000
Committee recommendation	86,586,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$86,586,000 for hazardous materials safety, which is equal to the budget request and \$12,030,000 more than the fiscal year 2024 enacted level. The Committee recommendation includes \$1,000,000 for the assistance for local emergency response training [ALERT] grants. The Committee directs PHMSA to prioritize ALERT grants for training in

rural areas. The Committee recommendation also includes \$4,000,000 for community safety grants.

East Palestine, Ohio.—The NTSB’s investigation of the East Palestine derailment found that the vulnerability of tank car placards to fire exposure resulted in illegible placards and hampered emergency responders’ efforts to identify hazards. The Committee directs PHMSA to issue the necessary regulations to require placards to be able to survive fires and accidents and remain legible during emergencies long enough to fulfill their functions as described in the emergency response guidebook.

The NTSB also found that the post-derailment fire likely began because of hazardous materials released from a punctured DOT–111 tank car. It has been over 10 years since the Lac-Megantic rail accident in 2013, which destroyed an entire town near the Maine border, and which led to Congress mandating the gradual phase out of DOT–111s. However, the phase out will not be completed until 2029, nearly 16 years after the Lac-Megantic rail accident. The NTSB believes that the leak and explosion in the East Palestine rail accident could have been entirely avoided if DOT–111s had been fully phased out. Therefore, the Committee strongly urges PHMSA to work with the relevant authorizing committees in Congress to accelerate this phase-out.

The NTSB’s East Palestine investigation also found the need to revise the definition of a “high-hazard flammable train.” The Committee notes that PHMSA has already issued a notice of proposed rulemaking on enhancing the safety for high-hazard trains. The Committee directs PHMSA to ensure this rulemaking revises the definition of a “high-hazard flammable train” and adopts operational controls to improve the safe movement of trains carrying all types of hazardous materials, not just flammable liquids.

Finally, the NTSB recommended that PHMSA distribute the FRA’s most current guidance on the vent and burn methods to emergency response agencies by referencing it in the next edition of the emergency response guidebook, and the Committee directs PHMSA to do so expeditiously.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

Appropriations, 2024	\$218,186,000
Budget estimate, 2025	234,580,000
Committee recommendation	234,580,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$234,580,000 for the OPS. The amount is \$16,394,000 more than the fiscal year 2024 enacted level and equal to the budget request. Of this amount,

\$101,856,000 is for operations, \$30,166,000 is for programs, \$14,000,000 is for research and development, and \$88,558,000 is for grants.

Liquefied Natural Gas [LNG] COE.—The Committee remains concerned that PHMSA has not located the national COE for LNG Safety that was authorized, nearly 4 years ago, under section 111 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2020 [PIPES] Act. PHMSA’s report to Congress detailing the resources necessary to establish the COE was provided nearly 2 years ago. In response to that report, the Committee provided \$8,400,000 in fiscal year 2023 for this purpose, but the COE has yet to be established. The Committee directs PHMSA to work expeditiously to establish the COE for LNG Safety in accordance with the criteria outlined in the PIPES Act.

Hydrogen Pipeline Leak Detection and Monitoring.—With the significant Federal investment and policies to incentivize the development of hydrogen pipelines, it is important for PHMSA to have appropriate hydrogen gas pipeline-specific provisions in regulations to ensure such pipelines operate safely and to protect the environment (as required under 49 U.S.C. 60102(b)). The Committee directs PHMSA to promulgate a rulemaking to ensure that hydrogen infrastructure is designed or modified to operate safely and to protect the environment, with minimal leaks, and by leveraging all possible learning from methane leak detection, monitoring, and prevention Federal programs and efforts.

EMERGENCY PREPAREDNESS GRANTS

(LIMITATION ON OBLIGATIONS)

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2024	\$46,825,000
Budget estimate, 2025	
Committee recommendation	46,825,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$46,825,000 for emergency preparedness grants. The recommendation continues to provide PHMSA the authority to use prior year carryover and recaptures for the development of Web-based, off-the-shelf training materials that can be used by emergency responders across the country. The Committee encourages PHMSA to continue to enhance its training curriculum for local emergency responders, including response activities for crude oil, ethanol, and other flammable liquids transported by rail. The Committee also encourages PHMSA to train public sector emergency response personnel in communities on or

near rail lines, which transport a significant volume of high-risk energy commodities or toxic inhalation hazards.

The Committee directs PHMSA to include recommendations for the development of courses necessary for public sector employees to be able to respond safely and efficiently to an accident or incident involving the transportation of hazardous material and to provide such training for virtual learning and any courses for which the Secretary has recommended adaptation to provide virtual options, subject to the condition that the Secretary ensures that the virtual options recommended will provide an equivalent level of training as in-person courses.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2024	\$116,452,000
Budget estimate, 2025	122,176,000
Committee recommendation	118,922,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$118,922,000 for the activities of the Office of Inspector General, which is \$3,254,000 less than the budget request and \$2,470,000 more than the fiscal year 2024 enacted level. This funding level is sufficient for all base adjustments.

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

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 180 allows funds for maintenance and operation of aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law.

Section 181 limits appropriations for services authorized by 5 U.S.C. 3109 not to exceed the rate for an executive level IV.

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

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

Section 184 allows funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training to be credited to each agency's respective accounts.

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

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

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

Section 188 prohibits funds appropriated in this act to the modal administrations from being obligated for the Office of the Secretary for costs related to assessments or reimbursable agreements unless the obligations are for services that provide a direct benefit to the applicable modal administration.

Section 189 authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under 5 U.S.C. 7905.

Section 190 prohibits the use of funds for any geographic, economic, or other hiring preference pilot program, regulation, or policy unless certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

TITLE II
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
MANAGEMENT AND ADMINISTRATION

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

Child Care.—The Committee recognizes that both housing and child care present significant challenges for families, businesses, and the economy. The Department is directed to work with affordable housing and child care stakeholders to support innovative approaches that coordinate housing and child care support to address both needs and is encouraged to prioritize applications for Department funding that show promise in those efforts, where appropriate.

Insurance Costs.—The Committee directs the Secretary of HUD to coordinate with the Director of the Federal Insurance Office to complete a report on the current state of the property insurance market with an emphasis on affordable housing properties that are rent-restricted or rent-assisted. This should include, but not be limited to, properties developed through the use of the low-income housing tax credit and other applicable state-level affordable housing tax credits, public housing that is not self-insured, or properties participating in any Federal housing assistance program. The Secretary should make all existing data available, to the extent possible, to the Director and coordinate to provide an analysis on the potential impact that increasing insurance premiums may have on: (1) the supply of new affordable housing, and (2) the financial sustainment of existing affordable housing. The Secretary should also assess the implications of rising insurance costs on program operations, such as housing authorities' levels of reserves, and conduct outreach to property owners to solicit qualitative feedback on how rising insurance costs affect their ability to effectively meet the goal of providing affordable housing. The Secretary should also, to the extent possible, provide an analysis and prediction on the potential effects of increased insurance premiums on Federal section 8 housing choice voucher and project-based rental assistance housing, including properties that have undergone or are undergoing conversion through the rental assistance demonstration [RAD]. In carrying out this effort, the Secretary should coordinate with the Director to obtain data and analysis required for this work to prevent duplication of effort, complete the report within 2 years of the date of enactment of this act, and update the House and Senate

Committees on Appropriations on the status of the report every 6 months.

Environmental Review.—The Committee directs the Department to work across its program offices, the White House Council on Environmental Quality, the Advisory Council on Historic Preservation, and other stakeholders to improve processes for environmental review with the goal of lowering the cost of reviews, streamlining review procedures, reducing duplication, and accelerating new housing construction. As part of the review, the Department is directed to consider options for streamlining environmental reviews for office-to-residential conversions, including the feasibility of a categorical exclusion within defined parameters, targeted technical assistance, and new toolkits, and to brief the House and Senate Committees on Appropriations on these efforts within 270 days of enactment of this act.

Rent Reporting.—As many as 64 million Americans have limited or no credit history, which impacts their ability to purchase a first home, which apartments they can rent, and where they work. Multiple studies have demonstrated that rent reporting can lead to increases in credit scores and scorability. The Committee encourages the Department to support and promote training and technical assistance opportunities and resources, either through HUD or provided by other Federal, state, and non-profit partners, for public housing authorities, Tribally designated housing entities, and private owners of affordable housing on how to move forward with rent reporting. To the greatest extent possible, the Committee encourages the Department to partner with one or more organizations specialized in rent reporting and make educational or training materials publicly available on the HUD exchange website.

Connections to Other Federal, State, and Local Services.—The Committee recognizes that HUD's mission includes "creating strong, sustainable, inclusive communities" and utilizing "housing as a platform for improving quality of life." In furtherance of that mission, and recognizing the fact that the Department has a special position in working closely through its grantees with much of the country's low-income population, the Committee directs HUD to provide technical assistance to increase the knowledge and capacity of HUD grantees to connect program participants to other government services and civic engagement opportunities, where appropriate.

Buy America.—The Committee appreciates the Department's actions to implement Build America, Buy America [BABA] requirements to ensure Federal housing funds are supporting American industry and jobs, but also recognizes that certain components may be difficult to source domestically or add excessive costs. An effective BABA waiver request process is needed to appropriately balance BABA requirements with preventing unnecessary delays and costs in affordable housing development. The Committee directs the Department to ensure BABA waiver requests can be appropriately evaluated and processed in a timely manner, to brief the Committee on its plans to do so within 90 days of enactment of this act, and to report on processing times for BABA waiver requests within 180 days of enactment of this act.

Congressionally Directed Reports and Briefings.—The Committee notes that it has worked with the Department over the last 2 years to reduce reporting burdens by reconciling outdated and outstanding reports, supporting the Department's efforts to move to a consolidated report tracking system, eliminating outdated reporting requirements, and modifying reporting requirements to briefings, where appropriate. However, the Committee is concerned that the Department continues to miss deadlines for reports and has failed to provide required briefings. The Committee directs the Department to brief the House and Senate Committees within 60 days of enactment of this act on how responsibilities for report and briefings are assigned, how such accountability is integrated into program office and employee performance expectations, and how HUD senior leadership maintains visibility on its overall performance on such directives.

GAO Priority Recommendations.—As of May 2024, HUD had 92 open GAO recommendations, of which 11 are considered priority recommendations in areas including, but not limited to, disaster recovery, homelessness, cybersecurity and information technology. The Committee notes that HUD has substantially improved its implementation rate of GAO recommendations since 2021, and the Committee urges the Department to build on this progress. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on all priority recommendations, the steps taken in fiscal year 2024 to implement those recommendations, and what additional actions will be undertaken in fiscal year 2025 to address outstanding recommendations.

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

Appropriations Attorneys.—For fiscal year 2025, the Committee continues to fund appropriations attorneys in the Office of the Chief Financial Officer [OCFO], directs HUD to refer all appropriations law issues to such attorneys within the OCFO, and urges the Department to ensure the office has adequate personnel and non-personnel resources to fulfill their responsibilities, including training HUD staff in funds control procedures and directives, as required by section 215 of this act.

Voting-related Activities.—The Committee notes that the Department has not yet provided the briefing required under this heading in Senate Report 118–70. As such, the Committee directs the Secretary to brief the House and Senate Committees on Appropriations, within 30 days after enactment of this act, regarding any strategic plans developed by the Department over the prior three fiscal years outlining ways for the Department to promote voter registration and voter participation.

EXECUTIVE OFFICES

Appropriations, 2024	\$19,400,000
Budget estimate, 2025	20,500,000
Committee recommendation	20,400,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$20,400,000 for this account, which is \$1,000,000 more than the fiscal year 2024 enacted level and \$100,000 less than the budget request. Of the amounts provided, not less than \$610,000 shall be allocated to the Office of Gender-Based Violence Prevention [GBVP]. The Committee directs the Department to prioritize addressing the staffing gaps for the GBVP and Disaster Management Division offices in fiscal year 2025.

Violence Against Women Act.—For several years, the Committee has directed HUD to address shortcomings in the Department's implementation and oversight of the housing protection requirements for survivors of domestic violence or sexual assault in HUD-assisted properties. The Committee acknowledges the work the Department has done over the past year to provide increased technical assistance and training to housing providers, to staff the GBVP office, and to begin monitoring efforts. The Department has yet to brief the House and Senate Committees on Appropriations on agency progress on collecting data on the use and timeliness of emergency transfers established by the Violence Against Women Reauthorization Act of 2013 (Public Law 113–4) and on implementing the 2022 reauthorization (division W of Public Law 117–103) as required by Senate Report 118–70. The Department is directed to provide this briefing by September 30, 2024, and to additionally include as part of this briefing the Department's action plan to close all 10 recommendations made in the GAO–24–106481 report that was conducted at the direction of this Committee, including target timeframes for major milestones and how the Department intends to resource that action plan. The Committee also directs HUD to allocate adequate funding to support at least four staff for the GBVP office in fiscal year 2025.

Affordable Housing Program Alignment.—As noted in the front matter of this report, the Committee remains committed to reducing duplicative inspections and other conflicts and fragmentation between Federal programs that are commonly layered together to build affordable housing. Making continued progress on these efforts requires consistent attention, strategic prioritization and leadership. The Committee directs HUD to brief the House and Senate Committees on Appropriations within 60 days of enactment of this

act on the Department's top priority alignment actions for fiscal year 2025 and 2026, target milestones, and how the Department intends to track progress and facilitate resolution of any inter-agency disputes that may arise.

Whistleblower Protections.—In the Office of Inspector General's *Management Alert: HUD Should Take Additional Steps to Protect Contractor Employees Who Disclose Wrongdoing* [2023–IG–0002], the Office of Inspector General identified a troubling gap in HUD contracts when it found that several aggrieved employees of contractors who receive funds from HUD lacked whistleblower protections under 41 U.S.C. 4712. These critical protections have not been added to project-based rental assistance housing assistance payment contracts and contracts in other programs that have yet to undergo a major modification following the codification of 41 U.S.C. 4712 in 2013. Section 245 of the bill addresses this gap and applies these whistleblower and anti-retaliation protections to all contracts, subcontracts, grants, subgrant, and personal service contracts.

ADMINISTRATIVE SUPPORT OFFICES

Appropriations, 2024	\$686,400,000
Budget estimate, 2025	734,028,000
Committee recommendation	729,650,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$729,650,000 for this account, which is \$43,250,000 more than the fiscal year 2024 enacted level and \$4,378,000 less than the budget request.

Funds are made available as follows:

	Committee recommendation
Office of the Chief Financial Officer	\$101,800,000
Office of the General Counsel	137,700,000
Office of Administration	246,700,000
Office of the Chief Human Capital Officer	56,500,000
Office of the Chief Procurement Officer	33,700,000
Office of Field Policy and Management	70,000,000
Office of Departmental Equal Employment Opportunity	4,900,000
Office of the Chief Information Officer	78,350,000

Hiring and Separation Report.—The Committee directs the OCFO and the Office of the Chief Human Capital Officer [OCHCO] to submit semiannual reports to the House and Senate Committees on Appropriations on hiring and separations by program office, including the Office of the Inspector General and the Ginnie Mae.

This report shall include position titles and location for FTP, including the Office of the Inspector General and the Ginnie Mae. The report shall also include trend analysis on staffing levels in field offices versus headquarters over the past three fiscal years.

Expired Balances Report.—The Committee directs HUD’s OCFO to submit a report to the House and Senate Committees on Appropriations within 90 days of the end of each fiscal year on all expired balances. The Committee reminds HUD to identify amounts by account and line item, including carryover and recaptures.

Office of the Chief Financial Officer.—The Committee recommendation includes sufficient funding for at least three FTE in OCFO to support the increased workload associated with BABA compliance and providing timely responses to BABA waiver requests.

Office of General Counsel [OGC].—The Committee directs the Department to maintain at least 119 FTE for the Departmental Enforcement Center and has provided sufficient funding for this hiring level.

Weaver Building.—In a recent interim report to Congress, the Public Building Reform Board reported that “taxpayers overspend to house agencies, while Federal employees often work in sub-standard office conditions that negatively impact mission outcomes, employee recruitment and retention, and sustainability goals.” The Committee acknowledges the Department’s efforts to consolidate its footprint and reassess its space requirements and assets. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 90 days of receipt of the final program of requirements that are currently in development for the Weaver Building and how the Department intends to gauge employee preferences regarding future space arrangements and use this information to inform potential alternatives, such as continued use of the Weaver Building, moving to another building, or sharing space with other agencies.

PROGRAM OFFICES

Appropriations, 2024	\$1,097,164,130
Budget estimate, 2025	1,154,450,000
Committee recommendation	1,152,300,000

PROGRAM DESCRIPTION

The Program Offices account funds the salaries and expenses of six program offices, including the Offices of Public and Indian Housing, Community Planning and Development, Housing, Policy Development and Research, Fair Housing and Equal Opportunity, and Lead Hazard Control and Healthy Homes.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,152,300,000 for this account, which is \$55,135,870 more than the fiscal year 2024 enacted level and \$2,150,000 less than the budget request. The Committee recommendation supports adjustments to base, maintains the esti-

mated fiscal year 2024 FTE levels, and provides targeted staffing increases. Funds are made available as follows:

	Amount
Office of Public and Indian Housing	\$301,300,000
Office of Community Planning and Development	184,200,000
Office of Housing	505,700,000
Office of Policy Development and Research	42,400,000
Office of Fair Housing and Equal Opportunity	106,700,000
Office of Lead Hazard Control and Healthy Homes	12,000,000

Office of Public and Indian Housing [PIH].—The Committee is directed to ensure adequate staff are allocated to the Real Estate Assessment Center [REAC] to support the implementation of the national standards for the physical inspection of real estate [NSPIRE] and to support strategic coordination with other Federal agencies and external stakeholders to reduce duplicative physical inspections, as directed in Senate Report 118–70. The Committee directs the Department to describe any staffing or budgetary changes made as a result of this directive as part of its fiscal year 2025 operating plan.

The Committee does not approve the creation of a separate Office of Resident Services within PIH. The Committee supports the Department’s goal of improving coordination related to resident experience and quality of life, but continues to encourage HUD to consider alternative structures or delineations of authorities to support policy alignment across all HUD-assisted residents.

Office of Community Planning and Development [CPD].—Within the recommendation, the Committee provides adequate funding to support 21 additional FTE above the fiscal year 2024 estimated FTE level to support the significant increase in grants management work and environmental reviews associated with additional community investments for economic development initiatives [EDIs]. The Committee appreciates the Department’s due diligence in managing this massive growth in workload over the past few fiscal years.

Office of Housing.—The Committee approves the Department’s request to provide direct support to small properties and owners converting assistance under RAD who lack the capacity needed to meet due diligence and underwriting requirements, including properties assisted under the section 202 and section 8 moderate rehabilitation and McKinney-Vento single room occupancy programs. The Committee directs the Department to use not more than \$2,000,000 for this purpose through existing cooperative agreements with participating administrative entities until further data is available on the scope of demand among such properties.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

PROGRAM DESCRIPTION

The WCF allows HUD to support Federal shared services used by offices and agencies of the Department on an enterprise-wide basis. Funds transferred to the WCF are derived from salaries and expenses accounts.

COMMITTEE RECOMMENDATION

The Committee recommendation provides the Secretary with the authority to transfer amounts provided in this title for S&E, except those for the Office of Inspector General, to this account for the purpose of funding centralized activities. For fiscal year 2025, the Department is permitted to only centralize and fund from this account: Federal shared services for financial management, procurement, travel, relocation, grants management platforms and human resources, including reorganization processing; printing; records management, including scanning and digital archiving services; space renovation; furniture; and supply services. The Committee urges the Department to fully implement the existing scope of approved WCF authorities and flexibilities before seeking to supplement those activities. Once the existing activities have been centralized, the Committee is open to expanding this authority. The Committee expects that, prior to exercising discretion to centrally fund an activity, the Secretary shall have established transparent and reliable unit cost accounting for the offices and agencies of the Department that use the activity, and shall have adequately trained staff within each affected office and agency on resource planning and accounting processes. Prior to exercising its authority to transfer funds for activities beyond what is required for shared service agreements, HUD shall establish a clear execution plan for centralizing the additional activities, and to properly vet that plan with the House and Senate Committees on Appropriations prior to transferring such funds into the WCF. Financial management, procurement, travel, and relocation costs for services provided to the Office of the Inspector General are covered by the OCFO.

INFORMATION TECHNOLOGY FUND

Appropriations, 2024	\$383,050,000
Budget estimate, 2025	419,000,000
Committee recommendation	435,950,000

PROGRAM DESCRIPTION

The information technology fund finances the IT systems that support departmental programs and operations, including FHA mortgage insurance, housing assistance and grant programs, as well as core financial and general operations.

COMMITTEE RECOMMENDATION

The Committee recommends \$435,950,000 for the IT Fund for fiscal year 2025, which is \$52,900,000 more than the fiscal year 2024 enacted level and \$16,950,000 more than the budget request. The Committee recommendation includes \$11,800,000 for IT end user and wireless devices within this account and does not approve the Department's request to fund such activities through the WCF. Within the total recommendation, \$9,000,000 is provided to the zero trust & trusted Internet connection project, and no less than \$5,150,000 is allocated to modernize and enhance systems that are used to manage EDIs.

IT Fund Reporting and Oversight.—The Committee directs HUD to continue to include sufficient detail in its congressional justifica-

tions to delineate between funding for operations and maintenance [O&M] and DME, which as defined by OMB includes planning, and include plain language summaries of proposed DME projects, total costs and savings potential, target functionality, estimated timeline, and mission benefits associated with the requested amount. The Committee also directs HUD to continue to delineate funding for O&M and DME by project in its fiscal year 2025 operating plan.

Quarterly Briefings.—The Committee continues to direct HUD to brief the House and Senate Committees on Appropriations on IT modernization efforts on a quarterly basis. For fiscal year 2025, such briefings shall address, for each development, modernization, and enhancement project to be funded from available balances, including carryover: (1) results of the prior quarter, including actual expenditures and major milestones achieved; (2) any variances in cost, schedule (including procurement), or functionality from the previously provided project plan, reasons for such variances and estimated impact on total lifecycle costs; and (3) risks and mitigation strategies associated with ongoing work. The Committee directs HUD to provide status updates on the data center and end user contract transition as part of these briefings in fiscal year 2025.

Active Partners Performance System [APPS].—APPS supports the Department in its responsibility to review the previous participation of property owners in order to make decisions about future participation. The Office of Inspector General Report 2023–KC–0002 found that HUD lacked an automated process for flagging a property once it received a second consecutive REAC score below 60. The Committee appreciates that the Office of Multifamily Housing has automated such flags within APPS, but remains concerned that all related entities may not be identified within the system. The Committee encourages the Department to address this technical capability gap expeditiously, and directs the Department to brief the House and Senate Committees on Appropriations within 90 days of enactment of this act on whether such changes require a system enhancement and the extent to which such needs can be addressed through business process changes and data management.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriations, 2024	\$32,386,831,000
Budget estimate, 2025	32,756,000,000
Committee recommendation	35,260,450,000

Note: Amounts for fiscal year 2024 include \$6,000,000,000 in emergency-designated funding. The Committee recommendation for fiscal year 2025 includes \$8,030,000,000 in emergency-designated funding.

PROGRAM DESCRIPTION

This account provides funding for the section 8 tenant-based [voucher] program, one of the principal appropriations for Federal housing assistance, serving approximately 2.3 million families. Under this program, eligible low-income individuals and families pay 30 percent of their adjusted income for rent, and the Federal Government is responsible for the remainder of the rent, up to the

fair market rent or some other payment standard. This account also provides funding for tenant protection vouchers for the replacement of units lost from the assisted housing inventory, administrative fees for public housing authorities [PHAs], mainstream vouchers, HUD–Veterans Affairs supportive housing [HUD–VASH] and Tribal HUD–VASH programs, and other incremental vouchers for vulnerable populations.

COMMITTEE RECOMMENDATION

The Committee recommends \$35,260,450,000 for fiscal year 2025, including \$4,000,000,000 as an advance appropriation to be made available on October 1, 2025. This amount is \$2,873,619,000 more than the fiscal year 2024 enacted level and \$2,504,450,000 more than the budget request.

Contract Renewals and Pilot Demonstration on Tenant Leasing Expenses.—The Committee recommends \$32,035,450,000 for the renewal costs of section 8 vouchers. The recommendation includes an estimated \$811,035,000 for section 811 mainstream vouchers within the total amount provided for renewals and administrative fees. Funding lines have been consolidated in order to reduce the administrative burden on HUD and PHAs. However, section 811 vouchers must continue to serve non-elderly persons with disabilities upon turnover. Additionally, up to \$10,000,000 of the amounts set-aside for renewal adjustments shall be for costs associated with mainstream vouchers. The Committee directs HUD to continue to provide timely updates on the voucher dashboard on the number of mainstream vouchers allocated and leased to ensure continued transparency. Based on current estimates, the Committee recommendation provides sufficient resources to ensure that no current voucher holders are put at risk of losing their housing assistance. The Committee will continue to monitor leasing and rental assistance cost data to make sure housing assistance is preserved, which has continually been a top priority for the Subcommittee. HUD should ensure that resources provided to PHAs reflect the market conditions of their specific geographies.

The bill authorizes a demonstration to allow a limited number of PHAs to use housing assistance payments funding for tenant leasing expenses, such as security and utility deposits. Low-income families are often unsuccessful in utilizing section 8 vouchers due to their inability to pay such deposits, which are commonly required by landlords, especially in difficult rental markets. This demonstration will assess the impact of this flexibility on improving voucher utilization, landlord participation and voucher costs, and evaluate how PHAs balance these costs and benefits within available resources. The Committee does not include any additional funding for this demonstration. In selecting PHAs for the demonstration, the Committee directs HUD to ensure geographic diversity and consider PHA performance and reserve levels to ensure this flexibility can be utilized without reducing the number of families served.

Tenant Protection Vouchers [TPVs].—The Committee recommendation includes \$300,000,000 for new tenant protection vouchers, equal to the budget request and \$37,000,000 less than the fiscal year 2024 enacted level. With projected carryover bal-

ances, the amounts provided should fully fund the estimated need for TPVs in fiscal year 2025 to help HUD-assisted families relocate and avoid hardship.

Administrative Fees.—The Committee recommends \$2,880,000,000 for administrative fees, which is \$109,065,000 more than the fiscal year 2024 enacted level. The Committee notes that these funds are critical to the execution and success of the voucher program, supporting a diverse range of activities and critical functions such as: property inspections; case management, including tenant screening, income recertification, and emergency transfers; landlord outreach; the issuance of new vouchers upon program turnover; and assistance for tenants seeking housing. The Committee continues to direct the Department to brief the House and Senate Committee on Appropriations not less than annually on the utilization of administrative fees for eligible expenses to improve leasing, such as security deposit assistance and landlord recruitment and incentive payments.

Tribal HUD-VASH.—The Committee recommendation includes up to \$7,500,000 for the renewal of rental assistance and associated administrative costs for the Tribal HUD-VASH demonstration program. The Committee continues to encourage HUD to use its existing reallocation authority where necessary to ensure this program is utilized to the greatest extent possible.

HUD-VASH.—The Committee recommendation includes \$15,000,000 to expand the HUD-VASH program, of which up to \$10,000,000 may be used for other eligible expenses defined by notice to facilitate leasing, such as security deposit assistance and other costs related to retention and support of participating owners. Over the past year, at the direction of this Committee, HUD and the VA have taken several actions to improve the HUD-VASH voucher utilization. This includes publishing guidance to allow a PHA to be a designated service provider; allowing third party providers to provide case management services through contracts and other collaborative case management models, particularly in instances where the VA is insufficiently staffed; making multiple rounds of HUD-VASH and additional administrative fees available; and supporting HUD-VASH boot camps across the country to bring PHAs and VA medical center staff together to work through the challenges they face on the ground. The Committee directs HUD, in coordination with the VA, to consider conducting additional HUD-VASH boot camps, to continue to provide targeted technical assistance based on action plans and learning from the HUD-VASH boot camps, and to provide a status update, within 60 days of enactment of this act, regarding the extent to which communities have deployed alternative methods to expand HUD-VASH case management capacity.

Family Unification Program [FUP].—The Committee includes \$30,000,000 for new FUP vouchers. To ensure that vouchers are available where youth need assistance, the Committee directs the Department to base the maximum number of vouchers that a PHA may request in a Federal fiscal year on identified need and referrals. To improve the accessibility of youth FUP vouchers, the Committee directs HUD in its training materials to encourage PHAs to

affirmatively amend their administrative plans to facilitate requesting youth FUP vouchers.

The Committee reminds the Department of the requirement contained in Senate Report 118–70 on the FUP voucher request and reallocation processes.

The Committee directs HUD to consult with PHAs participating in FUP, HHS, experts on child welfare, and other stakeholders regarding any potential program challenges due to statutory time limits, statutory criteria, policy definitions, or other operational aspects. The Committee directs HUD to report to the House and Senate Committees on Appropriations and respective authorizing committees within 180 days of enactment of this act on such consultation, and provide its recommendations: (1) to improve program operations; (2) to assist youth in navigating the housing search process and preventing returns to homelessness after the subsidized rental assistance sunsets; and (3) on how Federal, State, and local stakeholders can best support participants as they transition from foster care to successful adulthood.

Special Purpose Vouchers.—The Committee understands that populations served by section 811 mainstream, FUP, and foster youth initiative vouchers face certain challenges to finding units available for lease within the normal timeframes of the larger voucher program. These difficulties increase the risk of these vulnerable groups experiencing homelessness and cause these vouchers to be unused. Therefore, the bill continues to permit HUD to waive or specify alternative requirements for certain waiting list and timing requirements.

Project-Based Vouchers.—The Committee supports the Department's efforts to improve its data on the number and percentage of vouchers that are, or planned to be, project-based at each PHA through the planned improvements to the housing information portal [HIP], and directs the Department to expeditiously launch this functionality. To support the implementation of the recently published final rule related to project-based voucher changes made in HOTMA, the Committee directs HUD to provide training and direct technical assistance, as appropriate, to clarify the categories of units excluded from the 20 percent limitation and 10 percent exception. The Committee directs the Department to brief the House and Senate Committees on Appropriations and relevant authorizing committees within 120 days of enactment of this act on: (1) the analysis of impact required under 24 CFR 983.6(a) when a PHA project-bases 50 percent or more of its authorized voucher units; (2) what information will be expected regarding local market constraints and needs; and (3) the PHA's ability to fulfill its responsibilities to provide tenant-based assistance to project-base assisted families that wish to move.

Homeownership.—The housing choice voucher homeownership program allows assisted families to use their vouchers to buy a home. However, PHA staff who administer rental programs may not have the expertise to facilitate homeownership. The Committee encourages the Department to support training and education opportunities for PHA staff on the mortgage and loan process and best practices in the housing choice voucher homeownership program. To the greatest extent possible, educational or training mate-

rial produced shall be publicly available on the HUD exchange website.

HOUSING CERTIFICATE FUND

(INCLUDING RESCISSIONS)

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

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

PUBLIC HOUSING FUND

Appropriations, 2024	\$8,810,784,000
Budget estimate, 2025	8,540,000,000
Committee recommendation	8,783,000,000

PROGRAM DESCRIPTION

This account provides funding for the payment of operating subsidies, as well as modernization and capital expenses for approximately 3,000 PHAs (except tribally designated housing entities) that manage approximately 900,000 public housing units.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$8,783,000,000 for the public housing fund, which is \$243,000,000 more than the budget request and \$27,784,000 less than the fiscal year 2024 enacted level.

Capital Expenses.—The Committee recommendation includes \$3,200,000,000 for allocations to PHAs through the capital fund formula, which is equal to the fiscal year 2024 enacted level.

Operating Expenses.—The Committee recommendation includes \$5,366,000,000 for allocations to PHAs through the operating fund formula and \$107,000,000 to mitigate the risk of financial shortfalls among PHAs, which is \$82,000,000 more than the fiscal year 2024 enacted level. Combined, these recommended funding levels provide sufficient resources for every PHA to maintain current service levels and have 4 months of operating reserves based on current estimates.

Receiverships and Troubled, Substandard or Otherwise At-Risk PHAs.—The Committee recommendation includes \$15,000,000 for the cost of administrative and judicial receiverships and competitive grants for PHAs in receivership, designated troubled or substandard, or otherwise at risk to address capital needs.

The Committee directs the Department to provide a report to the House and Senate Committees on Appropriations within 45 days of

the enactment of this act, and on an annual basis thereafter no later than March 1, on the status of PHAs under receivership, and the factors that informed the receivership, such as physical and financial scores, deficiencies with internal controls, and other information demonstrating why HUD believes PHAs are unable to effectively oversee their business operations. This report shall also include an identification of funding resources and technical assistance provided to each PHA for the purpose of transitioning out of receivership, and future steps HUD will take to address deficiencies in an effort to return the respective PHAs to local control. The Committee also directs the Department to promptly brief the House and Senate Committees on Appropriations if there are any changes to the list of administrative and judicial receiverships.

Emergency and Safety and Security Grants.—The Committee recommendation includes \$30,000,000 for emergency capital needs, of which at least \$10,000,000 is to be used for safety and security measures in public housing in order to protect tenants. The Committee believes that this level of funding will support both repairs from disasters and safety and security improvements. Therefore, the Committee directs the Department to fund eligible safety and security projects with a portion of these funds as quickly as possible.

Residential Health Hazards.—The Committee recommendation includes \$65,000,000 to help PHAs address lead-based paint and other residential health hazards, including mold, carbon monoxide, radon and fire, in public housing units. The Committee continues to include prohibitions on the Department’s ability to preclude funds from being awarded to any PHA that is under the direction of a monitor or any PHA as ineligible to apply for or receive funding that has a violation or violations of the lead-safe housing or lead disclosure rules, or from being used to carry out work to settle an outstanding violation.

Flexibility for Operating Funds for Capital Needs.—The Committee is committed to addressing the physical needs of troubled public housing properties and provides a new flexibility to allow PHAs with one or more properties with low physical inspection scores to use available operating funds and excess reserves for capital expenses.

ASSISTED HOUSING INSPECTIONS AND ASSESSMENTS

Appropriations, 2024	\$50,000,000
Budget estimate, 2025	50,000,000
Committee recommendation	50,000,000

PROGRAM DESCRIPTION

This account supports financial, and health and safety inspections conducted by the REAC for over 2.4 million units of HUD-assisted affordable housing. Prior to fiscal year 2024, funding for such inspections were provided under the public housing fund and multifamily housing accounts.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$50,000,000 to support ongoing physical and financial assessment activities performed by REAC, including implementation of NSPIRE.

Physical Property Inspection Coordination.—As discussed in the front matter of this report, the Committee directs the Department, in coordination with the IRS, to, within existing authorities, take steps to minimize the need for duplicative inspections. The Committee reminds the Department that Senate Report 118–70 directed HUD to report to the House and Senate Committees on Appropriations on the extent to which the physical inspection alignment program [PIAP] is currently utilized, the number of duplicative inspections and estimated costs that could be eliminated if the PIAP was maximized, and any identified limitations to providing this data. The Committee directs HUD to promote use of the inter-agency housing alignment portal [IHAP], address data gaps in IHAP, including the current exclusion of project-based vouchers, and to ensure adequate staff are allocated to REAC to support strategic coordination efforts with other Federal agencies and external stakeholders to reduce duplicative physical inspections.

Health Hazards.—The Committee commends the Department in the closure of multiple priority GAO and Office of Inspector General recommendations regarding processes, procedures and timely action to address health hazards identified in HUD-assisted housing. The Committee directs the Department to expeditiously close the remaining open recommendation in HUD Office of Inspector General report 2023–CH–0004 to develop and implement a nationwide protocol for field offices regarding PHA self-inspections.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriations, 2024	\$75,000,000
Budget estimate, 2025	140,000,000
Committee recommendation	100,000,000

PROGRAM DESCRIPTION

The choice neighborhoods initiative provides competitive grants to transform underserved distressed neighborhoods into sustainable, mixed-income neighborhoods with co-location of appropriate services, schools, public assets, transportation options, and access to jobs or job training. Choice neighborhoods grants fund the development of comprehensive neighborhood transformation plans that involve broad civic engagement from residents and the community and the implementation of these plans through affordable housing activities and supportive services for residents. Grantees include PHAs, Tribes, local governments, and nonprofit organizations. For-profit developers may also apply in partnership with another eligible grantee.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$100,000,000 for the choice neighborhoods initiative. This amount is \$25,000,000 more than the fiscal year 2024 enacted level and \$40,000,000 less than the budget request. Of the total amount provided, not less

than \$50,000,000 shall be awarded to projects where PHAs are the lead applicant, and no more than \$10,000,000 may be used for planning, including planning and action, grants. The Committee continues to direct the Secretary to give recipients of prior year planning grants priority consideration for implementation grant awards.

SELF-SUFFICIENCY PROGRAMS

Appropriations, 2024	\$195,500,000
Budget estimate, 2025	175,000,000
Committee recommendation	200,500,000

PROGRAM DESCRIPTION

This account provides funding for self-sufficiency programs, including the family self-sufficiency and the resident opportunities and self-sufficiency [ROSS] programs, and the jobs plus initiative [JPI]. FSS provides funding to PHAs for the salaries of FSS coordinators to help section 8 and public housing residents achieve self-sufficiency and economic independence. ROSS provides funding to PHAs, public housing resident associations, Native American Tribes, and non-profit organizations to hire and maintain service coordinators to connect residents of public housing and Indian housing with supportive services including employment and educational opportunities. The JPI provides grants to PHAs, which are required to partner with Department of Labor jobs centers, to assist public housing residents with job placement and increasing earned income.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$200,500,000 for self-sufficiency programs in fiscal year 2025, which is \$5,000,000 more than the fiscal year 2024 enacted level, and \$25,500,000 more than the budget request. This includes \$145,500,000 for the FSS program, \$40,000,000 for the ROSS program, and \$15,000,000 for the JPI.

FSS Program.—The Committee strongly supports the FSS program, which provides public housing and section 8 residents with the tools to improve their economic stability and financial management skills, and ultimately achieve self-sufficiency. Before awarding funding to new grantees, the Committee directs the Department to first prioritize the renewal of all existing coordinators and second prioritize funding additional coordinators for current grantees whose program sizes qualify for additional coordinators.

JPI.—Section 237 of the bill provides the authority requested in the President's budget to allow the JPI financial and rent incentive expenses to be paid from housing assistance source accounts to help reduce administrative burdens for HUD and grantees. To ensure transparency, HUD is directed to provide in its congressional justifications the actual total cost of the JPI, including the financial and rent incentives provided to program participants.

NATIVE AMERICAN PROGRAMS

Appropriations, 2024	\$1,344,000,000
Budget estimate, 2025	1,053,000,000
Committee recommendation	1,455,100,000

PROGRAM DESCRIPTION

This account funds the Indian housing block grant program [IHBG], as authorized under title I of the Native American Housing Assistance and Self-Determination Act of 1996 (Public Law 104–330), and the Indian community development block grant program [ICDBG], authorized under title I of the Housing and Community Development Act of 1974 (Public Law 93–383). The IHBG program provides a funding allocation on a formula basis to Indian Tribes and their Tribally designated housing entities [TDHEs] to help address the housing needs within their communities. The ICDBG program provides Indian Tribes the opportunity to compete for funding to address Tribal community development needs.

COMMITTEE RECOMMENDATION

The Committee recommended funding level for Native American programs is \$1,455,100,000, which is \$111,100,000 more than the amount provided in fiscal year 2024 and \$402,100,000 more than the budget request. The table below provides funding levels for activities within this account.

	Request	Recommendation
Native American Housing Block Grants-Formula	\$820,000,000	\$1,217,100,000
Native American Housing Block Grants-Competitive	150,000,000	150,000,000
Title VI Loan Program	1,000,000	1,000,000
(Limitation on Guaranteed Loans)	25,000,000	50,000,000
Indian Community Development Block Grants	75,000,000	80,000,000
Training and Technical Assistance	7,000,000	7,000,000
Total, Native American Programs	1,053,000,000	1,455,100,000

Competitive Grants.—The IHBG program is a vital resource for Tribal governments to address the dire housing conditions in Indian Country, as the quality of and access to affordable housing remains in a critical state for many Tribes across the country. The most recent HUD survey data indicates that over 68,000 units of new affordable housing are necessary to replace substandard or over-crowded housing conditions for Native Americans and Alaska Natives living in Tribal areas. To assist Tribes with these daunting housing challenges, the Committee recommendation includes \$1,217,100,000 in formula funding and \$150,000,000 in competitive funding in order to assist areas with greater need.

In administering the competitive program, the Committee directs HUD staff to review and score each application in its entirety. Additionally, the fiscal year 2025 appropriation shall be administered as a new stand-alone competition and may not be combined with prior or future year appropriations, although any remaining balances from the fiscal year 2024 competition or prior competition may be included in the fiscal year 2025 competition. Demonstrating sufficient administrative capacity to administer these grants has been, and remains, a critical consideration. Applicants should be

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

Coordinated Environmental Reviews for Tribal Housing and Related Infrastructure.—Since fiscal year 2015, the Committee has directed HUD to collaborate with its Federal agency partners to develop a coordinated environmental review process to simplify and streamline Tribal housing development and its related infrastructure needs. The Committee believes that eliminating unnecessary Federal barriers to housing development is an essential component to facilitate an effective use of Federal funding, while also balancing the need to ensure appropriate and necessary environmental protections. The Committee supports HUD’s efforts to advance the Tribal Housing and Related Infrastructure Interagency Task Force in order to identify opportunities for greater efficiencies.

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

Legislative Proposals.—The bill includes legislative proposals to: (1) allow for mortgages to be guaranteed for up to 40 years in length when seeking to modify a loan to avoid foreclosure to align loss mitigation options with that of the FHA; and (2) to expand program service areas to all Tribal members, regardless of where they purchase a home; and (3) to correct implementation challenges with the authority for Tribes to participate in the CoC program.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2024	\$1,500,000	\$1,800,000,000
Budget estimate, 2025	2,000,000	1,200,000,000
Committee recommendation	1,500,000	1,800,000,000

PROGRAM DESCRIPTION

This program provides access to private financing for Indian families, Indian Tribes, and their TDHE’s that otherwise could not acquire housing financing because of the unique status of Indian trust land. HUD continues to be the largest single source of financing for housing in Tribal communities. This program makes it possible to promote sustainable reservation communities by providing

access to financing for higher income Native Americans to achieve homeownership within their Native communities. As required by the Federal Credit Reform Act of 1990 (Public Law 101–508), this account includes the subsidy costs associated with the loan guarantees authorized under this program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,500,000 in credit subsidy to support a loan level of \$1,800,000,000. This appropriation is equal to the fiscal year 2024 enacted level and \$500,000 less than the budget request.

Native Advantage.—The Committee remains concerned about the extraordinarily long period of time that it is taking to address the HUD Office of Inspector General findings and recommendations with respect to the processes and information technology systems that are used to monitor, track, evaluate, and report on the loans issued under the section 184 program dating back to 2015. There remain 12 open recommendations, 3 of which date back to a programmatic audit from 2015. The Committee directs the Department to update the House and Senate Committees on Appropriations quarterly during fiscal year 2025 on its progress in both completing the Native advantage system and resolving the Office of Inspector General’s open finding and recommendations.

Skilled Workers Loan Credit Subsidy.—The Committee notes that there remains substantial carry over from fiscal year 2017 for skilled workers credit loan subsidy which can generate meaningful investments across Indian Country. The Committee strongly urges the Department to significantly expand stakeholder outreach regarding the availability of these resources which will help develop housing for the critical workforces that supports the education, healthcare, law enforcement, emergency response, and construction needs of Tribal communities.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriations, 2024	\$22,300,000
Budget estimate, 2025	22,300,000
Committee recommendation	22,300,000

PROGRAM DESCRIPTION

The Hawaiian Homelands Homeownership Act of 2000 (Public Law 106–568) created the Native Hawaiian housing block grant program to provide grants to the State of Hawaii Department of Hawaiian Home Lands [DHHL] for housing and housing-related assistance, in order to develop, maintain, and operate affordable housing for eligible low-income Native Hawaiian families. As one of the United States’ indigenous people, Native Hawaiian people have a unique relationship with the Federal Government.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$22,300,000 for the Native Hawaiian housing block grant program, which is equal to the fiscal year 2024 enacted level and the budget request.

The Committee is encouraged to learn that DHHL intends to address the needs of low-income Native Hawaiians through the development of multifamily, affordable housing rental units, rent to own options on Hawaiian homelands, and permanent supportive housing for Native Hawaiians experiencing homelessness. The expansion of programmatic services beyond those that afford homeownership options will help to serve all Native Hawaiians on the waiting list, of which 46 percent are cost burdened and paying more than 30 percent of income on housing costs, 38 percent experience overcrowding, and 10 percent lack complete plumbing facilities. Additionally, Native Hawaiians are overrepresented among Hawaii's homeless as Native Hawaiians and other Pacific Islanders accounted for only 10 percent of the state's population, but were over 40 percent of the individuals experiencing homelessness.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans
Appropriation, 2024	\$28,000,000
Budget estimate, 2025	21,000,000
Committee recommendation	28,000,000

PROGRAM DESCRIPTION

The Native Hawaiian housing loan guarantee fund (section 184A program) offers Native Hawaiian homeownership, property rehabilitation, and new construction opportunities on Hawaiian homelands. The section 184A program expands the market for lenders and ensures access to private-market mortgages for a traditionally underserved population. Private financing is used to cover construction or acquisitions costs, while Federal funding is used only to guarantee payment in the event of a default. Eligible borrowers include Native Hawaiian families who are eligible to reside on the Hawaiian home lands, DHHL, the Office of Hawaiian Affairs, and organizations experienced in the planning and development of affordable housing for Native Hawaiians.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$28,000,000 in loan guarantee commitment authority, including the authority to refinance loans. Since the section 184A program has operated on a negative subsidy since 2017, additional appropriations for subsidy are not necessary due to historically low defaults and high recovery rates of this successful program.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriations, 2024	\$505,000,000
Budget estimate, 2025	505,000,000
Committee recommendation	524,000,000

PROGRAM DESCRIPTION

The housing opportunities for persons with AIDS [HOPWA] program provides grants to States, localities, and nonprofits to devise and deploy long-term, comprehensive strategies for meeting the housing and supportive service needs of persons living with HIV/AIDS and their families.

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$524,000,000 for the HOPWA program, which is \$19,000,000 more than the budget request and fiscal year 2024 enacted level.

Meeting the Current Needs of Communities.—It is critical that people in every State have access to funding that supports low-income persons living with HIV/AIDS. Accordingly, 10 percent of nonformula funding provides an opportunity to States and units of general local government that do not receive formula funding to apply for competitive grants. The Committee continues to include language requiring HUD to prioritize the renewal or replacement of expiring agreements in a manner that preserves existing HOPWA programs and allows active competitive grantees to modify and update their original activities to meet the current needs of persons living with HIV/AIDS within their communities. The Committee directs HUD to ensure competitive grantees are aware of the opportunity to modify and update service models and any potential benefits to doing so.

Formula Eligibility.—The Committee directs the Department to continue to conduct outreach to all grantees with potential formula changes in 2026, pursuant to the HOTMA, and to provide direct technical assistance as needed. The Committee directs the Department to provide the House and Senate Committees on Appropriations and the relevant authorizing committees with a quarterly status update on its efforts to ensure adequate transition plans are in place to minimize disruptions to housing assistance due to the projected 2026 formula changes and its efforts in advancing the legislative changes described in the fiscal year 2025 congressional justifications.

COMMUNITY DEVELOPMENT FUND

Appropriations, 2024	\$6,720,054,336
Budget estimate, 2025	2,930,000,000
Committee recommendation	4,614,317,000

PROGRAM DESCRIPTION

Under title I of the Housing and Community Development Act of 1974 (Public Law 93–383), as amended, the Department is authorized to award block grants to units of general local government and

States for the funding of local community development programs. A wide range of physical, economic, and social development activities are eligible, with spending priorities determined at the local level. The law enumerates general objectives which the block grants are designed to fulfill, including adequate housing, a suitable living environment, and expanded economic opportunities, principally for persons of low- and moderate-income. Grant recipients are required to use at least 70 percent of their block grant funds for activities that benefit low- and moderate-income persons.

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

Funding under this heading also accommodates investments authorized under the Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment [SUPPORT] for Patients and Communities Act of 2018 (Public Law 115–271), in order to provide safe transitional housing for individuals recovering from substance use disorders.

COMMITTEE RECOMMENDATION

The Committee provides \$4,614,317,000 for the community development fund, which is \$1,684,317,000 above the budget request and \$2,102,737,336 below the fiscal year 2024 enacted level. Within this total, \$3,300,000,000 is for CDBG, \$30,000,000 is for activities authorized under the SUPPORT for Patients and Communities Act, \$100,000,000 is for grants to reduce barriers to affordable housing development, and \$1,187,317,000 is for EDIs.

Since 2005, CDBG has assisted nearly 1.9 million homeowners and renters with services such as housing rehabilitation, down payment assistance, and lead abatement; helped create or retain over 505,000 jobs; and benefited over 656 million people through public facility improvements. For every dollar of CDBG funding invested in 2022, an additional \$5.02 was leveraged in non-CDBG funding. The flexibility associated with CDBG enables State and local governments to tailor solutions to effectively meet the unique needs of their communities. As HUD works with communities to determine eligible activities that meet the national objective of benefiting low- and moderate-income persons, the Committee encourages the Department to extend flexibility to rural communities with less than 1,000 residents to use alternate sources of data when American community survey data is considered by the CDBG applicant to be unreliable. Additionally, to ensure accountability and transparency, the Committee recommendation continues provisions in this act that prohibit any community from selling its CDBG award to another community, and that require any funding provided to a for-profit entity for an economic development project funded under this act to undergo appropriate underwriting.

Yes in My Backyard Incentive Grant Program.—For decades, housing production across the country has not kept pace with population and economic growth, resulting in a nation-wide housing

shortage. This is in part due to restrictive local zoning and land use regulations as well as a lack of necessary housing-related infrastructure. The Federal Government can support communities as they remove barriers to affordable housing production in order to increase the supply of housing, lower housing costs, and ensure families have an affordable place to live, particularly in high-opportunity neighborhoods. The Committee includes \$100,000,000 for this competitive grant program to reward State, local, and regional jurisdictions that have made significant progress in improving zoning and land use policies, or removing other local barriers, that can increase affordable housing production and preservation. Improved policies may include increasing density, reducing minimum lot sizes, creating transit-oriented development zones, streamlining or shortening permitting processes and timelines, expanding by-right multifamily zoned areas, allowing accessory dwelling units [ADU] on lots with single-family homes, eliminating or relaxing residential property height limitations, eliminating or reducing off-street parking requirements, and allowing the conversion of vacant retail and office space into residential housing. Eligible grant activities shall include new construction of housing, including mixed-income housing to the greatest extent possible, and putting in place the necessary infrastructure for new housing development. When making awards, the Committee encourages HUD to ensure geographic diversity amongst grantees, including in urban, suburban, rural areas. Further, the Committee directs HUD to continue to seek ways to permit a more streamlined application process and to ensure grants are awarded in a timely manner. Finally, the Committee emphasizes its intentions for this to be an outcome-focused program that will unlock housing availability.

CDBG Formula Modernization.—The Committee notes that the CDBG formula has not been updated since 1978 and appreciates HUD’s updating of its report, entitled *An Evaluation of the CDBG Formula’s Targeting to Community Development Need* in order to analyze the current formula’s effectiveness in meeting the goals of the CDBG program. This report offers considerations for updating the current formula to better target community development needs, and HUD is encouraged to work with the relevant congressional committees on updating the formula and reauthorizing the program.

CDBG Rulemaking.—The Committee commends HUD for publishing a proposed rulemaking for the CDBG program regulations, working within the constraints of the existing statute. The Committee continues to direct HUD to work expeditiously towards a final rule that will enhance grantees’ ability to use CDBG funds while streamlining reporting requirements, and take steps in the interim to use administrative authorities to reduce unnecessary burdens.

Recovery Housing Program [RHP].—The Committee directs HUD to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the impact of the RHP since it began receiving funding in 2020, lessons learned from service delivery models, and recommendations for modifications to the program’s formula that would modernize the

data utilized, reflect the widespread needs across the Nation, and ensure appropriate allocations of funding.

EDIs.—The Committee recommends \$1,187,317,000 for EDIs. EDIs are CDS projects that support a variety of community development and affordable housing needs and benefit low- and moderate-income areas and people or meet an urgent need. The Committee directs HUD to provide funding for the projects listed in the table at the end of this report in the corresponding amounts and for the corresponding recipient. The Committee continues to direct HUD to provide semi-annual briefings to the House and Senate Committees on Appropriations on the implementation of EDIs and the Department’s oversight of projects. The Committee continues to direct HUD to prioritize timely outreach and responses to EDI grantees. To support HUD in its efforts, the Committee recommendation includes increased funding for CPD and the information technology fund to help address the increasing number of EDIs and the associated workload.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2024		\$400,000,000
Budget estimate, 2025		400,000,000
Committee recommendation		400,000,000

PROGRAM DESCRIPTION

Section 108 of the Housing and Community Development Act of 1974 (Public Law 93–383), as amended, authorizes the Secretary to issue Federal loan guarantees of private market loans used by entitlement and non-entitlement communities to cover the costs of acquiring real property, rehabilitation of publicly owned real property, housing rehabilitation, and other economic development activities.

COMMITTEE RECOMMENDATION

The Committee recommendation provides a loan level guarantee of \$400,000,000, which is equal to the fiscal year 2024 enacted level and the budget request. The Committee requires HUD to collect fees to offset credit subsidy costs such that the program operates at a net zero credit subsidy cost.

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

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriations, 2024	\$1,250,000,000
Budget estimate, 2025	1,250,000,000
Committee recommendation	1,425,000,000

PROGRAM DESCRIPTION

Title II of the National Affordable Housing Act (Public Law 101–625), as amended, authorizes the HOME program. This program provides assistance to States and local governments for the purpose of expanding the supply and affordability of housing to low- and very low-income people. Eligible activities include tenant-based rental assistance, acquisition and rehabilitation of affordable rental and ownership housing, and housing construction. To participate in the HOME program, State and local governments must develop a comprehensive housing affordability strategy. There is a 25 percent matching requirement for participating jurisdictions, which can be reduced or eliminated if they are experiencing fiscal distress.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,425,000,000 for the HOME program. This amount is \$175,000,000 more than the fiscal year 2024 enacted level and the budget request.

Affordable Housing Needs.—Communities across the country continue to face an affordable housing crisis as rents are on the rise nationally, low and moderate incomes have not kept pace with housing cost increases, and the production of affordable housing units lags far behind the need. According to HUD’s most recent “Worst Case Housing Needs: 2023 Report to Congress,” in 2021, only 57 affordable units were available for every 100 very low-income renter households and only 36 units were available for every 100 extremely low-income renter households. The HOME program is an essential tool to address the shortfall of affordable housing for rent or homeownership and provides necessary public gap financing to facilitate private sector investment in affordable housing, enabling significant leverage capacity of public and private resources. Over the life of the program, HOME has leveraged more than \$184,000,000,000 in other funding sources for affordable housing, yielding \$4.86 in other sources invested in rental and homebuyer projects for every HOME dollar invested.

Rulemaking.—The Committee commends HUD for publishing a proposed rulemaking for the HOME program that could streamline and modernize program regulations, working within the constraints of the existing statute. The Committee continues to direct HUD to work expeditiously towards a final rule, and take steps in the interim to use administrative authorities to reduce unnecessary burdens.

PRESERVATION AND REINVESTMENT INITIATIVE FOR COMMUNITY
ENHANCEMENT

Appropriations, 2024	\$10,000,000
Budget estimate, 2025	
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

The preservation and reinvestment initiative for community enhancement [PRICE] program provides competitive grants to preserve and revitalize manufactured housing and eligible manufactured housing communities. Grants support low- and moderate-in-

come homeowners with manufactured housing units and manufactured housing communities with repairs, infrastructure improvements, upgrades to increase resilience, services like eviction prevention and housing counseling, and planning activities such as those needed to transition to resident-managed communities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$10,000,000 for the PRICE program. This amount is equal to the fiscal year 2024 enacted level and \$10,000,000 more than the budget request.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriations, 2024	\$60,000,000
Budget estimate, 2025	54,700,000
Committee recommendation	70,000,000

PROGRAM DESCRIPTION

The self-help and assisted homeownership opportunity program provides funding for several programs, including the self-help homeownership opportunity program [SHOP], which assists low-income homebuyers who are willing to contribute “sweat equity” toward the construction of their houses. These funds increase nonprofit organizations’ ability to leverage funds from other sources. This account also includes funding for the capacity building for community development and affordable housing program, as well as assistance to rural communities, as authorized under sections 6301 through 6305 of Public Law 110–246. These programs assist in the development of the capacity of nonprofit organizations to carry out community development and affordable housing projects.

COMMITTEE RECOMMENDATION

The Committee recommends \$70,000,000 for the self-help and assisted homeownership opportunity program, which is \$10,000,000 more than the fiscal year 2024 enacted level and \$15,300,000 more than the budget request. The Committee recommendation includes \$13,000,000 for SHOP, as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996 (Public Law 104–120); \$47,000,000 for capacity building, as authorized by section 4(a) of the HUD Demonstration Act of 1993 (Public Law 104–120), of which not less than \$5,000,000 is for rural capacity building activities; and \$10,000,000 to carry out the national capacity building activities in rural communities. The Committee notes that funding for technical assistance is being provided in the research and technology account and directs that funds available for the section 4 program be used solely for capacity building activities.

SHOP Per Unit Average Investment Cap.—SHOP funds can be used to acquire land, purchase foreclosed or abandoned properties, and improve the infrastructure of homes for first time, low-income homeowners. The Committee recognizes these activities are some of the most difficult activities for nonprofits to finance. The Committee notes that HUD increased the allowable average SHOP expenditure for the combined cost of land acquisition and infrastructure improvements for the first time since 2004 in the fiscal year 2022 NOFO. The Committee directs HUD to use its existing au-

thorities to include an allowable average per SHOP unit cost in the fiscal year 2025 NOFO that is greater than the historical cap of \$15,000 per SHOP unit.

Capacity Building to Address the Needs of Tribal Communities.—American Indian, Native Hawaiian, and Alaska Native communities and populations face rising housing cost burdens and barriers to homeownership, as well as disproportionate physical housing and capacity deficiencies. HUD is directed to ensure section 4 grantees collectively invest not less than \$1,000,000 in targeted capacity building activities to benefit Native Hawaiian, American Indian, and Alaska Native communities and populations. This minimum investment is separate from the required investment for rural capacity building activities of not less than \$5,000,000.

Rural Capacity Building Program.—Funding for the rural capacity building program for community development and affordable housing is intended for truly national organizations. For the purposes of the national rural capacity building NOFO, the Committee directs HUD to define an eligible national organization as “a non-profit entity, which has ongoing experience in rural housing, including experience working with rural housing organizations, local governments, and Indian Tribes, as evidenced by past and continuing work in one or more States in eight or more of HUD’s Federal regions.”

Manufactured Housing.—A significant portion of the housing stock in rural areas is comprised of manufactured housing. More than half of all manufactured homes are located in rural areas around the country and manufactured homes make up 13 percent of all occupied homes in rural and small town communities, while also comprising about 6 percent of the nation’s overall housing stock. The Committee encourages section 4 grantees to support manufactured housing communities, including resident-owned cooperatives that are working to improve infrastructure, purchase their communities, preserve housing affordability, and develop more affordable homes.

HOMELESS ASSISTANCE GRANTS

Appropriations, 2024	\$4,051,000,000
Budget estimate, 2025	4,060,000,000
Committee recommendation	4,319,000,000

PROGRAM DESCRIPTION

Homeless assistance grants assist localities in addressing the housing and service needs of a wide variety of homeless populations while developing coordinated systems to help those who are homeless attain housing and move toward self-sufficiency. These grants provide funding for rental assistance, emergency shelter, transitional and permanent housing, prevention, rapid re-housing, and supportive services to homeless persons and families or those at risk of homelessness. The emergency solutions grants [ESG] program is a formula grant program, while the continuum of care [CoC] and rural housing stability programs are competitive grants.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$4,319,000,000 for homeless assistance grants in fiscal year 2025. This amount is \$259,000,000 above the budget request, and \$268,000,000 above the fiscal year 2024 enacted level. The Committee recommendation includes \$3,812,000,000 to support the CoC program, including the renewal of existing projects, and \$290,000,000 for the ESG program.

Improving Access to Healthcare and Services.—Several studies have demonstrated that interventions focused on social determinants of health can help support housing permanency while also reducing healthcare costs. Moreover, shelters and homeless assistance programs across the country are seeing sharp increases in the number of elderly individuals, many of whom have complex medical conditions that necessitate coordination between housing and healthcare services to help them become or remain stably housed. The Committee continues to support the efforts underway between HUD and the Department of Health and Human Services' [HHS's] Centers for Medicare and Medicaid Services, Substance Abuse and Mental Health Service Administration, Administration for Community Living and Assistant Secretary for Planning and Evaluation to provide direct technical assistance to communities leveraging programs, like Medicaid, to cover and provide housing-related supportive services and behavioral healthcare. The Committee recommendation includes no less than \$20,000,000 for technical assistance, of which \$5,000,000 is provided to support direct, community-specific technical assistance to such communities. The Committee reminds HUD and HHS of the requirement to jointly brief the House and Senate Committees on Appropriations on this effort by September 5, 2024.

The Committee recommendation also includes up to \$25,000,000 for one-time, non-renewable grants to CoCs to support the system-level changes needed to improve coordination to address housing-related supportive services and improve access to health services, particularly for chronically homeless individuals. These funds are intended to provide flexible support to bolster CoC capacity and may be used to address a wide range of costs, such as staffing increases, training to support interagency coordination and benefit design, system or process changes to support Medicaid billing and payment requirements, and data integration needs. In implementing this new grant, the Committee directs the Department to assess leveraged resources in a manner that ensures smaller communities are not excluded or disadvantaged when determining whether amounts are "significant" for purposes of competing for this funding.

To ensure that service providers can offer competitive wages to hire and retain qualified personnel, the Committee recommendation for the CoC program includes \$47,000,000 to support reasonable cost of living adjustments for supportive service line items, and directs the Secretary to provide such increases.

Permanent Supportive Housing.—The Committee recommendation includes \$100,000,000 for grants to CoCs for the construction, acquisition, or rehabilitation of new permanent supportive housing.

These funds are largely intended to be one-time grants, but up to 20 percent of a grant may be used for operational and supportive costs which will be eligible for renewal within the context of the overall CoC competition. The Committee encourages HUD and CoCs to leverage these funds with other sources, such as tax credits and project-based rental assistance, to maximize the amount of housing that can be directed to meeting the needs of homeless individuals and families, especially those who are unsheltered or seeking to exit emergency shelter.

Addressing the Needs of Survivors of Domestic Violence.—The Committee recommendation continues to provide no less than \$52,000,000 in CoC grants for rapid re-housing projects and supportive service projects providing coordinated entry and other critical activities in order to assist survivors of domestic violence, dating violence, and stalking. As grants through the CoC program, such projects are eligible for renewal and subject to the same terms and conditions as other renewal applicants in the CoC program.

Unaccompanied Women.—The Committee recognizes the population of unaccompanied women experiencing homelessness is increasing nationwide. In order to improve the understanding and identification of the unique needs of such women at initial intake, the Committee encourages the Department to work with victim-service providers and CoCs to develop best practices and urges the Department to incorporate such best practices in the technical assistance and trainings it provides on trauma-informed care

Youth Homelessness.—The Committee recommendation includes \$107,000,000 to continue implementation of comprehensive approaches to serving homeless youth, of which up to \$10,000,000 shall be used to provide technical assistance to grantees, and of which up to \$25,000,000 shall be for youth homelessness system improvement [YHSI] grants. YHSI grants are intended to improve youth homelessness systems on a local level and help implement successful, evidence-based intervention methods for this population. The Committee prohibits the use of YHSI funds for direct services or housing. When determining YHSI funding allocations, the Committee expects the Department to adjust the funding level between YHSI and additional projects serving youth based on the level of interest in the next competition cycle for YHSI and the youth homelessness demonstration program. The Committee encourages HUD to incorporate the following components as objectives for YHSI grantees: youth collaboration in project design and implementation, including establishment of local youth advisory boards; quality data collection, management, utilization, and evaluation; direct coordination and communication with service providers; cross-system partnerships including juvenile justice, child welfare, and education systems; and prevention and diversion strategies. The Committee directs HUD to ensure that sufficient technical assistance resources and equal consideration for YHSI grants are provided to rural areas.

Clarifying Eligibility and Documentation Requirements for Homeless Youth.—The Committee continues to include language that waives the requirement for youth ages 24 and under to provide third-party documentation to receive housing and supportive services within the CoC. The Committee encourages the Department to

continue to clarify program requirements through guidance, notice, and webcasts as appropriate.

Tribal Participation.—The Committee recommendation provides additional flexibilities to Tribes and TDHEs to enable their increased participation in homeless assistance programs, which was made eligible by the Consolidated Appropriations Act of 2021 (Public Law 116–260), and directs HUD to continue to provide guidance or trainings to support such participation.

Transitional Housing.—The Committee notes that successfully meeting the needs of differing homeless subpopulations requires varying approaches. The Committee reminds HUD and service providers that well-designed transitional housing can be an effective and successful housing strategy for homeless youth and individuals in substance abuse treatment.

Homeless Management Information Systems [HMIS].—The Committee previously directed HUD to work with CoCs, people who have experienced homelessness, vendors, and other stakeholders to enable a standard report of all currently active individuals and key program information that is available to CoCs to inform real-time decisions, and to specify application programming interface requirements and other specifications so CoCs can better share information and ensure privacy and security for more effective real-time program management. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the result of this engagement, recommendations for future data standards and HUD system updates, and how HUD intends to work with HMIS software vendors and CoCs to address structural and financial barriers impeding CoCs' ability to utilize their data to rehouse those experiencing homelessness in their communities.

Biennial Competition.—Section 242 of Public Law 118–42 authorized HUD to issue a 2-year NOFO for fiscal years 2024 and 2025. This change will allow CoCs to redirect the thousands of hours that would have been spent on the application process for fiscal year 2025 funding to direct service delivery. The Committee directs the Department to brief the House and Senate Committees on Appropriations no later than 60 days after the announcement of the fiscal year 2025 CoC awards on the total adjustments made for fair market rent and cost of living increases, the changes associated with expiring and replacement grants, and recommendations for process improvements for any future noncompetitive renewal years.

Point-in-Time Count.—The Committee reminds HUD that the joint explanatory statement accompanying the fiscal year 2023 appropriations act directed the Department to report to the House and Senate Committees on Appropriations on the viability of creating a digital point-in-time count data collection and analysis platform for communities to use. Additionally, the Committee directs HUD to include data on the population of homeless individuals and households who are elderly and near elderly in its annual point-in-time estimates to improve national understanding of the aging homeless population and the implications for Federal policy.

Annual Homeless Assessment Report [AHAR].—The Committee continues to direct HUD to incorporate additional Federal data on homelessness, particularly as it relates to youth homelessness, into

the AHAR. This information is important to ensure that communities develop and implement policies that respond to local needs.

Emergency Shelters and Supportive Services.—The Committee underscores the importance of housing options for building pathways to long-term housing stability, such as through well-designed rapid re-housing, transitional housing, or permanent supportive housing models. However, the Committee is concerned that in placing an appropriate emphasis on long-term solutions, the more immediate needs of individuals and families in emergency shelters may be overlooked. Emergency shelters are most effective when shelter operations are combined with onsite and robust supportive services to best position shelter residents for successfully exiting the system into long-term stable housing. Therefore, the Committee directs HUD to review agency guidance regarding the use of Homeless Assistance Grants funds in emergency shelters and identify regulatory or statutory measures that may potentially undermine either the direct provision of supportive services or the effective partnership with other Federal, State, or local stakeholders and service providers. The Department is directed to submit a report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act on its findings.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriations, 2024	\$16,010,000,000
Budget estimate, 2025	16,686,000,000
Committee recommendation	16,654,000,000

Note: Amounts for fiscal year 2024 include \$2,000,000,000 in emergency-designated funding. The Committee recommendation for fiscal year 2025 includes \$3,000,000,000 in emergency-designated funding.

PROGRAM DESCRIPTION

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

The section 8 project-based rental assistance [PBRA] program supports approximately 17,700 contracts with private owners of multifamily housing. Through this program, HUD and private sector partners support the preservation of safe, stable, and sanitary housing for approximately 1.3 million low-income households. Without PBRA, many affordable housing projects would convert to market rates with large rent increases that current tenants would be unable to afford.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$16,654,000,000 for annual PBRA contract renewals and related activities, of which up to \$492,000,000 is for the cost of contract ad-

ministrators, \$10,000,000 is for budget-based rent increases to certain project-based contracts, and \$25,000,000 is for direct loans for distressed properties. The recommended level of funding is \$644,000,000 above the amount provided in fiscal year 2024 and \$32,000,000 below the budget request.

Performance-Based Contract Administrators.—Performance-based contract administrators [PBCAs] are PHAs, or their instrumentalities, and State housing finance agencies [HFAs], and are responsible for conducting on-site management reviews of assisted properties; adjusting contract rents; and reviewing, processing, and paying monthly vouchers submitted by owners, among other tasks. The Committee notes that PBCAs are integral to the Department's efforts to be more effective and efficient in the oversight and monitoring of this program in order to reduce improper payments, protect tenants, and ensure properties are well maintained. There are current PBCAs that have demonstrated success in providing high quality program services and have valuable experience in administering affordable housing resources in the States in which they operate. The Committee recognizes that HUD has faced a complicated task of developing new PBCA arrangements before the current ones expire in 2025. The bill includes a modified version of the general provision in the President's budget request to help address the challenges in a new competition and directs HUD to ensure that any new arrangements result in improved and cost-effective oversight and monitoring of the PBRA program; quality services offered to property owners and tenants in each State; and the maintenance of safe, stable, and affordable housing for the approximately 1.3 million households living in PBRA properties across the country. HUD is directed to continue to work with relevant stakeholders and congressional committees on a permanent statutory framework for PBCAs. Additionally, the Committee recognizes that tenants can serve a valuable role in identifying potential problems with the physical condition of a property. The Committee urges HUD to assess the effectiveness of using resident surveys as a tool to help PBCAs conduct effective oversight.

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

Managing Troubled Properties.—The Committee remains concerned for tenants enduring deplorable living conditions that risk their health and safety, as a result of delayed or inaccurate REAC inspections of troubled properties and HUD's inability to track property owners under litigation for failure to maintain decent, safe, and sanitary housing. The Committee continues to include a general provision requiring HUD to report on properties with failing physical inspection scores of less than 60 or that have received an unsatisfactory management and occupancy review within the

past 36 months to the House and Senate Committees on Appropriations. The Committee continues to direct HUD to include in this report data on project-based rental assistance program properties and units that have exited the programs as a result of contract abatement from poor physical conditions or for other reasons and to identify if the properties and units are preserved through a transfer to other properties or are lost.

Improving Properties with Health, Safety, or Operational Deficiencies.—The Committee strongly supports preserving the PBRA affordable housing stock. To that end, the Committee includes \$10,000,000 for HUD to provide budget-based rent adjustments to PBRA contracts that have been renewed through the mark-to-market [M2M] program and are distressed or at risk of becoming distressed. In utilizing this additional funding, the Department shall prioritize properties that meet all of the following conditions: rents below 80 percent of fair market rent; REAC scores below 70; and designated as troubled or potentially troubled. The Committee reiterates the importance of maintaining properties in a decent, safe, and sanitary condition and directs HUD to ensure the rent adjustments will help address the operational and/or physical needs of the properties and help improve living conditions for tenants.

The Committee notes that HUD issued a notice in February 2024 on the process for making the first round of budget-based rent adjustments following the statutory authority provided in fiscal year 2023. The Committee directs HUD to provide a briefing to the House and Senate Committees on Appropriations within 45 days of enactment of this act on the dollar amount and number of funding requests received under this notice, as well as HUD's property selection process, and planned oversight of properties following the rent adjustments. Further, the Committee again reminds HUD of the directive included in the fiscal year 2023 joint explanatory statement to assess the needs amongst post-M2M properties and other PBRA properties with health and safety deficiencies, and to provide the results of this assessment to the House and Senate Committees on Appropriations.

Finally, to assist distressed PBRA properties that are already at market rate rents but still need additional capital to address the causes of their distress, the Committee provides \$25,000,000 for HUD to make direct loans to owners of such PBRA properties to support rehabilitation or replacement. In utilizing this funding, HUD shall target the most distressed inventory, incorporate resident consultation requirements in the application process, and provide monitoring over the life cycle of the loan.

Survivors of Domestic Violence or Sexual Assault.—GAO recently issued a report [GAO-24-106481] identifying opportunities for HUD to improve its oversight of housing providers' emergency transfers for relocating victims of domestic violence or sexual assault. Of the seven recommendations, three apply directly to PBRA properties and involve HUD taking action to provide written instructions to PBRA property owners on implementing emergency transfers, revising the management and occupancy review form, and collecting data. HUD is directed to close these recommendations quickly to ensure compliance with the Violence Against

Women Act requirements, and to protect survivors in HUD-assisted rental housing.

HOUSING FOR THE ELDERLY

Appropriations, 2024	\$913,000,000
Budget estimate, 2025	931,400,000
Committee recommendation	1,046,400,000

PROGRAM DESCRIPTION

This account provides funding for housing for the elderly pursuant to section 202 of the Housing Act of 1959 (Public Law 86–372). Under this program, the Department provides capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for seniors, as well as project-based rental assistance contracts [PRACs] to support the operational costs of such units. Tenants living in section 202 supportive housing units can access a variety of community-based services in order to continue living independently in their communities and effectively age in place.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,046,400,000 for the section 202 program. This amount is \$133,400,000 more than the fiscal year 2024 enacted level and \$115,000,000 more than the budget request. The Committee's recommendation includes: \$813,400,000 for the costs associated with fully funding all annual PRAC renewals and amendments; \$115,000,000 for new capital advances and PRACs; \$115,000,000 to fund the renewal of existing for service coordinators and congregate service grants and; \$3,000,000 for contract services.

Service Coordinators.—The Committee directs HUD to review the distribution of section 202 service coordinators amongst States with the oldest populations according Census Bureau data and the availability of eligible multifamily properties in those States that could qualify for the service coordinator program. As part of this review, HUD should assess if these areas are underserved by the service coordinator program and if program expansion funding should be prioritized to these States. HUD is directed to provide this review to the House and Senate Committees on Appropriations within 1 year of enactment of this act.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriations, 2024	\$208,000,000
Budget estimate, 2025	256,700,000
Committee recommendation	256,700,000

PROGRAM DESCRIPTION

This account provides funding for housing for persons with disabilities pursuant to section 811 of the Cranston-Gonzalez National Affordable Housing Act of 1990 (Public Law 101–625). Traditionally, the section 811 program provided capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for persons with disabilities, as well as PRACs to support the operational costs of such units. Since fiscal year 2012, HUD has transitioned to providing project rental assistance to State housing

finance agencies or other appropriate entities, which act in partnership with State health and human services agencies to provide supportive services, as authorized by the Frank Melville Supportive Housing Investment Act of 2010 (Public Law 111–374).

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$256,700,000 for the section 811 program. This amount is equal to the budget request and \$48,700,000 more than the fiscal year 2024 enacted level. This level of funding, in addition to residual receipts, recaptures, and other unobligated balances, will support all project-based renewals and amendments.

HOUSING COUNSELING ASSISTANCE

Appropriations, 2024	\$57,500,000
Budget estimate, 2025	57,500,000
Committee recommendation	57,500,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$57,500,000 for housing counseling assistance, which is equal to the fiscal year 2024 enacted level and the budget request. Of the amount provided, up to \$4,500,000 is available for administrative contract services. The Committee directs HUD to use not less than \$3,000,000 of the funds provided for the housing counseling grant program specifically for housing counseling agencies to partner with historically black colleges and universities, Tribal colleges and universities, and other MSIs. Up to \$5,000,000 may be used to continue the homeownership initiative targeted to historically underserved communities, including Asian-Pacific, Latino, Black, Alaska Native, Native Hawaiian, Tribal, and rural communities. Outreach efforts must include culturally sensitive and linguistically appropriate service delivery, materials, and educational initiatives.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriations, 2024	\$14,000,000
Budget estimate, 2025	14,000,000
Committee recommendation	14,000,000

PROGRAM DESCRIPTION

The National Manufactured Housing Construction and Safety Standards Act of 1974 (Public Law 93–383), as amended by the Manufactured Housing Improvement Act of 2000 (Public Law 106–569), authorizes the Secretary to establish Federal standards for the construction, design, safety, and performance of manufactured

homes. All manufactured homes are required to meet these Federal standards, and fees are charged to producers to cover the costs of administering the act.

COMMITTEE RECOMMENDATION

The Committee recommends \$14,000,000 to support the manufactured housing standards programs, of which \$14,000,000 is expected to be derived from fees collected and deposited into the manufactured housing fees trust fund account. No direct appropriation is provided. The total amount recommended is equal to the budget request and equal to the fiscal year 2024 enacted level.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2024	\$1,000,000	\$400,000,000,000	\$150,000,000
Budget estimate, 2025	1,000,000	400,000,000,000	155,000,000
Committee recommendation	1,000,000	400,000,000,000	155,000,000

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2024	\$1,000,000	\$35,000,000,000
Budget estimate, 2025	1,000,000	35,000,000,000
Committee recommendation	1,000,000	35,000,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee has included the following amounts for the MMI Program account: a limitation on guaranteed loans of \$400,000,000,000, a limitation on direct loans of \$1,000,000, and \$155,000,000 for administrative contract expenses. This amount for administrative contract expenses is \$5,000,000 more than the fiscal year 2024 enacted level and equal to the budget request. The Committee is aware that the contract expense estimates for MMI program may have increased since the budget request was submitted to the Committee, and the Department should update the House and Senate Committees on Appropriations of updated estimates throughout the year. For the GI/SRI account, the Committee recommends \$35,000,000,000 as a limitation on guaranteed loans and a limitation on direct loans of \$1,000,000.

Institutional Investment in Single-Family Housing.—The Committee notes that in some local housing markets there are increasing concentrations of institutional financial investment in single-family housing, and that trend has the potential to affect local real estate markets. The Committee directs HUD to continue to prioritize the sale of HUD owned single-family homes to owner-occupants, HUD-approved nonprofits, and government entities to mitigate any negative effects from institutional investors.

Report on State Property Tax Impact on Homeownership.—The Committee is aware that in certain States, increased property tax rates are making it harder for homeowners to stay in their homes and for prospective homeowners to purchase a new home. The FHA should provide a briefing to the House and Senate Committees on Appropriations within 120 days of enactment of this act on the impact of increasing property taxes on homeowners and prospective homeowners.

Energy Audits.—The Committee notes that FHA’s single family housing handbook 4000.1 requires the incorporation of energy audits into home appraisals for special energy-related component that affect the value of the property. The FHA is directed to brief the House and Senate Committee on Appropriations on the impact these energy audits can have on home appraisal values.

Affordable Housing Finance.—The Committee is concerned about the diminished supply of affordable housing across the country and is supportive of efforts and initiatives that result in measurable increases in that supply. The Section 542(c) Housing Finance Agency risk-sharing initiative has been in place since 2021 and warrants broader evaluation to understand the extent to which it has increased housing supply. The Committee directs the GAO to review this initiative and submit a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act. This review should include at a minimum: the number of loans funded and geographic interest in this initiative; the underwriting standards applicable through this initiative compared to other similar FHA-insured loans outside of this initiative; the differences between HUD’s multifamily accelerated processing guide [MAP Guide] and the guidelines for a HFA-underwritten loan, including an analysis of if MAP Guide results in higher costs and longer production time when creating affordable housing when compared to the requirements of an HFA-underwritten loan; if the lower borrowing costs through this initiative results in lower rents to families; the extent to which this initiative has resulted in the production of more housing units rather than shifting production from one sector to another; and the oversight requirements applicable under this initiative compared to non-initiative financing.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans	Limitation on personnel, compensation and administrative expenses
Appropriations, 2024	\$550,000,000,000	\$54,000,000
Budget estimate, 2025	550,000,000,000	67,000,000

	Limitation on guaranteed loans	Limitation on personnel, compensation and administrative expenses
Committee recommendation	550,000,000,000	67,000,000

PROGRAM DESCRIPTION

The Ginnie Mae, through the mortgage-backed securities program, guarantees privately issued securities backed by pools of Government-guaranteed mortgages. Ginnie Mae is a wholly owned corporate instrumentality of the United States within the Department. Its powers are prescribed generally by title III of the National Housing Act (Public Law 73–479), as amended. Ginnie Mae is authorized by section 306(g) of the National Housing Act to guarantee the timely payment of principal and interest on securities that are based on and backed by a trust, or pool, composed of mortgages that are guaranteed and insured by FHA, the Rural Housing Service, or the VA. Ginnie Mae's guarantee of mortgage-backed securities is backed by the full faith and credit of the United States. This account also funds all salaries and benefits funding to support Ginnie Mae.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on new commitments on mortgage-backed securities of \$550,000,000,000. This level is equal to the budget request and the fiscal year 2024 enacted level. The bill allows Ginnie Mae to use \$67,000,000 for salaries and expenses. This is \$13,000,000 more than the fiscal year 2024 enacted level and equal to the budget request. The Committee directs Ginnie Mae to submit quarterly data to the House and Senate Committees on Appropriations on staffing levels, staffing expenses, and other non-personnel expenses.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriations, 2024	\$139,000,000
Budget estimate, 2025	155,500,000
Committee recommendation	149,500,000

PROGRAM DESCRIPTION

Title V of the Housing and Urban Development Act of 1970 (Public Law 91–609), as amended, directs the Secretary of the Department of Housing and Urban Development to undertake programs of research, evaluation, and reports relating to the Department's mission and programs. These functions are carried out internally and through grants and contracts with industry, nonprofit research organizations, educational institutions, and through agreements with State and local governments and other Federal agencies. The research programs seek ways to improve the efficiency, effectiveness, and equity of HUD programs and to identify methods to achieve cost reductions. Additionally, this appropriation is used to support HUD evaluation and monitoring activities and to conduct housing surveys.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$149,500,000 for the research and technology account in fiscal year 2025. This level is \$10,500,000 more than the fiscal year 2024 enacted level and \$6,000,000 less than the budget request.

The following table summarizes the Committee's recommendations for fiscal year 2025:

Activity	Committee recommendation
Core Research and Technology	not less than \$71,500,000
<i>[Cooperative Agreements and research partnerships with Minority Serving Institutions]</i>	<i>[5,000,000]</i>
Legal Assistance to Low-Income Tenants at Risk of or Subject to Eviction	20,000,000
Research, Evaluation, and Demonstrations	8,000,000
Technical Assistance	up to 50,000,000
<i>[Distressed Cities and Persistent Poverty]</i>	<i>[5,000,000]</i>
Total	145,000,000

Core Research and Technology.—The Committee recommendations includes not less than \$71,500,000 for core research and technology, of which \$5,000,000 is for cooperative agreements and research partnerships with minority serving institutions, including Tribal colleges and universities, Asian American and Native Pacific Islander serving institutions, historically black colleges and universities, Hispanic serving institutions, and other minority serving institutions.

Research, Evaluation, and Demonstration.—The Committee recommendation includes \$8,000,000 for research, evaluation, and demonstration. Included in this total is funding for ongoing research on moving to work [MTW] expansion, and the community choice demonstration.

In addition, HUD shall fund the following new research projects: expanding the eligible uses of HCV housing assistance payments; State and local public financing models to produce affordable housing; use of HOME-ARP and State and local fiscal recovery funds for housing supply; updating the HUD code; property insurance rates and resiliency upgrades; HUD-assisted households and workforce development programs; evaluation of the foster youth to independence initiative; and a study on the disaster-impacted renters and rental markets, to be conducted by the NAPA.

State Mapping.—The Committee supports the Department's ongoing research partnership on geospatial repository of zoning conditions to analyze the correlations between zoning and housing conditions, in cooperation with the national zoning atlas. HUD is directed to brief the House and Senate Committees on Appropriations on this work within 90 days of enactment of this act, and encourages HUD to invite further research partnership efforts to map and digitize zoning jurisdictions in large States with a significant share of the Nation's total zoning jurisdictions and with low home availability and affordability rates for low-income and extremely-low income households.

Disaster-Impacted Renters and Rental Markets.—The Committee is concerned insufficient attention is being paid to renter household needs and rental market forces following natural disasters. Recent

analysis shows that rents in disaster-impacted communities rise and then remain higher than their original rates for years. These impacts are amplified in already constrained rental markets, especially when communities are hit by successive disasters. Without adequate and thoughtful intervention, these market impacts can lead to secondary displacement of other vulnerable renter households who were not directly affected by the disaster. Within the funds provided for research, evaluation, and demonstration, HUD, in coordination with and after consulting the Federal Emergency Management Agency [FEMA], is directed to contract with NAPA, no later than 30 days after the date of enactment of this act, to study this issue. The Committee expects HUD and FEMA to share the contract cost, with HUD being the lead agency to coordinate with FEMA to let the NAPA contract. The study shall be overseen by a panel of experts, to examine in-depth how renters and rental markets have recovered from recent major disasters, with a special focus on disasters that involve long displacement times for a large number of renter households. The study should consider the roles of the insurance industry, FEMA, HUD, Small Business Administration [SBA], and State and local governments as they relate to: (1) addressing the temporary and long-term housing needs and the recovery of impacted renters; (2) how the disaster and disaster response impacts other renters in the housing market; and (3) the replacement of lost affordable rental housing inventory. The Committee recommends that the expert panel include the experience and expertise of former FEMA, HUD, and SBA leaders, expertise in research and advocacy for displaced renters and impacted single-family and multi-family rental property owners; insurance and re-insurance industry; support services for those at risk of homelessness; and State and local emergency management and long-term recovery. From that review, NAPA should make recommendations on reforms to guide FEMA, HUD, and SBA that would, in coordination with the insurance industry, facilitate affordable, faster, inclusive, and resilient recovery for renters, and include guidance on improving how Federal, State and local governments monitor rental market trends to inform disaster recovery policy decisions. NAPA should submit a report with its findings, conclusions, and recommendations no later than 1 year after the Departments have contracted with NAPA pursuant to this directive. NAPA should communicate with the GAO and the National Academy of Sciences over the course of its study and review previous studies to prevent duplication of effort.

Technical Assistance.—The Committee recommendation includes up to \$50,000,000 for technical assistance. Of this amount, up to \$5,000,000 is for the distressed cities and persistent poverty technical assistance program. The Committee directs HUD to assess how it can improve technical assistance to State and local entities to access Federal housing resources across the country and make recommendations on best practices and the Federal support necessary to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Evictions.—The Committee appreciates HUD's 2021 report on the feasibility of creating a national database of residential rental evictions. The report identified ongoing efforts to collect and ana-

lyze eviction data at State and local levels, but acknowledged the high cost and complexity of creating a national database. The Committee invites HUD to consider this topic when soliciting research partnerships in order to increase the availability of data and research related to evictions. HUD should also update the Committee on any follow-up steps it has taken since the 2021 report was provided to the Committee.

Institutional Investors.—The Committee remains interested in the feasibility of HUD collecting data related to investor owned residential rental housing units, and looks forward to receiving the assessment required in Senate Report 118–70.

Fair Market Rents [FMRs].—While the Committee remains concerned about the timeliness of HUD’s FMR determinations, it appreciates efforts undertaken by the Department to expand the use of data sources that inform those determinations. The Committee strongly encourages HUD, to the extent permissible under current regulations, to set FMRs at no lower than the previous year’s level for an FMR area, unless the Department has sufficient local data to justify such a change and encourages HUD to continue its progress toward reforming the process of setting FMRs. Data limitations that result in inadequate FMR levels for communities and families undercut the mission of the voucher program, and these impacts are especially concerning in areas that lack the third-party data sources HUD has identified to supplement its FMR data. In response to these challenges and in addition to HUD’s on-going FMR improvement efforts, the Committee directs the Department to consider and assess the merits and potential operational concerns of permitting state housing finance agencies to support calculations of FMR levels. Additionally, this assessment should focus on the potential of permitting this flexibility only where there is a lack of either HUD or third-party data to make local FMR determinations. The Committee directs HUD to report its finding to the House and Senate Committees on Appropriations within 120 days of enactment of this act.

Conversion of Office Buildings to Housing.—The Committee commends the administration’s efforts to support the conversion of high-vacancy commercial buildings into residential use, including by producing a guidebook of available Federal resources. In order to better support communities in their adaptive reuse efforts, HUD is encouraged to help local jurisdictions with high housing costs to develop a building inventory, in coordination with local planning departments, to determine which commercial properties are most suitable for residential conversion.

Individuals With Autism.—HUD’s 2022 report on supportive services for individuals with autism noted that there is currently little research about the effects of different housing options on outcomes and quality of life for people with autism, despite the great need for housing support services for people with autism. Further, the report notes that homelessness among the autistic population is a growing cause for concern and that U.S.-based research is needed to inform our understanding of the incidence of people on the autism spectrum experiencing homelessness and ways to better support these individuals. The Committee encourages HUD to con-

tinue its research activities on improving housing outcomes for individuals with autism.

Master Leasing Models.—Master leasing models, where a homelessness services provider or a CoC leases a whole building or a block of units from a property owner’s portfolio to provide housing to persons experiencing homelessness, have been shown to remove critical barriers to housing people. However, some existing HUD regulations have made the model administratively burdensome to operationalize. The Committee directs the Department to submit a report to the House and Senate Appropriations Committees on master leasing models across the country and provide an assessment with recommendations on how the Department can adjust its regulations to better accommodate this innovative model.

Off-Site Construction.—The Committee supports efforts to incentivize the use of off-site construction through local adoption of and improvements to off-site construction standards. Such construction can help increase housing supply, affordability, and accessibility. In addition, the Committee encourages HUD to conduct research on the impact of regulatory inconsistencies in off-site construction regulation across the United States.

Community Choice Demonstration Program.—The Committee anticipates the completion of phase I and the published rapid cycle evaluation report in 2025, and requests that HUD brief the House and Senate Committees on Appropriations on its findings related to the outcomes of phase I of the demonstration.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriations, 2024	\$86,355,000
Budget estimate, 2025	86,400,000
Committee recommendation	86,400,000

PROGRAM DESCRIPTION

The fair housing activities appropriation includes funding for both the fair housing assistance program [FHAP] and the fair housing initiatives program [FHIP], among others.

FHAP assists State and local fair housing agencies with implementing title VIII of the Civil Rights Act of 1968 (Public Law 90–284), as amended, which prohibits discrimination in the sale, rental, and financing of housing and in the provision of brokerage services. The major objective of the program is to ensure prompt and effective processing of title VIII complaints, with appropriate remedies for complaints being provided by State and local fair housing agencies.

FHIP is authorized by section 561 of the Housing and Community Development Act of 1987 (Public Law 100–242), as amended, and by section 905 of the Housing and Community Development Act of 1992 (Public Law 102–550). This program provides support to public and private organizations for the purpose of eliminating or preventing discrimination in housing, and enhances fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$86,400,000 for the Office of Fair Housing and Equal Opportunity. This amount is equal to the budget request and \$45,000 more than the fiscal year 2024 enacted level. Of the amounts provided: (1) \$26,400,000 is for FHAP; (2) \$56,000,000 is for FHIP, including not less than \$10,400,000 for education and outreach programs and not less than \$3,700,000 for fair housing organization initiatives; (3) \$1,000,000 is for the creation, promotion, and dissemination of translated materials that support the assistance of persons with limited English proficiency; and (4) \$3,000,000 is for the national fair housing training academy.

Test Coordinator Training.—The Committee recognizes that testing remains one of the most effective investigative tools and is fundamental to fair housing law enforcement. Those who coordinate testing investigations need specialized training from skilled and experienced professionals in this field. HUD shall continue to implement a comprehensive test coordinator training program to provide ongoing training, technical assistance, and resources to test coordinators working in fair housing organizations throughout the country. HUD shall not merge existing test 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)

Appropriations, 2024	\$345,000,000
Budget estimate, 2025	350,000,000
Committee recommendation	345,000,000

PROGRAM DESCRIPTION

Title X of the Housing and Community Development Act of 1992 (Public Law 102–550) established the Residential Lead-Based Paint Hazard Reduction Act, under which HUD is authorized to make grants to States, localities, and Tribes in order to conduct lead-based paint hazard remediation and abatement activities in private, low-income housing. Lead is a significant environmental health hazard, particularly for young children and pregnant women, and exposure can result in neurological damage, learning disabilities, and impaired growth. The healthy homes initiative, which was authorized under sections 501 and 502 of the Housing and Urban Development Act of 1970 (Public Law 91–609), provides grants to remediate hazards in housing that have been scientifically shown to negatively impact occupant health and safety.

COMMITTEE RECOMMENDATION

The Committee recommends \$345,000,000 for the lead hazard reduction account, which is \$5,000,000 less than the budget request and equal to the fiscal year 2024 enacted level.

Unobligated Balances.—The Committee continues to direct the Department to provide the House and Senate Committees on Ap-

propriations with updated reports on all unobligated balances for each program following each funding competition award announcement. The Committee continues to closely monitor balances, program subscription rates, and funding reallocations between under-subscribed and oversubscribed programs to inform funding decisions.

Lead Hazard Reduction Grants.—The Committee recommendation provides \$200,000,000 for lead hazard reduction grants, which is equal to the fiscal year 2024 enacted level and budget request. Within this amount, \$105,000,000 is set aside for jurisdictions with the highest lead-based paint abatement needs, which is equal to the fiscal year 2024 enacted level and \$5,000,000 above the budget request. The Committee does not approve the request to allocate funds to jurisdictions with the highest need for lead hazard reduction grants by formula, but supports the Department’s goal of streamlining the selection and award process. The Committee directs HUD to continue to work with stakeholders and its authorizing committees as it develops this proposal and to solicit public input on program design.

In the interim, the Committee directs the Department to continue to conduct outreach and improve the NOFOs to encourage more grantees to apply and make efficient use of lead hazard reduction grant funds. The Committee directs the Department to include in such outreach smaller and rural communities, and non-profit organizations and community development financial institutions [CDFIs] interested in being co-applicants. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 180 days of enactment of this act on such outreach, major participation barriers identified, whether those barriers are administrative or statutory in nature, and how CDFI lending capabilities can be leveraged to increase the pace at which low-income communities can address lead paint hazards in high-risk communities.

Lead Interagency Coordination.—The Committee reminds HUD of an outstanding requirement from Senate Report 118–70 to brief the House and Senate Committees on Appropriations on its data sharing needs with the EPA related to lead service line inventories.

Lead Risk Assessment.—The Committee reminds OLHCHH and PIH of the outstanding requirement from Public Law 118–42 to jointly engage with PHAs and other stakeholders to understand why so few applications were submitted for the lead risk assessment demonstration and brief the House and Senate Committees on Appropriations on the findings of this engagement.

Aging-in-Place.—The Committee recommendation includes \$40,000,000 within the healthy homes initiative for aging-in-place home modification grants in order to enable low-income seniors (persons who are 62 years of age or older) to remain in their homes through low-cost, high-impact home modifications. The recommendation is \$10,000,000 more than the fiscal year 2024 enacted level and equal to the budget request. The intended beneficiaries of these grants are low-income seniors living in homes that are not receiving project-based rental assistance, and HUD shall ensure the use of funds appropriated will reflect that intent.

The Committee recommendation includes language to streamline the environmental review process for these low-cost interventions and directs HUD to take several other common-sense actions to improve the impact of these grants. HUD is directed to adjust the current \$5,000 cap on the cost of home modifications per housing unit to account for annual changes in the cost of labor, materials and supplies. In designing the NOFO for this program, the Committee continues to encourage the use of successful models of low-barrier, participant-led, holistic approaches to aging-in-place. However, the Committee is concerned that the Department's required use of occupational therapists in the program services model is not practical or necessary for all communities, and excludes other successful models that have helped form the Committee's appreciation for the value of these investments, including the State of Maine's community aging-in-place grant program. Thus, the Committee directs the Department to accept without additional justification alternative program services models that do not require occupational therapists for grants awarded with fiscal year 2025 funds or balances remaining from prior years. Applicants that propose an alternative model shall not be disadvantaged during the application and selection process on that basis. The Committee continues to direct HUD to track the outcomes of seniors whose homes have been modified in order to better understand the effectiveness of this funding in reducing at-home falls, hospitalizations, and emergency response calls, as well as improving independence and tenure in home over time. The Committee also encourages HUD to support research and technical studies on housing technologies that enable aging-in-place strategies within the amounts available for healthy homes technical studies.

Weatherization Assistance Program.—The Committee reminds the Department of its responsibility to continue collecting information on how many units benefit from this coordinated execution of HUD lead-based paint hazard control grants and the Department of Energy weatherization assistance program, to quantify how this coordination has reduced costs for hardware and labor, and to provide this information to the House and Senate Committees on Appropriations after the end of each grant cycle. The Committee looks forward to receiving the first such report in the near future and encourages the Department to highlight best practices in coordination that can be integrated into grant management practices.

OFFICE OF INSPECTOR GENERAL

Appropriations, 2024	\$152,924,000
Budget estimate, 2025	160,000,000
Committee recommendation	160,000,000

PROGRAM DESCRIPTION

The Office of Inspector General conducts independent investigations, audits, and evaluations not only to prevent and detect fraud, waste, and abuse, but also to promote efficiency and effectiveness in the programs and operations of the Department of Housing and Urban Development. This appropriation will finance all salaries and related expenses associated with the operation of the Office of Inspector General.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$160,000,000 for the Office of Inspector General, which is equal to the budget request and \$7,076,000 more than the fiscal year 2024 enacted level. This funding level is sufficient to sustain support for the 520 FTE authorized in fiscal year 2024, adjustments to base funding to maintain current services, as well as one-time costs related to technology refresh requirements and space consolidations.

Audit Reports.—The Committee expects the Office of Inspector General to continue providing copies of all audit reports to the Committee immediately after they are issued and to make the Committee aware immediately of any review which recommends significant budgetary savings.

Contracting Audits of Annual Financial Statements.—The Committee directs the Office of the Inspector General to continue to procure and rely upon the services of an independent external auditor, or auditors, to audit the financial statements of the Department, including the financial statements of the FHA and Ginnie Mae.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

The Committee recommends administrative provisions. A brief description follows.

Section 201 splits overpayments evenly between the 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 Ginnie Mae 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 certain requirements for section 8 eligibility and includes consideration for persons with disabilities.

Section 211 distributes Native American housing block grants to the same Alaska Native 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 notify the public of notices of funding opportunity and awards for competitively awarded funds, and establishes how such notification may occur.

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.

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

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

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

Section 221 requires the Secretary to notify the House and Senate Committees on Appropriations at least 3 full business days before grant awards are announced, and requires such notification to include state and congressional district information.

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 re-obligated 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 continuum of care funds.

Section 227 permits HUD to provide 1 year transition grants under the continuum of care program.

Section 228 maintains current promise zone designations and agreements.

Section 229 addresses the establishment of reserves for public housing agencies designated as MTW agencies.

Section 230 prohibits funds from being used to make certain eligibility limitations as part of a notice of funding opportunity for competitive grant awards under the public housing fund.

Section 231 addresses the manner in which HUD may make adjustments for formula allocation corrections.

Section 232 allows for limited transfers of salaries and expenses funding to the information technology fund.

Section 233 states that the Secretary must comply with all process requirements when revising any annual contributions contract.

Section 234 governs the process for the selection of performance-based contract administrators.

Section 235 clarifies the use of funds for the family self-sufficiency program.

Section 236 allows the Secretary to waive or specify alternatives for certain requirements for the mainstream and family unification voucher programs.

Section 237 requires that foregone increases to tenant rent payments due to resident participation in the jobs-plus program be factored into rental assistance renewal eligibility within the appropriate account.

Section 238 allows the Office of Housing to provide direct support to small properties and owners converting assistance under the rental assistance demonstration.

Section 239 extends the expenditure period for certain previously appropriated funds for housing for persons with disabilities.

Section 240 allows direct loans to support rehabilitation or replacement of PBRA properties.

Section 241 clarifies the participation of Tribes and TDHEs in the continuum of care program.

Section 242 amends the Housing and Community Development Act of 1992 to expand program service areas for the section 184 and section 184A loan guarantee programs.

Section 243 amends the Housing and Community Development Act of 1992 to permit the section 184 and section 184A loan guarantee programs to guarantee mortgages with lengths of up to 40 years.

Section 244 amends the Housing and Community Development Act of 1974 to permit additional activities to be undertaken by Tribes.

Section 245 applies whistleblower protections to funded contracts, consistent with 41 U.S.C. 4712.

TITLE III
INDEPENDENT AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriations, 2024	\$9,955,000
Budget estimate, 2025	9,955,000
Committee recommendation	9,955,000

PROGRAM DESCRIPTION

The Access Board is responsible for developing design guidelines for the build environment, transit vehicles, information communications technology, and medical diagnostic equipment under the Americans with Disabilities Act of 1990 (Public Law 101–336) and other laws. The Access Board also enforces the Architectural Barriers Act, ensuring accessibility to a wide range of federally funded facilities, including national parks, post offices, social security offices, and prisons. In addition, the Access Board provides training and technical assistance on its guidelines and standards to Federal agencies, public and private organizations, individuals, and businesses.

COMMITTEE RECOMMENDATION

The Committee recommends \$9,955,000 for the operations of the Access Board. This level of funding is equal to the budget request and the fiscal year 2024 enacted level.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriations, 2024	\$40,000,000
Budget estimate, 2025	48,452,000
Committee recommendation	45,000,000

PROGRAM DESCRIPTION

The Federal Maritime Commission [FMC] is an independent regulatory agency, which administers the Shipping Act of 1984 (Public Law 98–237), as amended by the Ocean Shipping Reform Act of 1998 (Public Law 105–258); section 19 of the Merchant Marine Act of 1920 (41 Stat. 998); the Foreign Shipping Practices Act of 1988 (Public Law 100–418); Public Law 89–777; and the Ocean Shipping Reform Act of 2022 (OSRA 2022, Public Law 117–146).

The FMC’s mission is to foster a fair, efficient, and reliable international ocean transportation system and to protect the public from unfair and deceptive practices. To accomplish this mission, the FMC regulates the international waterborne commerce of the

United States. In addition, the FMC has responsibility for licensing and bonding ocean transportation intermediaries and for ensuring that vessel owners or operators establish financial responsibility to pay judgments for death or injury to passengers, or nonperformance of a cruise, on voyages from United States ports.

COMMITTEE RECOMMENDATION

The Committee recommends \$45,000,000 for the salaries and expenses of the FMC for fiscal year 2025 which is \$5,000,000 more than the fiscal year 2024 enacted level and \$3,452,000 less than the budget request.

Staffing and IT.—To implement the new authorities and requirements of OSRA 2022, the FMC has initiated a multiyear staffing effort. Of the amount provided, \$2,000,000 shall remain available until September 30, 2026 to provide additional flexibility in the sequencing of hiring actions. The Committee is concerned the FMC is not increasing the capacity of investigators to respond to additional oversight measures of industry as directed in OSRA 2022 and encourages the agency to increase additional investigative personnel as soon as possible to directly support audits, investigations, and enforcement proceedings.

NATIONAL RAILROAD PASSENGER CORPORATION

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2024	\$29,240,000
Budget estimate, 2025	32,100,000
Committee recommendation	32,100,000

PROGRAM DESCRIPTION

The Office of Inspector General for Amtrak was created by the Inspector General Act Amendment of 1988 (Public Law 100–504). The act recognized Amtrak as a “designated Federal entity” and required the railroad to establish an independent and objective unit to conduct and supervise audits and investigations relating to the programs and operations of Amtrak; recommend policies designed to promote economy, efficiency, and effectiveness in Amtrak, and prevent and detect fraud and abuse; and to provide a means for keeping the Amtrak leadership and the Congress fully informed about problems in Amtrak operations and the corporation’s progress in taking corrective action.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$32,100,000 for the Amtrak Office of Inspector General. This funding level is equal to the budget request and \$2,860,000 more than the fiscal year 2024 enacted level. The funding recommendation is sufficient to hire up to 114 total FTE, an increase of 8 FTE compared to the resources provided in fiscal year 2024, and meets other non-payroll program costs identified in the fiscal year 2025 budget request. The Committee retains language that requires the Amtrak Office of Inspector General to submit a budget request in similar format and sub-

stance to those submitted by other executive agencies in the Federal Government.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2024	\$140,000,000
Budget estimate, 2025	150,000,000
Committee recommendation	145,000,000

PROGRAM DESCRIPTION

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

In addition to its investigatory duties, NTSB is responsible for maintaining the Government's database of civil aviation accidents and also conducts special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, NTSB supplies investigators to serve as U.S. accredited representatives for aviation accidents overseas involving U.S. registered aircraft, or involving aircraft or major components of U.S. manufacture. NTSB also serves as the "court of appeals" for any airman, mechanic, or mariner whenever certificate action is taken by the FAA or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA.

COMMITTEE RECOMMENDATION

The Committee recommends \$145,000,000 for the NTSB, which is \$5,000,000 less than the budget request and \$5,000,000 more than the fiscal year 2024 enacted level. The Committee is alarmed with private companies that have voluntarily signed a party agreement with the NTSB, who have the privilege of receiving investigative information (as defined in 59 CFR 831.13) from the NTSB during the investigation, but have repeatedly violated the terms of such agreement. The Committee fully supports the use of the party system in NTSB's investigations, and directs the NTSB to notify other entities party to an investigation if any entity with party status violates the terms of the party agreement.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriations, 2024	\$158,000,000
Budget estimate, 2025	168,000,000
Committee recommendation	168,000,000

PROGRAM DESCRIPTION

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (Title VI of the Housing and Community Development Amendments of 1978, Public Law 95–557) and operates under the trade name “NeighborWorks America”. NeighborWorks provides financial, technical, and training assistance to community-based organizations that work in partnership with community residents, the private sector, and local governments to promote community revitalization and affordable housing opportunities. These partnership-based organizations are independent, tax-exempt, non-profit entities, collectively known as the “NeighborWorks Network.” The NeighborWorks Network consists of nearly 250 local and regional organizations that serve almost 3,000 urban, suburban, and rural communities in every State, the District of Columbia, and Puerto Rico.

COMMITTEE RECOMMENDATION

The Committee recommends \$168,000,000 for NeighborWorks, which is equal to the budget request and \$10,000,000 more than the fiscal year 2024 enacted level. The Committee directs NeighborWorks to provide at least three days’ advance notice to the House and Senate Committees on Appropriations prior to the announcement of any grant exceeding \$50,000 that is awarded to a NeighborWorks Network organization.

Rural Areas.—The Committee commends NeighborWorks’ efforts to build capacity in rural areas and urges NeighborWorks to continue those initiatives.

Multilingual Training Courses.—NeighborWorks is encouraged to continue to develop and offer new professional development and certification training courses and translated materials to meet the needs of the Network and support its work on minority homeownership.

Shared Equity Homeownership.—The Committee directs NeighborWorks to work with affiliated organizations with extensive experience in offering shared equity homeownership opportunities as technical assistance providers and to continue to develop and enhance professional development offerings around shared equity housing.

Policies and Procedures.—The Committee acknowledges that, as of February 2024, three of the 10 recommendations from the GAO–23–105944 report have been closed, and multiple actions are underway to address the remaining open recommendations regarding whistleblower, procurement, and conflict of interest policies. The Committee stresses the importance of moving forward quickly with those actions to ensure any future reports of wrongdoing are managed with objectivity and independence, and directs NeighborWorks to brief the House and Senate Committees on Appropriations not less than annually until all GAO recommendations are closed.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2024	\$46,202,000	\$1,250,000
Budget estimate, 2025	49,396,000	1,250,000
Committee recommendation	49,396,000	1,250,000

PROGRAM DESCRIPTION

The Surface Transportation Board [STB] was created on January 1, 1996, by the Interstate Commerce Commission Termination Act of 1995 (Public Law 104–88). The Board is a five-member, bipartisan, decisionally independent adjudicatory body, and is responsible for the regulation of the rail and pipeline industries and certain non-licensing regulations of motor carriers and water carriers.

The STB’s rail oversight activities include rate reasonableness, car service and interchange, mergers, line acquisitions, line constructions, and abandonments. The STB’s jurisdiction also includes certain oversight of the intercity bus industry, pipeline carriers, intercity passenger train service, rate regulation involving non-contiguous domestic water transportation, household goods carriers, and collectively determined motor carrier rates.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$50,646,000. This funding level is equal to the budget request and \$3,194,000 more than the fiscal year 2024 enacted level. Included in the recommendation is \$1,250,000 in fees, which will offset the appropriated funding, resulting in a final appropriation from the general fund estimated at no more than \$49,396,000. This funding level will accommodate adjustments to base, including annualizing the 10 additional full-time equivalents provided in fiscal year 2024 to support the Board’s Office of Passenger Rail, and provide the non-personnel expenses as requested to support the Board’s mission.

Regulatory Proceedings.—There remains a number of pending regulatory proceedings that would reform existing regulations at the STB. The Committee continues to encourage the STB to facilitate a timely and decisive regulatory process. For example, EP 704 “Review of Commodity, Boxcar, and TOFC/COFC Exemptions,” was first issued as a proposed rulemaking in 2016. The Committee directs the STB to provide an update in writing to the House and Senate Committees on Appropriations on the status of the EP 704 proceeding within 90 days of the enactment of this act. Further, the Committee notes a board member vacancy exists and urges the administration to nominate the full complement of board members to the STB as soon as possible.

Rail Rate Evaluation.—In 2015, the Transportation Research Board of the National Academy of Sciences issued a report titled “Modernizing Freight Rail Regulation,” as authorized in Section 9007 of Public Law 109–59. The report raised concerns with the methodology used to identify unusually high rail rates. Since then, the STB has taken steps to improve rate reasonableness. In 2020,

the Board commissioned a study, issued in March 2022, which analyzed and evaluated alternatives to its current economic model. In December 2022, the Board issued two final rules establishing new rate reasonableness procedures which provide two streamlined approaches for shippers and railroads to resolve smaller rate disputes: Final Offer Rate Review and Voluntary Arbitration. The Committee directs the STB to evaluate the need to construct a new economic model of rail rates, the appropriate method for constructing such a model, and the authorization and resources that would be required to construct the model. The Committee directs the STB to provide this evaluation in writing to the House and Senate Committees on Appropriations within 1 year of enactment of this act.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriations, 2024	\$4,300,000
Budget estimate, 2025	4,300,000
Committee recommendation	4,300,000

PROGRAM DESCRIPTION

The United States Interagency Council on Homelessness is an independent agency created by the McKinney-Vento Homeless Assistance Act of 1987 (Public Law 100–77) to coordinate the Federal response to homelessness. USICH was authorized to review Federal programs that assist homeless persons, to take necessary actions to reduce duplication, and to recommend improvements in programs and activities conducted by Federal, State, and local governments, as well as local volunteer organizations. USICH consists of the heads of 19 Federal agencies, including the Departments of Housing and Urban Development, Health and Human Services, Veterans Affairs, Agriculture, Commerce, Defense, Education, Labor, and Transportation, the Federal Emergency Management Agency, and other entities as deemed appropriate.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$4,300,000 for USICH, which is equal to the budget request and fiscal year 2024 enacted level. This funding level is sufficient to sustain current staffing levels and address other adjustments to maintain current services.

Documentation Barriers for People Experiencing Homelessness.—The Committee reminds USICH of the requirement in Senate Report 118–70 to brief the House and Senate Committees on Appropriations on the actions taken in fiscal year 2024 to streamline eligibility and documentation requirements that can often act as a barrier to assistance.

Disaster Preparedness and Coordination for Homeless Populations.—The USICH strategic plan, *All In: The Federal Strategic Plan to Prevent and End Homelessness*, includes strategies to improve coordination and the deployment of assistance to the homeless population when natural disasters strike. The Committee directs USICH, in coordination with HUD and FEMA, to brief the

House and Senate Committees on Appropriations within 90 days of enactment of this act on the specific actions taken in fiscal year 2024 and planned for fiscal year 2025 in support of this goal, including actions taken to address open recommendations from the GAO-23-105379 report. This briefing shall include lessons learned from the challenges recent disaster-impacted communities have faced in quickly deploying available resources to address the needs of homeless populations, recommendations for how to improve relationships between emergency management and homelessness stakeholders, and ways to support better pre-disaster preparedness.

Youth Homelessness.—Youth homelessness is often invisible and includes vulnerable housing situations, such as couch surfing or staying with relatives. The Committee remains concerned not only about youth homelessness overall, but also the increase in those numbers throughout the Nation. According to HUD's Annual Homeless Assessment Report, the number of unaccompanied youth increased by 15 percent from 2022 to 2023; this increase was second only to the increase in family homelessness, a category that also includes parenting youth. The overall increase in homeless among youth, either unaccompanied or parenting, is not only troubling but also likely reflects an undercounting of the true numbers. Concerns around meeting the needs of homeless youth are not new and are complicated by the roles that multiple Federal agencies play in addressing this challenge. To that end, the GAO published a report in 2021, *Youth Homelessness: HUD and HHS Could Enhance Coordination to Better Support Communities* [GAO-21-540]. The Committee is disappointed to learn that all 10 recommendations to HUD, HHS, and USICH remain open. Therefore, the Committee directs USICH to compile a report identifying the progress both it, and its member agencies, have made in addressing these GAO recommendations, and to submit this report to the House and Senate Committees on Appropriations within 60 days of enactment of this act. The Committee further directs USICH to submit an annual update to this report to the House and Senate Committees on Appropriations within 60 days of the end of each subsequent fiscal year until all recommendations from the GAO-21-540 report are closed.

Implementation of Best Practices.—To prevent USICH from misusing Federal funds through sharing inaccurate or misleading data with Federal partners, community practitioners, and other stakeholders, the Committee continues to direct USICH to ensure best practices and evidence-based conclusions are central to any technical assistance and recommendations released by the agency.

Local Community Interactions with Persons Experiencing Homelessness.—The Committee encourages USICH to continue to work with Federal, State, and local partners to identify and promote constructive partnerships with local community entities that promote the safety of people experiencing homelessness and the communities in which they reside. The Committee notes the prevalence of existing research that shows how addressing the housing and supportive service needs of homeless individuals reduces local expenditures on emergency rooms and jails, and that diversion strategies can mitigate against further trauma and harm. As part of this ef-

fort, the Committee encourages USICH to review existing research and demonstrations from across the country and determine how best to incorporate these materials into USICH's ongoing training and technical assistance.

TITLE IV
GENERAL PROVISIONS—THIS ACT

Section 401 prohibits pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this act.

Section 402 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 403 limits expenditures for consulting services through procurement contracts where such expenditures are a matter of public record and available for public inspection.

Section 404 prohibits the use of funds for employee training unless such training bears directly upon the performance of official duties.

Section 405 authorizes the reprogramming of funds within a budget account and specifies the reprogramming procedures for agencies funded by this act.

Section 406 ensures that 50 percent of unobligated balances may remain available for certain purposes.

Section 407 prohibits the use of funds for eminent domain unless such taking is employed for public use.

Section 408 prohibits funds in this act to be transferred without express authority.

Section 409 prohibits the use of funds for activities not in compliance with the Buy American Act.

Section 410 prohibits funding for any person or entity convicted of violating the Buy American Act.

Section 411 prohibits funds for first-class airline accommodation in contravention of 41 CFR 301–10.122 and 41 CFR 301–10.123.

Section 412 restricts the number of employees that agencies funded in this act may send to international conferences.

Section 413 prohibits the Surface Transportation Board from charging filing fees for rate or practice complaints that are greater than the fees authorized for district court civil suits.

Section 414 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 415 prohibits funds from denying an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities, or to prevent or impede that Inspector General's access.

Section 416 prohibits funds from being used to pay awards or fees for contractors with poor performance.

Section 417 protects employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 418 prohibits funds from being used for the approval of a new foreign air carrier permit or exemption application if that approval would contravene United States law or article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement and specifies that nothing in this section shall prohibit, restrict, or preclude the Secretary of DOT from granting a permit or exemption where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Treaty and the U.S. law.

Section 419 makes technical edits to certain CDS.

Section 420 makes technical edits to certain CDS.

Section 421 prohibits the use of funds to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out the final rule entitled, “Affirmatively Furthering Fair Housing” or the notice entitled, “Affirmatively Furthering Fair Housing Assessment Tool”.

Section 422 states that each amount designated by the Congress as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985 is contingent on the President so designating all such emergency amounts and transmitting such designations to Congress. The provision is consistent with the requirements in the Fiscal Responsibility Act of 2023.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports accompanying general appropriations bills identify each recommended amendment which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session.

The Committee is filing an original bill, which is not covered under this rule, but reports this information in the spirit of full disclosure.

The Committee recommends funding for the following programs or activities which currently lack authorization for fiscal year 2025:

TITLE I—DEPARTMENT OF TRANSPORTATION

Maritime Administration
Pipeline Safety Programs in the Pipeline and Hazardous Materials
Safety Administration

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rental Assistance Programs
Indian Housing Block Grants
Indian Housing Loan Guarantee Fund
Native Hawaiian Housing Block Grant
Housing Opportunities for Persons with AIDS
Community Development Fund
Community Development Loan Guarantee
Home Investment Partnerships Program
Choice Neighborhoods Initiatives
Self-Help Homeownership Opportunity Program
Homeless Assistance
Housing for the Elderly
Housing for Persons with Disabilities
FHA General and Special Risk Program Account
Ginnie Mae Mortgage Backed Securities Loan Guarantee Program
Account
Policy Development and Research
Fair Housing Activities, Fair Housing Program
Lead Hazard Reduction Program
Salaries and Expenses

TITLE III—RELATED AGENCIES

Access Board
Neighborhood Reinvestment Corporation
Surface Transportation Board

COMPLIANCE WITH PARAGRAPH 7(c), RULE XXVI OF THE
STANDING RULES OF THE SENATE

Pursuant to paragraph 7(c) of rule XXVI, on July 25, 2024, the Committee ordered favorably reported a bill (S. 4796) making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2025, and for other purposes, provided, that the bill be subject to amendment and that the bill be consistent with its budget allocation, and provided that the Chairman of the Committee or his designee be authorized to offer the substance of the original bill as a Committee amendment in the nature of a substitute to the House companion measure, by a recorded vote of 28–1, a quorum being present. The vote was as follows:

Yeas	Nays
Chair Murray	Mr. Rubio
Mr. Durbin	
Mr. Reed	
Mr. Tester	
Mrs. Shaheen	
Mr. Merkley	
Mr. Coons	
Mr. Schatz	
Ms. Baldwin	
Mr. Murphy	
Mr. Manchin	
Mr. Van Hollen	
Mr. Heinrich	
Mr. Peters	
Ms. Sinema	
Ms. Collins	
Mr. McConnell	
Ms. Murkowski	
Mr. Graham	
Mr. Moran	
Mr. Hoeven	
Mr. Boozman	
Mrs. Capito	
Mr. Kennedy	
Mrs. Hyde-Smith	
Mr. Hagerty	
Mrs. Britt	
Mrs. Fischer	

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI, OF THE
STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include “(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appro-

ropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the Committee.”

In compliance with this rule, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

TITLE 12—BANKS AND BANKING

CHAPTER 13—NATIONAL HOUSING

SUBCHAPTER II—MORTGAGE INSURANCE

§ 1715z-13a. Loan guarantees for Indian housing

[(a) Authority]

To provide access to sources of private financing to Indian families, Indian housing authorities, and Indian tribes, who otherwise could not acquire housing financing because of the unique legal status of Indian lands, the Secretary may guarantee not to exceed 100 percent of the unpaid principal and interest due on any loan eligible under subsection (b) made to an Indian family, Indian housing authority, or Indian tribe.】

(a) AUTHORITY.—To provide access to sources of private financing to Indian families, Indian housing authorities, and Indian tribes, who otherwise could not acquire housing financing because of the unique legal status of Indian lands and the unique nature of tribal economies; and to expand homeownership opportunities to Indian families, Indian housing authorities and Indian tribes on fee simple lands, the Secretary may guarantee not to exceed 100 percent of the unpaid principal and interest due on any loan eligible under subsection (b) made to an Indian family, Indian housing authority, or Indian tribe on trust land and fee simple land.

(b) Eligible loans

Loans guaranteed pursuant to this section shall meet the following requirements:

(1) Eligible borrowers

The loans shall be made only to borrowers who are Indian families, Indian housing authorities, or Indian tribes.

[(2) Eligible housing]

The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing and are located on trust land or land located in an Indian or Alaska Native area.】

(2) ELIGIBLE HOUSING.—The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing.

* * * * *

[(5) Terms

The loan shall—

(A) be made for a term not exceeding 30 years;】

(5) *TERMS.—The loan shall—*

(A) be made for a term not exceeding 30 years, except as determined by the Secretary, when there is a loan modification under subsection (h)(1)(B), the loan shall not exceed 40 years;”.

* * * * *

§ 1715z–13b. Loan guarantees for Native Hawaiian housing**(a) Definitions**

* * * * *

(b) Authority

To provide access to sources of private financing to Native Hawaiian families who otherwise could not acquire housing financing because of the unique legal status of the Hawaiian Home Lands or as a result of a lack of access to private financial markets, *and to expand homeownership opportunities to Native Hawaiian families who are eligible to receive a homestead under the Hawaiian Homes Commission Act, 1920 (42 Stat. 108) on fee simple lands in the State of Hawaii*, the Secretary may guarantee an amount not to exceed 100 percent of the unpaid principal and interest that is due on an eligible loan under subsection (c).

(c) Eligible loans

Under this section, a loan is an eligible loan if that loan meets the following requirements:

* * * * *

[(5) Terms

The loan shall—

(A) be made for a term not exceeding 30 years;】

(5) *TERMS.—The loan shall—*

(A) be made for a term not exceeding 30 years; except, as determined by the Secretary, when there is a loan modification under subsection (i)(1)(B) the term of the loan shall not exceed 40 years;

TITLE 42—THE PUBLIC HEALTH AND WELFARE**CHAPTER 69—COMMUNITY DEVELOPMENT****§ 5305. Activities eligible for assistance****(h) Prohibition on use of assistance for employment relocation activities**

Notwithstanding any other provision of law, no amount from a grant under section 5306 of this title made in fiscal year 1999 or

any succeeding fiscal year may be used to assist directly in the relocation of any industrial or commercial plant, facility, or operation, from 1 area to another area, if the relocation is likely to result in a significant loss of employment in the labor market area from which the relocation occurs.

(j) *SPECIAL ACTIVITIES BY INDIAN TRIBES.—Indian Tribes receiving grants under section 5306(a)(1) of this title (section 106(a)(1) of this Act) shall be authorized to carry out activities described in subsection (a)(15) directly.*

TITLE 49—TRANSPORTATION

SUBTITLE III—GENERAL AND INTERMODAL PROGRAMS

CHAPTER 53—PUBLIC TRANSPORTATION

§ 5323. General provisions

(a) INTERESTS IN PROPERTY.—

* * * * *

(q) **[CORRIDOR PRESERVATION]** *REAL PROPERTY INTERESTS.*—

(1) IN GENERAL.—The Secretary may assist a recipient in acquiring **[right-of-way]** *real property interests* before the completion of the environmental reviews for any project that may use the *acquired [right-of-way] real property interests* if the acquisition is otherwise permitted under Federal law.

(2) ENVIRONMENTAL REVIEWS.—**[Right-of-way]** *Real property interests* acquired under this subsection may not be developed in anticipation of the project until all required environmental reviews for the project have been completed.

* * * * *

SUBTITLE VII—AVIATION PROGRAMS

PART A—AIR COMMERCE AND SAFETY

SUBPART III—SAFETY

CHAPTER 445—FACILITIES, PERSONNEL, AND RESEARCH

§ 44502. General facilities and personnel authority

(e) TRANSFERS OF AIR TRAFFIC SYSTEMS.—

(4) EXCEPTION.—The requirement under paragraph (1) that an eligible air traffic system or equipment be purchased in part using a Government airport aid program, airport development aid program, or airport improvement project grant shall not apply if the air traffic system or equipment is installed at an airport that is categorized as a basic or local general aviation airport under the most recently published national plan of integrated airport systems under section 47103.

(5) LIMITATIONS.—

(A) *SYSTEMS OR EQUIPMENT.*—*Eligible air traffic systems or equipment identified in subparagraphs (A) through (C) of paragraph (3) of this subsection to be transferred to*

the Administrator under this subsection must have been purchased by the transferor airport on or after October 5, 2018; and

(B) OTHER SYSTEMS OR EQUIPMENT.—Eligible air traffic systems or equipment identified in subparagraph (D) of paragraph (3) of this subsection to be transferred to the Administrator under this subsection must have been purchased by the transferor airport on or after October 1, 2024.

(6) AIRPORTS IN THE CONTIGUOUS UNITED STATES.—Notwithstanding the limitation to airports in non-contiguous States in paragraph (1) of this subsection, an airport in the contiguous United States may transfer, without consideration, to the Administrator of the Federal Aviation Administration, an eligible air traffic system or equipment identified in subparagraphs (A) through (C) of paragraph (3) of this subsection that conforms to performance specifications of the Administrator if a Government airport aid program, airport development aid program, or airport improvement project grant was used to assist in purchasing the system or equipment and such eligible air traffic system or equipment was purchased by the transferor airport during the period of time beginning on October 5, 2018, and ending on December 31, 2021.”.

INFRASTRUCTURE INVESTMENT AND JOBS ACT, PUBLIC LAW 117-58

TITLE IV—HIGHWAY AND MOTOR VEHICLE SAFETY

SUBTITLE A—HIGHWAY TRAFFIC SAFETY

SEC. 24112. SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM.

(a) DEFINITIONS.—In this section:

* * * * *

(c) GRANTS.—

(1) IN GENERAL.—In carrying out the program, the Secretary may make grants to eligible entities, on a competitive basis, in accordance with this section.

(2) LIMITATIONS.—

(A) IN GENERAL.—Not more than 15 percent of the funds made available to carry out the program for a fiscal year may be awarded to eligible projects in a single State during that fiscal year.

(B) PLANNING GRANTS.—Of the total amount made available to carry out the program for each fiscal year, not less than **40 percent** 30 percent shall be awarded to eligible projects described in subsection (a)(3)(A).

BUDGETARY IMPACT OF BILL

PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO
SEC. 308(A), PUBLIC LAW 93-344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount in bill	Committee allocation	Amount in bill
Comparison of amounts in the bill with the subcommittee allocation for 2025: Subcommittee on Transportation and Housing and Urban Development, and Related Agencies:				
Mandatory				
Discretionary	87,707	87,707	184,109	¹ 184,099
Defense	448	448	NA	NA
Non-defense	87,259	87,259	NA	NA
Projection of outlays associated with the recommendation:				
2025				² 73,732
2026				54,108
2027				21,907
2028				10,888
2029 and future years				16,097
Financial assistance to State and local governments for 2025	NA	48,353	NA	² 47,516

¹ Includes outlays from prior-year budget authority.

² Excludes outlays from prior-year budget authority.

NA: Not applicable.

NOTE.—Consistent with the funding recommended in the bill as an emergency requirement in accordance with subparagraph (A)(i) of section 251(b)(2) of the Balanced Budget and Emergency Deficit Control Act of 1985, the Committee anticipates that the Budget Committee will provide, at the appropriate time, a 302(a) allocation for the Committee on Appropriations reflecting an upward adjustment of \$11,030,000,000 in budget authority plus the associated outlays.

DISCLOSURE OF CONGRESSIONALLY DIRECTED SPENDING ITEMS

The Constitution vests in the Congress the power of the purse. The Committee believes strongly that Congress should make the decisions on how to allocate the people's money. As defined in Rule XLIV of the Standing Rules of the Senate, the term congressionally directed spending item means a provision or report language included primarily at the request of a Senator, providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, loan authority, or other expenditure with or to an entity, or targeted to a specific State, locality or congressional district, other than through a statutory or administrative, formula-driven, or competitive award process.

For each item, a Member is required to provide a certification that neither the Member nor the Member's immediate family has a pecuniary interest in such congressionally directed spending item. Such certifications are available to the public on the website of the Senate Committee on Appropriations (<https://www.appropriations.senate.gov/congressionally-directed-spending-requests>). Following is a list of congressionally directed spending items included in the Senate recommendation discussed in this explanatory statement, along with the name of each Senator who submitted a request to the Committee of jurisdiction for each item so identified. Neither the Committee recommendation nor this report contains any limited tax benefits or limited tariff benefits as defined in rule XLIV.

CONGRESSIONALLY DIRECTED SPENDING

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Transportation Planning, Research, and Development.	Alabama Department of Transportation.	County Road 387 Bridge Scope	AL	\$100,000	Britt
Department of Transportation	Transportation Planning, Research, and Development.	Hawaii Department of Transportation	Hawaii Port Resilience Study	HI	3,960,000	Schatz
Department of Transportation	Transportation Planning, Research, and Development.	Salina Airport Authority/Salina Regional Airport (SLN).	Advanced Aviation & Engineering Research Operations.	KS	1,000,000	Moran
Department of Transportation	Transportation Planning, Research, and Development.	City of Greenwood	C&G Rail Trail	MS	150,000	Hyde-Smith
Department of Transportation	Transportation Planning, Research, and Development.	Mississippi State University	Digital Transportation Infrastructure Initiative.	MS	2,300,000	Hyde-Smith, Wicker
Department of Transportation	Transportation Planning, Research, and Development.	East Orange, New Jersey	Freeway Drive Overbuild Planning Project.	NJ	3,397,000	Booker, Menendez
Department of Transportation	Grants-in-Aid for Airports	Wasilla Airport (IYS)	Runway Expansion	AK	3,000,000	Murkowski
Department of Transportation	Grants-in-Aid for Airports	Bessemer Airport (EKY)	Aircraft Ramp and Apron Project	AL	1,000,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Enterprise Municipal Airport (EDN)	Infrastructure Improvements	AL	2,355,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Montgomery Regional Airport/Dannelly Field (MGM).	Runway 10-28 Rehabilitation	AL	1,145,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Chilton County Airport/Gragg-Wade Field (OZA).	Runway Extension Project	AL	4,500,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Evergreen Regional Airport/Middleton Field (GZH).	Security Infrastructure Improvements	AL	1,000,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Mobile International Airport (BFM)	Tarmac Improvements	AL	3,000,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Flagstaff Pulliam Airport (FLG)	Terminal Expansion, Accessibility and Drainage Improvements.	AZ	1,200,000	Sinema
Department of Transportation	Grants-in-Aid for Airports	Eagle County Regional Airport (EGE)	International Terminal	CO	1,000,000	Bennet, Hickenlooper
Department of Transportation	Grants-in-Aid for Airports	Kalaheo Airport (URF)	Utility System Improvements	HI	8,321,000	Hirono, Schatz
Department of Transportation	Grants-in-Aid for Airports	MidAmerica St. Louis Airport (BLV)	Federal Inspection Area Upgrades	IL	4,000,000	Duckworth
Department of Transportation	Grants-in-Aid for Airports	Kearny County Airport (36K)	Airport Runway Expansion	KS	11,250,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Miami County (Paola) Airport (K81)	Airport Runway Extension	KS	1,800,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Freeman Field Airport (3IC)	Airport Runway Rehabilitation	KS	2,360,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Ottawa Municipal Airport (OWI)	Airport Taxiway Reconstruction	KS	2,500,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Topeka Regional Airport/Forbes Field (FOE).	Forbes North Apron Rehabilitation	KS	5,985,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Blue Grass Airport (LEX)	Airport Terminal Loop Road Relocation.	KY	6,000,000	McConnell

Department of Transportation	Grants-in-Aid for Airports	Cincinnati/Northern Kentucky International Airport (CVG)	Taxiway Improvement	KY	2,000,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Louisville Muhammad Ali International Airport (SDF)	TSA Gateway Expansion	KY	10,000,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Acadiana Regional Airport (ARA)	Apron Expansion Project	LA	12,656,000	Kennedy
Department of Transportation	Grants-in-Aid for Airports	Chennault International Airport (CNF)	Hangar and Apron Improvements	LA	1,635,000	Cassidy, Kennedy
Department of Transportation	Grants-in-Aid for Airports	Bishop International Airport (FNT)	Bishop International Airport Terminal	MI	1,000,000	Peters
Department of Transportation	Grants-in-Aid for Airports	Capital Region Airport (LAN)	Roof Aside Replacement	MI	6,000,000	Peters, Stabenow
Department of Transportation	Grants-in-Aid for Airports	Cherry Capital Airport (TVC)	Passenger Boarding Bridge Replacement	MI	1,620,000	Peters, Stabenow
Department of Transportation	Grants-in-Aid for Airports	Markato Regional Airport (MKT)	Terminal Renovations	MN	2,100,000	Klobuchar, Smith
Department of Transportation	Grants-in-Aid for Airports	Atkin Municipal Airport (AIT)	Air Traffic Control Tower	MN	367,000	Klobuchar, Smith
Department of Transportation	Grants-in-Aid for Airports	Brookhaven-Lincoln County Airport (IR7)	Runway 16/34 Reconstruction	MS	3,000,000	Hyde-Smith
Department of Transportation	Grants-in-Aid for Airports	Golden Triangle Regional Airport (GTR)	Airport Terminal Project	MS	2,280,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	John Bell Williams/Hinds Community College Airport (JWM)	Facility Expansion and Equipment Upgrades	MS	1,493,000	Hyde-Smith
Department of Transportation	Grants-in-Aid for Airports	Jackson-Medgar Wiley Evers International Airport (JAN)	Infrastructure Improvements	MS	5,000,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Meridian Regional/Key Field (MEI)	Infrastructure Modernization Project	MS	4,000,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Gulfport-Biloxi Regional Airport (GPT)	New Terminal Building	MS	1,431,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Columbus Municipal Airport (OLU)	Passenger Boarding Bridge Replacement	NE	1,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Alliance Municipal Airport (AA)	Airfield Lighting Improvements	NE	5,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska City Municipal Airport (AFK)	Airport Electrical Improvements	NE	3,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Hastings Municipal Airport (HSI)	Airport Improvements	NE	4,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Blair Executive Airport (BTA)	Electrical Improvements	NE	5,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Fremont Municipal Airport (FET)	Runway Improvements	NE	2,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Angel Fire Airport (AXX)	Taxiway Construction	NM	412,000	Lujan
Department of Transportation	Grants-in-Aid for Airports	Raton Municipal Airport (RTN)	Airport Snow Removal Equipment	NM	2,073,000	Heinrich
Department of Transportation	Grants-in-Aid for Airports	Clovis Regional Airport (CVN)	Apron	NM	3,500,000	Heinrich
Department of Transportation	Grants-in-Aid for Airports	Harry Reid International Airport (LAS)	Terminal	NV	5,000,000	Cortez Mastro, Rosen
Department of Transportation	Grants-in-Aid for Airports	Reno Stead Airport (RTS)	Airfield Rescue and Fire Fighting Facility Reconstruction	NV	359,000	Cortez Mastro, Rosen
Department of Transportation	Grants-in-Aid for Airports	Cincinnati West Airport (I67)	Runway Sweeper	OH	708,000	Brown
Department of Transportation	Grants-in-Aid for Airports	Atoka Municipal Airport (AQR)	Hangar Expansion	OK	10,000,000	Mullin
			Atoka Replacement Airport	OK		

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Grants-in-Aid for Airports	Columbia Metropolitan Airport (CAE)	Airport Improvements	SC	1,500,000	Graham
Department of Transportation	Grants-in-Aid for Airports	Greenville-Spartanburg International Airport (GSP)	Runway Rehabilitation	SC	23,000,000	Graham
Department of Transportation	Grants-in-Aid for Airports	Rapid City Regional Airport (RAP)	Airport Terminal Improvement Project	SD	10,000,000	Rounds, Thune
Department of Transportation	Grants-in-Aid for Airports	Sioux Falls Regional Airport (FSD)	Concourse Expansion Project	SD	20,000,000	Rounds, Thune
Department of Transportation	Grants-in-Aid for Airports	Roanoke-Blacksburg Regional Airport (ROA)	Runway Protection Zone Property Acquisition	VA	1,100,000	Kaine, Warner
Department of Transportation	Grants-in-Aid for Airports	Bellingham International Airport (BLI)	International Arrivals Terminal	WA	3,200,000	Murray
Department of Transportation	Grants-in-Aid for Airports	Huntington Tri-State Airport (HTS)	South Aviation Aero Complex Environmental Assessment Update	WV	300,000	Manchin
Department of Transportation	Grants-in-Aid for Airports	West Virginia International Yeager Airport (CRW)	Terminal Modernization	WV	5,000,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	AK	Billy Blue Road Construction	AK	3,515,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Captains Bay Road Improvements	AK	5,000,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Koyukuk River Communities Dust Mitigation	AK	2,500,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Marydale Avenue Improvements	AK	3,900,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Native Village of Chenega Harbor Breakwater	AK	2,475,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Wrangell East Channel Emergency Access Route	AK	2,500,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AL	City of Southside State Highway 77 North Cossa River Bridge Project	AL	2,000,000	Britt, Tuberville
Department of Transportation	Highway Infrastructure Programs	AL	CR 64 Capacity and Safety Improvements	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	CR 65 Bridge Replacement	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Depot Street Bridge Replacement	AL	1,020,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Hale County Road 21 Infrastructure Enhancement Project	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Mooreville Road Widening Planning and Design	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Sparkman Drive Bridge Repair	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	SR-167 Widening and Improvement	AL	20,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AR	I-49 Construction	AR	30,500,000	Boozman

Department of Transportation	Highway Infrastructure Programs	AR	North Little Rock Main Street Viaduct Bridge Construction Planning.	AR	2,500,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AZ	Arizona State Route 85 and Broadway Road Improvements.	AZ	4,000,000	Sinema
Department of Transportation	Highway Infrastructure Programs	AZ	Arizona State Route 85 and Southern Avenue Improvements.	AZ	4,000,000	Sinema
Department of Transportation	Highway Infrastructure Programs	AZ	Douglas Commercial Land Port of Entry Connector Road.	AZ	20,000,000	Kelly, Sinema
Department of Transportation	Highway Infrastructure Programs	CA	Cabrillo Project	CA	1,500,000	Butler, Padilla
Department of Transportation	Highway Infrastructure Programs	CA	San Fernando Valley Urban Cooling with Cool Pavement and Shade Structures.	CA	1,000,000	Padilla
Department of Transportation	Highway Infrastructure Programs	CO	Construction of Road between US Highway 40 and Yampa Valley Regional Airport.	CO	1,500,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CO	Montview Boulevard Complete Streets Project.	CO	2,000,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CO	U.S. 6 / 1st Street Multimodal Safety Enhancements, Repairs, and Revitalization.	CO	2,256,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CT	Maple Avenue Streetscape	CT	1,000,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	CT	Washington Boulevard Pedestrian and Bicycle Improvements.	CT	2,500,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	GA	Cornelia Rails to Trails	GA	1,350,000	Warnock
Department of Transportation	Highway Infrastructure Programs	GA	Morrow—Georgia Highway 54 Intersection Improvement.	GA	675,000	Warnock
Department of Transportation	Highway Infrastructure Programs	HI	Daniel K. Inouye Highway Extension	HI	4,000,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	HI	Kalaheo Safe Routes to School Project.	HI	1,500,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	HI	Maliili Stream Bridge Rehabilitation	HI	6,600,000	Schatz
Department of Transportation	Highway Infrastructure Programs	IL	Sycamore Street Bridge Replacement	IL	1,460,000	Duckworth
Department of Transportation	Highway Infrastructure Programs	IL	Town of Normal—Trail Extension	IL	1,900,000	Durbin
Department of Transportation	Highway Infrastructure Programs	KS	235th Street Road Improvement Project.	KS	6,200,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Arkansas River Crossing and 95th Street Project.	KS	3,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Buhler Road Bridge and Roadway Improvements.	KS	7,000,000	Moran

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	KS	Centennial Bridge Improvement Project.	KS	1,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Massoni Bridge Replacement	KS	2,376,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Riley Avenue Corridor Revitalization Project.	KS	386,000	Moran
Department of Transportation	Highway Infrastructure Programs	KY	Hal Rogers Parkway Improvement Study.	KY	12,000,000	McConnell
Department of Transportation	Highway Infrastructure Programs	LA	Bernice Street Bridge Replacement Project.	LA	2,400,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	Denham Springs Roundabout and Approaches Project.	LA	4,900,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	I-69 Frontage Road Project	LA	1,461,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	Johnston Street Infrastructure Improvements.	LA	7,000,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	St. Bernard Transportation Corridor	LA	15,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	LA	Tangipahoa Parish Airport Road and Highway 3158 Roundabout Project.	LA	6,000,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	US 190 Collins Boulevard Widening Project.	LA	5,000,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	MD	Baltimore Regional Trail Hub	MD	3,500,000	Cardin, Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Thompson Creek Connector Road & Trail Extension.	MD	1,770,000	Cardin, Van Hollen
Department of Transportation	Highway Infrastructure Programs	ME	Auburn Court Street Safety Improvements.	ME	4,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	Cumberland Route 26-100 Roundabout Construction.	ME	9,600,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	Oxford State Route 26 Reconstruction.	ME	9,600,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	State Route 11 and US Route 1 Rehabilitation.	ME	3,200,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	State Route 15 Causeway Improvements.	ME	8,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	State Route 4 Safety Improvements	ME	8,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	MI	Reconstruction of Mound Road from 8 Mile to I-696.	MI	1,000,000	Peters, Stabenow

Department of Transportation	Highway Infrastructure Programs	MI	MI	Saginaw Road Bridge Reconstruction Project.	MI	955,000	Peters
Department of Transportation	Highway Infrastructure Programs	MI	MI	Sleeping Bear Heritage Trail: Pathway to Good Harbor.	MI	3,000,000	Peters, Stabenow
Department of Transportation	Highway Infrastructure Programs	MN	MN	Hennepin Avenue Bridges Safety and Resiliency Project.	MN	1,400,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MN	MN	Highway 23 Wilmar Bypass Project	MN	2,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MN	MN	Mahomen—Safety Overpass Over Railroad Tracks.	MN	7,500,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MN	MN	Moorhead Bluestem Bicycle Pedestrian Bridge.	MN	2,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MN	MN	Shingobee Connection Trail Pedestrian Bicycle Highway Underpass/Box Culvert.	MN	650,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MN	MN	Trunk Highway 120 (Century) from I-694 to CSAH 12.	MN	2,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Bozeman-Reunion Interconnectivity System.	MS	4,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	Deleaux Road Widening	MS	7,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	Deerbrook Road Improvements	MS	4,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Edwards Street Reconstruction	MS	2,500,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	Famnye Cook Parkway	MS	3,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	Highway 80 East Widening	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	I-55/I-69 Widening	MS	1,873,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Jackson Avenue West Improvement's	MS	4,289,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	Museum Multi-use Connection	MS	640,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Siloam-Una Road Reconstruction	MS	2,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Star Landing Road Corridor	MS	8,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	West Rankin Parkway	MS	4,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Wright Road Bridge Project	MS	3,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	NE	NE	Chadron North on Highway 385	NE	5,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	NE	Cheyenne County Shoulder Enhancement Project.	NE	900,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	NE	Fairbury Highway 136 Improvements	NE	4,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	NE	Garfield County Road Improvements	NE	3,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	NE	Red Cloud Highway 281 Improvements.	NE	4,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	NE	Stromsburg 9th Street Reconstruction.	NE	2,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	NE	Village of Exeter Paving Project	NE	700,000	Fischer

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	NJ	Intersection Improvements to Wrangeboro Road (CR 575) and Tilton Road (CR 563).	NJ	350,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	Middlesex County—Veterans Memorial Bridge Safety Enhancements, CR—535.	NJ	1,200,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	Millville—Extension of Nabb Avenue	NJ	1,783,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	Newark—Safe Gateway Pedestrianization and Traffic Safety Improvement Project.	NJ	1,500,000	Booker, Menendez
Department of Transportation	Highway Infrastructure Programs	NJ	Pleasantville—Pedestrian Bridge	NJ	1,500,000	Booker
Department of Transportation	Highway Infrastructure Programs	NM	Bloomfield—East Blanco Road Reconstruction.	NM	1,100,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	Bloomfield—Solar & Electric Vehicle Charging Infrastructure.	NM	600,000	Luján
Department of Transportation	Highway Infrastructure Programs	NM	Downtown Mountainair Roadway Improvements.	NM	1,800,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	Navajo Division of Transportation	N321 Environmental Assessment and Roadway Improvements.	NM	519,000	Luján
Department of Transportation	Highway Infrastructure Programs	NM	Raton—Ports-to-Plains Corridor Interstate Interchange Alignment Study.	NM	1,600,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NV	Carson City—5th Street Roundabout Improvement Project.	NV	3,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	City of Las Vegas—Pedestrian Crossing Safety.	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	City of Las Vegas—Vision Zero School Zone Safety Improvements.	NV	3,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	City of Reno—East University Phase 2.	NV	4,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Duckwater Shoshone Tribe	Paving of Cemetery Access, Duckwater Hot Springs, Collins, and Access Roads.	NV	2,327,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Regional Transportation Commission of Washoe County—Reno-Sparks Traffic Management Center.	NV	1,000,000	Cortez Masto, Rosen

Department of Transportation	Highway Infrastructure Programs	NV	Regional Transportation Commission of Washoe County—Wadekind Road Pedestrian Improvements.	NV	2,500,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	US 50A Fernley Cottonwood Roundabout.	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NY	Chautauque—Ripley Interstate Industrial Park Left-Hand Turn Lane.	NY	650,000	Schumer
Department of Transportation	Highway Infrastructure Programs	NY	City of Kingston—Safe & Accessible Flatbush & Foxhall Project.	NY	1,000,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	NY	Gillett Road Bridge Removal, Re-grading, and Road Replacement.	NY	1,000,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	NY	The Riveline—The Del Refuge	NY	1,000,000	Schumer
Department of Transportation	Highway Infrastructure Programs	NY	Utica—SMART Traffic Signals	NY	1,000,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	NY	Village of Kiryas Joel—Acres Road Improvements Project.	NY	2,000,000	Schumer
Department of Transportation	Highway Infrastructure Programs	OH	Brice Road Corridor Redevelopment & Multimodal Enhancements.	OH	2,000,000	Brown
Department of Transportation	Highway Infrastructure Programs	OH	City of Euclid—Marginals Project	OH	3,300,000	Brown
Department of Transportation	Highway Infrastructure Programs	OH	Dayton—Pedestrian Bridge	OH	4,000,000	Brown
Department of Transportation	Highway Infrastructure Programs	OK	Jay Lane Widening on US-59	OK	13,500,000	Mullin
Department of Transportation	Highway Infrastructure Programs	OK	Okmulgee Interchange Upgrade at Preston Road Intersection.	OK	3,500,000	Mullin
Department of Transportation	Highway Infrastructure Programs	OK	Owasso Lane Widening on US-169	OK	6,000,000	Mullin
Department of Transportation	Highway Infrastructure Programs	OR	Feather Drive Bridge Replacement	OR	1,787,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	PA	Municipal Bridge Preservation Risk Management.	PA	1,500,000	Casey
Department of Transportation	Highway Infrastructure Programs	PA	Pedestrian Bridges for the Connelville Urban Passage.	PA	500,000	Casey, Fetterman
Department of Transportation	Highway Infrastructure Programs	PA	SR 420 Amtrak Early Advance Warning System.	PA	426,000	Casey, Fetterman
Department of Transportation	Highway Infrastructure Programs	RI	Blackstone Bikeway Segment 8B-2	RI	2,200,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Drainage Infrastructure Improvements, Doray Drive.	RI	950,000	Reed
Department of Transportation	Highway Infrastructure Programs	RI	East Providence Traffic Signal Improvements Streets.	RI	4,200,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Linear Natural Infrastructure Park—Esmond Village, Smithfield.	RI	2,060,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Massasoit Avenue Sidewalk	RI	720,000	Reed
Department of Transportation	Highway Infrastructure Programs	RI	Pell Bridge Ramps Beautification	RI	540,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Washington Bridge	RI	5,000,000	Reed, Whitehouse

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	SC	Airport Connector Road Project	SC	11,000,000	Graham
Department of Transportation	Highway Infrastructure Programs	SC	Clemson Intersection Improvements	SC	4,300,000	Graham
Department of Transportation	Highway Infrastructure Programs	SC	Sumter West Liberty Street Corridor Improvements.	SC	5,626,000	Graham
Department of Transportation	Highway Infrastructure Programs	SD	Box Elder Regional Transportation Improvement Project Planning and Design.	SD	4,000,000	Rounds, Thune
Department of Transportation	Highway Infrastructure Programs	SD	Improvements to Lake County By-Pass.	SD	8,900,000	Thune
Department of Transportation	Highway Infrastructure Programs	National Park Service	Appalachian National Scenic Trail McAfee Knob Trailhead Parking and Transit Access Improvements.	VA	5,503,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	City of Suffolk for Townpoint Sidewalk.	VA	1,500,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Citywide Signal Retiming and System Upgrades.	VA	1,520,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Fall Line Trail Segment 4A	VA	1,000,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	I-81 Virginia Exit 213 Interchange Study.	VA	150,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Victory Boulevard Multi Use Trail	VA	1,015,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	WA	Airport Station Area Pedestrian Improvements.	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Argonne Road/I-90 Bridge	WA	2,000,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	WA	Breeze Creek Fish Passage Improvement Project.	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Clinton Passenger-Only Ferry Dock Replacement.	WA	1,900,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Commercial Truck Parking Facility	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Electric Vehicle Infrastructure Installation.	WA	675,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Everett—Complete Streets Project	WA	1,000,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	Hoh Indian Tribe	Highway 101/Hoh Highlands Intersection Safety Improvement Project.	WA	2,500,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	WA	North Portland Avenue Improvement Program.	WA	2,500,000	Murray

Department of Transportation	Highway Infrastructure Programs	WA	Pipeline Trail—Fruitland to Nathan Chapman Trail Community Connection.	WA	1,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Replace Bridge 248 at Road 11—SE South Royle Road Corridor Improvement Project.	WA	4,067,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	WA	Third Avenue Revitalization	WA	2,500,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Transportation Mobility Plan for the 2026 World Cup.	WA	1,500,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	WI	Carmichael Road	WI	2,000,000	Baldwin
Department of Transportation	Highway Infrastructure Programs	WI	Chippewa County—Highway M Bridge.	WI	4,000,000	Baldwin
Department of Transportation	Highway Infrastructure Programs	WV	Brookhaven Road Improvement	WV	500,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	WV	Cheat River Rail-Trail Construction	WV	500,000	Manchin
Department of Transportation	Highway Infrastructure Programs	WV	Elk River Trail Connection	WV	2,240,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	WV	Elkins Streetscape Improvement Project.	WV	1,000,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	WV	Enterprise Connector	WV	1,500,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	WV	Morgantown Industrial Park Access Road.	WV	26,072,000	Capito
Department of Transportation	Highway Infrastructure Programs	WV	Morgantown Trail Bridge Restoration Project.	WV	750,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	City of Charles Town	West Charles Town Connector Project	WV	250,000	Capito, Manchin
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Alabama State Port Authority	Facility Modifications for Containerized Cargo Phase II.	AL	5,080,000	Britt
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Little Rock Port Authority	Rail Improvements	AR	12,000,000	Boozman
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Southeast Arkansas Economic Development District, Inc.	Rail Improvements for the Port of Yellow Bend.	AR	5,000,000	Boozman
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Flagstaff	Flagstaff Amtrak Station Platform Improvements.	AZ	3,850,000	Sinema
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	San Joaquin Regional Rail Commission.	Modesto & Empire Terminal Railroad PTC Installation for Expanded ACE Rail Service.	CA	2,900,000	Padilla
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Pittsburg	Rehabilitation of Pittsburg Industrial Park Rail Lines.	KS	2,000,000	Moran
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Abilene & Smoky Valley Railroad Association, Inc.	Restoration of Locomotive 3415	KS	700,000	Moran
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Allen Parish Police Jury	Allen Parish Railway Facility Construction.	LA	3,000,000	Kennedy

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Lake Providence Port Commission	DeltaLink Regional Louisiana Rail Project.	LA	10,000,000	Kennedy
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Maine Department of Transportation	Madawaska Rail Bridges Replacement Project.	ME	9,600,000	Collins, King
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Ann Arbor	Ann Arbor Train Station	MI	1,000,000	Peters, Stabenow
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Detroit	Michigan Central Intermodal Passenger Station.	MI	2,000,000	Peters
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Brookhaven	Brookhaven Railroad Safety Fencing	MS	641,000	Hyde-Smith
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Nevada Department of Transportation.	Primm I-15 Grade Separated Emergency Crossover Bridge.	NV	5,000,000	Cortez Masto, Rosen
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Columbia	Assembly Street Railroad Grade Separation Project.	SC	3,500,000	Graham
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Washougal	32nd St. Rail Underpass Project	WA	2,000,000	Murray
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Port of Grays Harbor	Terminal 4 Expansion & Redevelopment Project.	WA	4,000,000	Cantwell
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Port of Benton	White Bluffs Rail Project Modernization and Intermodal Facility.	WA	3,550,000	Cantwell, Murray
Department of Transportation	Transit Infrastructure Grants	Ketchikan Gateway Borough	Oral Freeman Ferry Replacement Project.	AK	650,000	Murkowski
Department of Transportation	Transit Infrastructure Grants	Northern Arizona Intergovernmental Public Transportation Authority, Mountain Line.	Electric Bus On-Route Charging Infrastructure.	AZ	1,950,000	Sinema
Department of Transportation	Transit Infrastructure Grants	Monterey-Salinas Transit District	Salinas Valley Hydrogen Retrofits	CA	1,000,000	Butler, Padilla
Department of Transportation	Transit Infrastructure Grants	City of New London	Water Street Garage and Transit Station.	CT	3,500,000	Blumenthal, Murphy
Department of Transportation	Transit Infrastructure Grants	Metropolitan Atlanta Rapid Transit Authority.	Transit Rider Information and Passenger Signage (TRIPS) Program.	GA	2,070,000	Osoffi, Warnock
Department of Transportation	Transit Infrastructure Grants	City and County of Honolulu	Bus Rapid Transit for Waianae Coast.	HI	4,800,000	Schatz
Department of Transportation	Transit Infrastructure Grants	Bloomington Normal Public Transit System (dba Connect Transit).	Power and Equipment Upgrades	IL	2,800,000	Durbin
Department of Transportation	Transit Infrastructure Grants	City of Maconb	Station Improvements	IL	134,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Chicago Transit Authority (CTA)	Track Reconstruction Design	IL	2,000,000	Durbin

Department of Transportation Department of Transportation	Transit Infrastructure Grants	Illinois Department of Transportation Charles County Government	Transit Improvements	IL	3,711,000	Durbin Cardin, Van Hollen
Department of Transportation	Transit Infrastructure Grants	Maryland Department of Transportation Interurban Transit Partnership	West Baltimore MARC Station Re- placement. The Rapid's Collision Avoidance and Pedestrian Alert System Project. Woodward Avenue Dedicated Transit Lanes.	MD	5,000,000	Cardin, Van Hollen
Department of Transportation	Transit Infrastructure Grants	Regional Transit Authority of South- east Michigan.		MI	750,000	Peters
Department of Transportation	Transit Infrastructure Grants	Coast Transit Authority	Intermodal Transportation Center	MS	3,000,000	Hyde-Smith
Department of Transportation	Transit Infrastructure Grants	Sussex County	Transportation Enhancement Project	NY	185,000	Booker, Menendez
Department of Transportation	Transit Infrastructure Grants	Regional Transportation Commission of Southern Nevada.	Digital Bus Stop Signage	NV	4,800,000	Cortez Masto, Rosen
Department of Transportation	Transit Infrastructure Grants	Tahoe Transportation District	Maintenance and Administration Fa- cility.	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Transit Infrastructure Grants	Shoshone-Paiute Tribes of the Duck Valley Indian Reservation.	Regional Public Transit Bus Facility	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Transit Infrastructure Grants	Rockland County	Village of Kaser Bus Transit	NY	1,000,000	Schumer
Department of Transportation	Transit Infrastructure Grants	Greater Cleveland Regional Transit Authority (GCRTA).	Light Rail Track Reconstruction	OH	2,000,000	Brown
Department of Transportation	Transit Infrastructure Grants	Lane Transit District	Fleet Electrification	OR	722,000	Merkley, Wyden
Department of Transportation	Transit Infrastructure Grants	Rogue Valley Transportation District	Zero Emission Paratransit Vehicles and Charging Improvements.	OR	2,000,000	Merkley, Wyden
Department of Transportation	Transit Infrastructure Grants	Rhode Island Public Transit Author- ity.	Passenger and Operations Tech- nology Improvements.	RI	1,000,000	Reed
Department of Transportation	Transit Infrastructure Grants	Virginia Department of Transpor- tation.	Colonial Williamsburg Transportation Arrivals Center	VA	1,750,000	Kaine, Warner
Department of Transportation	Transit Infrastructure Grants	Virginia Department of Transpor- tation.	Improving Access to Services in Rural Rockbridge & Alleghany Counties.	VA	139,000	Kaine, Warner
Department of Transportation	Transit Infrastructure Grants	Virginia Department of Transpor- tation.	Winchester Transit Maintenance Ga- rage.	VA	500,000	Kaine, Warner
Department of Transportation	Transit Infrastructure Grants	Sound Transit	Everett Link Extension Project Devel- opment.	WA	3,200,000	Cantwell
Department of Transportation	Transit Infrastructure Grants	Community Transit	Swift Gold Line Bus Rapid Transit Planning and Design.	WA	2,500,000	Murray
Department of Transportation	Transit Infrastructure Grants	Central Puget Sound Regional Tran- sit Authority.	Tacoma Dome Link Extension	WA	3,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	City of Nulato	Affordable Housing Subdivision	AK	2,714,000	Murkowski

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Petersburg Borough	Banana Point Breakwater	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Native Village of Buckland	Buckland Tiny Homes	AK	973,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Cross Road Health Ministries, Inc. ...	Building Acquisition	AK	1,337,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Chugach School District	Childcare Training Center	AK	947,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Cordova Family Resource Center	Cordova Shelter	AK	1,407,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Fairbanks Neighborhood Housing Services Inc.	Cowles Street Affordable Housing ...	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Southeast Alaska Independent Living, Inc.	Disability Resource Center	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Sitkans Against Family Violence	Domestic Violence Shelter	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Denali Commission	Emmonak Women's Shelter	AK	5,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Arc of Anchorage	Fire Alarm System Upgrades	AK	333,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Saint Paul	Fire Station Construction and Renovation.	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Tlingit-Haida Regional Housing Authority.	Fireweed Place Health and Safety Improvements.	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Southeast Alaska Food Bank	Food Bank Warehouse	AK	500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Norton Sound Health Corporation	Gambell Healthcare Worker Housing	AK	3,750,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Little Bears Playhouse Inc	Girdwood Workforce Childcare Project	AK	980,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Knik Tribe	Group Home for Foster Youth	AK	825,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Akutan	Harbor Transload Dock	AK	3,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Gastineau Human Services Corporation.	Juneau Permanent Low-income and Recovery Housing.	AK	5,000,000	Murkowski

Department of Housing and Urban Development.	Community Development Fund	Anchorage Neighborhood Housing Services dba NeighborWorks Alaska.	Merrill Crossing Fire Alarm System ..	AK	287,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Yukon Kuskokwim School District	Minto Teacher Housing	AK	1,300,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Kawerak Inc	Mobile Harvest Units for Herders	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Thorne Bay	New Fire and EMS Hall	AK	1,557,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Ouzinkie	Ouzinkie Harbor Improvements	AK	900,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Kawerak Inc	Pilgrim Hot Springs Historic Building Rehabilitation.	AK	463,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Akiachak Native Community	Public Safety Facility	AK	1,244,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Central Council of the Tlingit & Haida Indian Tribes.	Public Safety Officer Quarters	AK	2,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Nome	Rapid Response Facility	AK	5,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Nome	Rural Teacher and Police Housing ...	AK	4,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Ketchikan Indian Community	S'eenáa Hit Navigation Center	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Nikiski Senior Citizens Inc	Senior Shores Housing Expansion	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Manokotak Village Council	Snake River Road and Dock Project ..	AK	1,705,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Kodiak	St. Herman Harbor Waterfront Infrastructure Improvements.	AK	10,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Native Village of Diomed	Teacher Housing	AK	500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Nulato Village	Waterfront Transportation Infrastructure Development.	AK	4,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Matanuska-Susitna Borough	Willow EMS and Fire Station	AK	3,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Abbeville	Fire Protection for Abbeville and Henry County.	AL	1,500,000	Britt
Department of Housing and Urban Development.	Community Development Fund	City of Selma	Riverbank Stabilization Erosion Control, and Sanitary Sewer Project.	AL	300,000	Britt

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	University of Arkansas Division of Agriculture.	Increase Capacity for Food Safety, Science, and Research.	AR	30,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	Southern Arkansas University Tech ..	Research and Workforce Development.	AR	15,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	Dishchibikoh (Cibecue) Community School.	Cibecue Teacher Housing Construction.	AZ	1,300,000	Kelly, Sinema
Department of Housing and Urban Development.	Community Development Fund	City of Phoenix	Emergency Shelter & Workforce Development Center.	AZ	1,050,000	Kelly, Sinema
Department of Housing and Urban Development.	Community Development Fund	Flagstaff Shelter Services	Non-Congregate Shelter Improvements.	AZ	3,000,000	Sinema
Department of Housing and Urban Development.	Community Development Fund	Arizona Department of Housing	Owl River Transitional Housing	AZ	1,000,000	Kelly
Department of Housing and Urban Development.	Community Development Fund	Town of Taylor	Taylor Community Center	AZ	1,500,000	Kelly, Sinema
Department of Housing and Urban Development.	Community Development Fund	Yavapai Family Advocacy Center—A Program of Prevent Child Abuse Arizona.	Yavapai Family Advocacy Center Verde Valley.	AZ	419,000	Sinema
Department of Housing and Urban Development.	Community Development Fund	California Science Center Foundation	California Science Center Expansion	CA	2,000,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	Children's Home of Stockton	Catalyst & Prosper Housing	CA	1,750,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Larkin Street Youth Services	Critical Capital Improvements to Benefit Youth Experiencing Homelessness.	CA	1,500,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	White Pony Express	Electric Vehicle Purchase	CA	1,388,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	County of Marin	Fairfax-San Anselmo Children's Center Safety Upgrades.	CA	1,500,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	Safe Place for Youth	Housing for Youth Experiencing Homelessness.	CA	1,674,000	Butler
Department of Housing and Urban Development.	Community Development Fund	Neighborhood Legal Services of Los Angeles County.	Job Training & Justice Center	CA	2,032,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	City of Kingsburg	Kingsburg Fire and Emergency Medical Services Ambulance.	CA	550,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	East Bay Asian Local Development Corporation.	Lake Merritt BART Senior Affordable Housing Project.	CA	2,000,000	Butler, Padilla

Department of Housing and Urban Development.	Community Development Fund	Orcutt Area Seniors in Service, Inc.	Oasis Senior Center	CA	1,000,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	City of San Diego	San Diego Shelter	CA	1,000,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	City of Citrus Heights	Sayonara Drive Housing Project—Phase II.	CA	1,500,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	Dignity Moves	Scalable Solutions to End Unsheltered Homelessness.	CA	2,000,000	Butler
Department of Housing and Urban Development.	Community Development Fund	The People Concern	Skid Row Wraparound Services Infrastructure Project.	CA	371,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	City of Tulare	Tulare Homeless Shelter Project	CA	2,000,000	Butler, Padilla
Department of Housing and Urban Development.	Community Development Fund	YMCA of Northern Colorado	Affordable Childcare in Larimer County.	CO	2,500,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Vail Valley Foundation	Avon Childcare Project	CO	1,500,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Volunteers of America Colorado	Brunetti Lofts	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Confluence Center of Colorado	Confluence Center of Colorado Project.	CO	1,250,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Dream Centers of Colorado Springs	Dream Centers Early Care & Education Center.	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Weld Food Bank	Food Rescue and Distribution Project	CO	400,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Black Canyon Boys & Girls Club	Montrose Colorado Re-Roofing Project.	CO	400,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	We Fortify	Noble Teacher Villages; Wendy's Village and Giberson School Teacher Village.	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	NeighborWorks Southern Colorado	Pikes Peak Park	CO	2,383,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Saguache County	Range View Solar Arrays	CO	1,041,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Colorado Coalition for the Homeless	Renaissance at Civic Center Apartments.	CO	4,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	City and County of Denver	Shelter Acquisition and Renovations	CO	3,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Elevation Community Land Trust	Westside and Triangle Reimagined	CO	1,500,000	Bennet, Hickenlooper

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Warren Affordable Housing Corporation.	Affordable Housing	CT	800,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Community Health Resources	Facility Acquisition	CT	2,740,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	American Legion Post 17	Building Renovations	CT	300,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Hilliard-Jones-Cookson American Legion Post 66.	Building Renovations	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Curtis Home	Campus Renovation	CT	1,105,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Housing Authority of the City of Norwalk.	Construction of Affordable Housing ..	CT	1,020,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	San Juan Center, Inc.	Affordable Housing Construction	CT	1,050,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	St. Vincent de Paul Middletown, Inc.	Facility Construction	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	HOPE Partnership	Affordable Housing Construction	CT	1,406,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Boys and Girls Club of Greenwich	Facility Construction and Renovation ..	CT	700,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Northeastern Connecticut Community Development Corporation.	Facility Renovations	CT	484,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Forge City Works	Culinary Training Center	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Beulah Land Development Corporation.	Affordable Housing Construction and Land Acquisition.	CT	2,666,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Thames Valley Council for Community Action, Inc.	Facility Renovations	CT	495,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mercy Housing and Shelter Corporation.	Facility Improvements	CT	1,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	The Housing Collective	Fairfield County Coordinated Access Network Housing Stability Program.	CT	601,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Goshen Housing Trust, Inc.	Affordable Housing Construction	CT	550,000	Blumenthal, Murphy

Department of Housing and Urban Development.	Community Development Fund	Neighborhood Housing Services of Waterbury.	Property Acquisition	CT	250,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Cornerstone Foundation, Inc.	Facility Renovations	CT	1,510,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Keeping North Stonington Affordable, Inc.	Main Street Housing	CT	550,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mercy Learning Center, Inc.	New HVAC System	CT	875,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Liberty Community Services	Permanent Supportive Housing	CT	1,700,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	New Britain Housing Authority	Public Housing Development	CT	3,562,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Rivera Memorial Foundation, Inc.	Rehabilitation and Expansion Project	CT	450,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	United Way of Greater New Haven ...	Affordable Housing Construction	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Ledge Light Health District	The Place for COMMUNITY Wellbeing	CT	650,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Town of Plymouth	Blight Remediation	CT	193,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	New Britain Museum of American Art.	Facility Upgrades	CT	2,611,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	National Veterans Council for Legal Redress	Veterans Living Community Initiative	CT	1,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	NeighborGood Partners	Affordable Homeownership in Laurel	DE	1,750,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Wilmington Neighborhood Land Bank	Affordable Housing Acquisition and Rehabilitation.	DE	2,200,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Sussex County Habitat for Humanity	Affordable Housing Development	DE	1,500,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of New Castle County.	Affordable Housing Development	DE	2,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Central Delaware Habitat for Humanity.	Affordable Housing Development and Down Payment Assistance.	DE	1,500,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Ministry of Caring Inc.	Affordable Housing Development and Renovations	DE	3,789,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Todmorden Foundation	Affordable Housing Development and Renovations.	DE	3,750,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Green Beret Project	Capital Improvements and Expansion.	DE	300,000	Coons

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	YMCA of Delaware	Central YMCA Residence and Wellness Capital Improvements ..	DE	3,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	New Castle County	Hope Center Capital Improvements ..	DE	1,300,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Friendship House, Inc.	Housing Development and Renovations.	DE	1,441,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	REACH Riverside Development Corporation.	Kingswood Community Center	DE	4,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Milford Housing Development Corporation.	New Creation Affordable Housing Development.	DE	3,750,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Community Education Building Corporation.	The Bridge Project	DE	5,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	City of Albany	Albany Medical District Housing Plan—Phase I.	GA	1,130,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Extra Special People, Inc.	Athens Campus	GA	1,693,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	The Trust for Public Land	Atlanta Community Schoolyards	GA	700,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Stephen Siller Tunnel to Towers Foundation.	Atlanta Veterans Village	GA	2,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Valdosta-Lowndes County Habitat for Humanity, Inc..	Development of Affordable Housing	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	D.A.S.H. for LaGrange, Inc.	Downtown LaGrange Southbend Housing.	GA	846,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Chatham County	East Savannah Early Childhood Learning Center.	GA	1,475,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Columbus Housing Initiative, Inc.	Elliott's Walk	GA	1,800,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Atlanta Braves Foundation	Hank Aaron Academy at Southside Park.	GA	3,000,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity—North Central Georgia.	Holly Springs Townhome Community	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Butler Street Community Development Corporation, Inc..	John Lewis Memorial Park	GA	1,922,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	City of Savannah	Move-In Ready Housing Acquisition Initiative.	GA	1,500,000	Warnock

Department of Housing and Urban Development.	Community Development Fund	Housing Authority of Americus	Peach Villas Americus	GA	1,000,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Rainbow Village, Inc.	Rainbow Village, Phase II	GA	1,200,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Fulton County Government	Senior Center Modernization Project	GA	2,015,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Cobb and Douglas County Health	South Cobb Integrated Health Center	GA	3,000,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Adult Friends for Youth	Center for Hawaii's High Risk Youth	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Hawaii Statewide Office on Homelessness.	Expanding Access to Services for Homeless Populations.	HI	2,400,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Goodwill Hawaii	Goodwill Hilo Campus Renovation ...	HI	1,000,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	Maui County	Hale O Pi'ikea Affordable Housing Development.	HI	1,965,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	County of Maui	Hale Piilina Affordable Housing Project.	HI	1,930,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Hope Services Hawaii	Hawaii Island Kauhale Homes	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Island of Hawaii YMCA	Hawaii Island YMCA Preschool Restroom Renovations.	HI	683,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Hawaii County Fire Department	Hilo Fire Station	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	City and County of Honolulu	Honolulu Special Needs Housing Improvements.	HI	3,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	The Institute for Human Services	Kahaui Village Permanent Housing	HI	400,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Department of Hawaiian Home Lands.	Kahikinui Homestead Water Project ..	HI	1,010,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	Parents and Children Together	Kalihi-Palama Community Resource Hub and Statewide Headquarters.	HI	2,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Ho'oulu Lahui Inc.	Kua O Ka La Charter School and Resilience Hub Land Acquisition.	HI	1,600,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	County of Hawaii	Kukuiola Permanent Supportive Housing.	HI	8,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Hawaiian Community Assets	Maui and Kauai Service Center Improvements.	HI	800,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Child and Family Service	Maui Family Strengthening and Resilience Center.	HI	5,000,000	Hirono, Schatz

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Namahana Education Foundation	Namahana School Facilities Construction.	HI	3,000,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	Palama Settlement	Palama Settlement Revitalization Project.	HI	3,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Foreign-Trade Zone No. 9	Tropical AgTech Center	HI	6,070,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	University of Hawaii	University of Hawaii Student Housing Improvements.	HI	3,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	YWCA of Hawaii Island	YWCA Hilo Preschool Facility	HI	1,500,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Chicago	Boys and Girls Club True Value Accessibility Upgrades.	IL	750,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Chicago	Capital Improvements	IL	500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Illinois Institute of Technology	Construction of the National Institute for Advanced Manufacturing.	IL	2,500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Navy Pier Inc.	Equipment Upgrades	IL	722,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Board of Trustees of Southern Illinois University.	Facilities Improvements, Equipment, and Technology Upgrades.	IL	500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	City of North Chicago	Fire Truck	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	City of Hamilton	Food Security Project	IL	2,500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	People for Community Recovery	Hazel Johnson Environmental Justice Institute.	IL	400,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Illinois Facilities Fund	Home First Housing	IL	1,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	City of Carbondale	Homeless Center Facility Rehab	IL	1,500,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Volunteers of America Illinois	Hope Manor Village Joliet Housing Expansion.	IL	1,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	State of Illinois	Land Remediation	IL	3,000,000	Durbin

Department of Housing and Urban Development.	Community Development Fund	North Lawndale Catalyst Impact Initiative, Inc..	North Lawndale Community Revitalization with Economic Empowerment Hub.	IL	1,600,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	The Outlet Mentoring Program	Outlet Mentoring Program Expansion	IL	1,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	BEDS Plus, Inc.	Triage Transitional Shelter	IL	1,400,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	North Lawndale Employment Network	Workforce Accelerator Program	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Kansas State Historical Society	John Brown Memorial Park & Visitors Center.	KS	3,000,000	Moran
Department of Housing and Urban Development.	Community Development Fund	McPherson Housing Coalition	McPherson Affordable Housing Development.	KS	2,000,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Prairie Band Potawatomi Nation	Prairie Band Potawatomi Nation Head Start Facility.	KS	2,000,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Cerebral Palsy Research Foundation of Kansas Inc.	The Timbers Housing Renovation Project.	KS	2,500,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Mennonite Housing Rehabilitation Services, Inc..	Wichita Affordable Housing Rehabilitation.	KS	825,000	Moran
Department of Housing and Urban Development.	Community Development Fund	University of Louisville	LouMed District Improvements	KY	15,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	England Airpark and Community	Aviation Career and Education (ACE) Center.	LA	4,500,000	Cassidy, Kennedy
Department of Housing and Urban Development.	Community Development Fund	City of Monroe	Harvey H. Benoit Community Center Improvements.	LA	4,600,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	Second Harvest Food Bank of Greater New Orleans and Acadiana.	Lake Charles Resiliency Food Hub	LA	2,000,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	City of Monroe	Liller Maddox Marbles Community Center Improvements.	LA	4,000,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	City of Abbeville	Riverfront Revitalization and Infrastructure Enhancement Project Phase I.	LA	3,800,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Terrebonne Churches United Foodbank.	Terrebonne Churches United Foodbank Warehouse Facility.	LA	2,500,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Peace Properties, Inc.	Ayer Commons Affordable Housing Development.	MA	2,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Centerboard	Centerboard Young Parent Living Program.	MA	373,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	La Colaborativa	Chelsea Apprenticeship Institute Acquisition.	MA	750,000	Marley, Warren

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Children's Services of Roxbury, Inc.	Children's Services of Roxbury's Center for Family Well-being.	MA	5,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	CitySpace Inc.	Easthampton Old Town Hall Rehabilitation.	MA	3,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Boston Housing Authority	Fairmount Housing Modernization	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	FamilyAid Boston, Inc.	FamilyAid's West Newton Family Navigation Center.	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	South Shore Young Men's Christian Association.	Germainetown Food Pantry Expansion	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Revitalize Community Development Corporation.	Healthy Homes for Low-Income Families.	MA	250,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	City of Leominster	Leominster Senior Center Renovation	MA	893,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Louis D. Brown Peace Institute	Louis D. Brown Peace Institute Construction.	MA	2,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Lawrence CommunityWorks, Inc.	Marriner Mill Community Service Facility.	MA	2,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Boys And Girls Clubs of Dorchester, Inc.	Marc-McLaughlin Campus Revitalization Initiative.	MA	1,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	People Incorporated	People Incorporated Early Education Center.	MA	2,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Easterseals Massachusetts, Inc.	Revitalizing the Bridge Center	MA	1,393,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Gloucester Lyceum and Sawyer Free Library.	Sawyer Free Library Renovation and Expansion Project.	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	St. Francis House	Shelter Renovations	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Breaktime United, Inc.	The Hub for Ending Young Adult Homelessness.	MA	1,375,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	2Life Communities Development, Inc.	Treehouse at Olmsted Village Community Center.	MA	1,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Cape & Islands Veterans Outreach Center, Inc.	Veterans Housing- Pitchers Way	MA	325,000	Markey, Warren

Department of Housing and Urban Development.	Community Development Fund	Waltham Boys and Girls Club Inc. ...	Waltham Boys & Girls Club Kitchen Project to Address Childhood Food Insecurity.	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	UTEC Inc.	Workforce Development Infrastructure.	MA	773,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Hope for Youth and Families Inc.	Youth Arts Center	MA	5,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Asian American Center of Frederick	Accelerated Maryland Center of Excellence for New Americans (AMENA) Campus.	MD	2,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	AfriThrive Inc	AfriThrive Community Food Center Renovation.	MD	800,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	The Central Baltimore Partnership, Inc..	Area 405 Accessibility Project	MD	350,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Baltimore Museum of Industry	Bridging Communities: The Key Bridge and the Future of the Port of Baltimore.	MD	650,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Meals on Wheels of Central Maryland, Inc..	Capital Building Request	MD	2,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	The Arc Baltimore	Home and Building Renovations and Accessible Vehicles for People with Developmental Disabilities.	MD	644,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	IUL Smithville School Museum and Education Center.	IUL Smithville School Museum and Education Center.	MD	850,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Latin American Youth Center	Latin American Youth Center Prince George's County Site Renovation.	MD	2,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Three Oaks Center	Lexington Park Community Impact Project.	MD	309,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Baltimore Safe Haven	Penhurst Community Campus	MD	1,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Howard County Department of Corrections.	Reentry and Training Facility	MD	700,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Mission of Love Charities, Inc.	Renovation of Former School Building for New Facility.	MD	4,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Robert W. Johnson Community Center, Inc.	Revitalization of the Robert W. Johnson Community Center.	MD	1,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Maryland Department of Natural Resources.	Savage River Lodge- Expanding Access to Outdoor Recreation.	MD	1,455,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Victory Housing, Inc	Victory Woods II	MD	2,000,000	Cardin, Van Hollen

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Millinocket Historical Society	Accessibility and Safety Upgrades ..	ME	283,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Passamaquoddy Tribe at Indian Township.	Affordable Housing Initiative	ME	2,985,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Loring Development Authority	Arch Hangar Improvements	ME	2,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Berwick Library Association	Berwick Library Expansion	ME	3,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Midcoast Regional Redevelopment Authority (MRRA).	Brunswick Landing Infrastructure Improvements.	ME	4,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	United Way of Southern Maine	Childcare Center	ME	2,626,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	YWCA Central Maine	Childcare Expansion	ME	1,742,000	King
Department of Housing and Urban Development.	Community Development Fund	Portland Housing Development Corporation.	COMB Block Phase 1	ME	1,000,000	King
Department of Housing and Urban Development.	Community Development Fund	Town of Kittery	Community Center Improvements	ME	2,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Mars Hill	Community Center Renovation	ME	1,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	University of Maine at Fort Kent	Computer Training Facility	ME	885,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	City of Waterville	Downtown Connector	ME	1,535,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Town of East Millinocket	East Millinocket Public Safety Building.	ME	5,500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Southern Maine Community College	Emergency Erosion Control	ME	5,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Winter Harbor Historical Society	Facility and Accessibility Upgrades ..	ME	996,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Southern Maine.	Facility Expansion	ME	5,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Aroostook Area Agency on Aging, Inc.	Facility Upgrades	ME	1,577,000	Collins
Department of Housing and Urban Development.	Community Development Fund	YMCA of Southern Maine	Housing Facility Upgrades	ME	2,500,000	Collins, King

Department of Housing and Urban Development.	Community Development Fund	City of Auburn	Infrastructure Development	ME	8,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Dignity First	Infrastructure Development for Hometel Village.	ME	4,600,000	King
Department of Housing and Urban Development.	Community Development Fund	Lincoln Memorial Public Library	Lincoln Memorial Library Expansion	ME	3,990,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Lincoln	Lincoln Technology Park	ME	4,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Northern Forest Center Inc.	Maine Woods Housing Initiative	ME	2,500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Maine Museum of Innovation, Learning, and Labor (MILL).	Museum Renovation	ME	3,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	SeniorsPlus	Older Adult Education and Nutrition Facility.	ME	1,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Town of Dover-Foxcroft	Penquis Higher Education Center	ME	1,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	City of Calais	Pikes Park Pier	ME	3,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Brooks Historical Society	Piley House Restoration	ME	100,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Community Care	Shaw House Youth Shelter Renovation.	ME	59,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Sanford Housing Authority Development Corporation.	Southern Maine Accessible Housing	ME	900,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Wesley Volunteer Fire Department Inc.	Volunteer Fire Station and Emergency Operations Center.	ME	2,520,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Avesta Housing Development Corporation.	Williston Immanuel Redevelopment	ME	2,000,000	King
Department of Housing and Urban Development.	Community Development Fund	York County Community College	Workforce and Student Housing	ME	6,500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	CITY OF INKSTER	Amphitheater & Farmers' Market	MI	1,500,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	Cherry Health	Cherry Health Community Alternative Program: Facility Upgrade and Housing Support.	MI	3,000,000	Stabenow
Department of Housing and Urban Development.	Community Development Fund	Downriver Community Conference	Ecorse Creek Bridge and Culvert Replacement.	MI	2,500,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	Albion Community Foundation	Education & Youth Center in Albion	MI	500,000	Stabenow

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Essexville-Hampton Public Schools ..	Essexville-Hampton Regional STEM Center.	MI	1,700,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Southfield	Garnier Street Housing Development	MI	1,200,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	YMCA of Greater Grand Rapids	Grand Rapids Central Station Early Childhood Center.	MI	1,000,000	Stabenow
Department of Housing and Urban Development.	Community Development Fund	Grand Traverse Band of Ottawa and Chippewa Indians.	Grand Traverse Band Long-Term Housing Facility to Support Substance Abuse Recovery.	MI	515,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	City of Pontiac	Pontiac Youth Recreation Center Project.	MI	2,000,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	Saginaw Community Food Club and Kitchen.	Saginaw Community Food Club and Kitchen.	MI	250,000	Stabenow
Department of Housing and Urban Development.	Community Development Fund	City of Albert Lea	Blazing Star Park	MN	1,040,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Housing and Redevelopment Authority of Austin.	Cedarview Apartments Property Acquisition.	MN	400,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Minnesota Assistance Council for Veterans.	Construction of Veterans Village Supportive Housing.	MN	1,100,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Duluth Art Institute	Duluth Lincoln Park Restoration Project.	MN	674,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Fergus Falls	Give a Hoot Housing Proposal	MN	1,883,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Greater Bemidji	Greater Bemidji Rail Corridor Redevelopment & YMCA Development.	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Red Wing Housing and Redevelopment Authority.	Haven of Hope Shelter Interior Improvements.	MN	868,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Valley Lake Boy's Home	Home, Hope and Healing for Rural At-Risk Adolescent Boys.	MN	189,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Comunidades Organizando el Poder y la Accion Latina -COPAL Education Fund.	Latino Center for Community Engagement.	MN	3,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Minneapolis	Minneapolis Fire Station Alerting System.	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Otter Tail County Housing and Redevelopment Authority.	New York Mills Affordable Senior Housing Project.	MN	600,000	Klobuchar, Smith

Department of Housing and Urban Development.	Community Development Fund	Minneapolis Park and Recreation Board.	North Commons Park	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Northwoods Battered Women's Shelter.	Northwoods Battered Women's Shelter Expansion.	MN	300,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Sandstone	Sandstone School Workforce Housing	MN	850,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	St. Paul Public Housing Agency	Seal Hi-Rise Boiler Replacement	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Central Minnesota Habitat for Humanity.	Single Family Infrastructure	MN	420,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Scenic Rivers Development Alliance	Access and Utilities improvements ..	MS	1,500,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Forrest County Agricultural High School District.	Career and Technical Education Expansion Project.	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Raymond	Community & Police Department Enhancement.	MS	450,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Quitman County Board of Supervisors.	Community Center Building Improvements.	MS	1,080,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	University of Mississippi	Community Innovation and Entrepreneurial Fusion Center.	MS	10,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Delta Health Alliance Inc.	Children's Advocacy Center	MS	1,240,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Mississippi's Toughest Kids Foundation.	Facility Improvements	MS	775,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Town of Cary	Fire Station Construction	MS	500,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Mississippi Food Network Inc	Food Storage Capacity Enhancements.	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Tupelo	Greenway Construction	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Wiggins	Hall Street Widening	MS	3,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Singing River Health System	Healthcare Workforce Academy	MS	2,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Pearl & Leaf Rivers Rails to Trails Recreational District.	Rehabilitation and Overlay Project ..	MS	2,500,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Imnova Preparatory School	School Improvements	MS	1,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	City of Gulfport	The Quarter's Revitalization Project	MS	3,000,000	Hyde-Smith, Wicker

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Mississippi Department of Archives and History.	Vicksburg Archives Center Construction.	MS	4,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Leake County Board of Supervisors ..	Workforce Training Center	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Peacehaven Farm, Inc.	Affordable Housing for Persons with Disabilities.	NC	4,181,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Central Carolina Community College	EMS/Fire Training Facility	NC	5,799,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Winston-Salem Industries for the Blind, Inc. dba IFB Solutions.	Facility Expansion	NC	3,200,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	City of Hickory	Fire Station and Equipment Upgrades.	NC	1,383,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	YMCA of Greater Charlotte	Johnston Family YMCA Infrastructure Improvements.	NC	5,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	YMCA of Southeastern North Carolina, Inc..	Midtown YMCA Expansion Project	NC	1,500,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Town of Canton	New Fire Department Construction ..	NC	5,799,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	City of Mebane	Pump Station and Force Main Wastewater Improvements.	NC	4,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	The Servant Center, Inc.	Servant House Project	NC	247,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Gaston County Family YMCA	Stowe Family YMCA Expansion Project.	NC	2,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Lenoir County Government	Water and Sewer Infrastructure Extension.	NC	5,182,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	City of Plattsmouth	Aerial Fire Truck	NE	1,800,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	City of South Sioux City	Aerial Ladder Fire Truck and Fire Equipment.	NE	2,500,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	Village of Clatonia	New Fire Hall	NE	1,310,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	City of Friend	New Volunteer Fire and Rescue Department Building.	NE	1,310,000	Fischer

Department of Housing and Urban Development.	Community Development Fund	Bridges: Domestic And Sexual Violence Support Services Incorporated.	Bridges Emergency Housing Program	NH	1,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Gather	Community Food Center	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Avesta Housing Development Corporation.	Conway Affordable Housing Development.	NH	1,500,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Cross Roads House Inc.	Cross Roads Family Homelessness Shelter.	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	School Administrative Unit #18	Franklin High School Community Revitalization Project.	NH	461,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Southwestern Community Services, Inc..	Keene Senior Housing—Building Repairs and Upgrades.	NH	198,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	NeighborWorks Southern New Hampshire.	Manchester Affordable Housing Development.	NH	2,212,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Mark Stebbins Community Center ...	Mark Stebbins Community Center Development.	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	St. Joseph Community Services	Meals on Wheels of Hillsborough County: Community Nutrition Center.	NH	686,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Monadnock Affordable Housing Corporation.	Monadnock Affordable Housing Project.	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Area Agency of Greater Nashua, Inc.	Nashua Supportive Housing Project ..	NH	1,500,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	New Hampshire Catholic Charities Inc..	New Generation Renovation Project ..	NH	1,695,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Salem Housing Authority	Salem Affordable Housing Development.	NH	3,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Our Place, Inc.	Supportive Housing for Adults with Disabilities.	NH	1,950,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Warren County Habitat for Humanity	Affordable Housing Construction and Critical Home Repair.	NJ	500,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Township of Piscataway	Electric Bus for Senior Center	NJ	256,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Lunch Break	Family Promise Alternative Living Facility.	NJ	300,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Community Food Bank of New Jersey Inc..	Fleet Redesign and Replacement	NJ	1,500,000	Booker
Department of Housing and Urban Development.	Community Development Fund	HomeWorks Trenton, Inc.	HomeWorks Trenton Facilities Upgrades.	NJ	150,000	Booker

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	City of Plainfield	Mitt Campbell Field Detention Basin Improvements and Flood Reduction Project.	NU	4,500,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Hunterdon County	Senior Center Expansion & ADA Upgrades.	NU	1,000,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Newark Community Street Team	South Ward Center of Hope (Trauma Recovery Center).	NU	359,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Trust for Public Land	Sowing Seeds for Change	NU	287,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Veterans of Foreign Wars Department of New Jersey.	VFW Disenfranchised Veteran Outreach Initiative.	NU	267,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Pueblo of Acoma Senior Center	Acoma Senior Center Home Improvements.	NM	2,500,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Espanola Valley & Los Alamos, Inc..	Affordable Homes Construction	NM	300,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Santa Fe County	Affordable Housing Rehabilitation Program.	NM	526,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Albuquerque Housing Authority	Albuquerque Public Housing Improvements.	NM	850,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Mesilla Valley Community of Hope ..	Amador Crossing Apartments	NM	147,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	AMikids New Mexico, Inc.	AMikids Transitional Living Facilities	NM	1,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Boys and Girls Club of Farmington ..	Aztec Club Renovations	NM	1,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	City of Socorro	City of Socorro Water Line Replacement.	NM	2,300,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	San Joaquin del Rio de Chama Land Grant.	Community Center Renovations & Upgrades.	NM	605,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Cuidando Los Niños	Cuidando Los Niños Expansion	NM	700,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Center for Civic Policy	Downtown Albuquerque Community Hub.	NM	2,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Region 9 Education Cooperative	Early Childhood Center	NM	1,000,000	Luján

Department of Housing and Urban Development.	Community Development Fund	Youth Development Inc (YDI) New Mexico.	Early Childhood Development Center	NM	750,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Deming Silver Linings	Emergency Housing and Support	NM	440,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	HagermanForward	Emergency Shelter & Community Services Center.	NM	620,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Espanola Public School District	Espanola Public Schools Teacherage	NM	750,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Pueblo of Jemez	Hazard Remediation and Pueblo Revitalization Project.	NM	910,000	Luján
Department of Housing and Urban Development.	Community Development Fund	City of Rio Rancho	Home Repair Grant Program	NM	750,000	Luján
Department of Housing and Urban Development.	Community Development Fund	City of Las Cruces	Las Cruces Open Space Revitalization.	NM	1,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	McKinley County	McKinley County Red Rock Park Improvements.	NM	500,000	Luján
Department of Housing and Urban Development.	Community Development Fund	City of Albuquerque	Modernization of the Westside Emergency Housing Shelter.	NM	2,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Homebase	New Homes for New Mexico	NM	3,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Northern Rio Grande National Heritage Area.	New Mexico Build and Thrive Program.	NM	691,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Pojoaque Valley School District	Pojoaque Valley Teacherage	NM	1,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Agri-Cultura Cooperative Network	Raíces Sagradas Food Hub	NM	3,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Rio Arriba County	Recreation Center Improvements	NM	2,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Serenity Mesa Youth Recovery Center	Serenity Mesa Youth Recovery Center Improvements	NM	1,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	City of Lordsburg	Special Events Center Refurbish	NM	500,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Sunland Park Fire Department	Sunland Park All Terrain Response Vehicle.	NM	70,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	DreamTree Project, Inc.	Taos Navigating Emergency Support Together (NEST).	NM	1,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Taos County Economic Development Corporation (TCEDC).	TCEDC Matanza Facility	NM	800,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	City of Albuquerque	Temporary Shelter Site	NM	1,700,000	Heinrich, Luján

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Tierra del Sol Housing Corporation ..	Vado New Horizons Development	NM	1,025,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Goodwill Industries of New Mexico ..	Workforce Training Center	NM	193,000	Luján
Department of Housing and Urban Development.	Community Development Fund	City of Reno	Evelyn Mount Community Center Wellness.	NV	2,520,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Clark County	Lighting Upgrades for Underserved Communities.	NV	2,130,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Lyon County	Mound House Community Center	NV	600,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Buffalo Urban League, Inc.	Acquisition and Construction of a New Headquarters.	NV	3,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Fund for Public Housing, Inc. dba Public Housing Community Fund.	Active Living at NYCHA: Creating Vi- brant Intergenerational Spaces for Health and Wellness.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Housing Assistance Program of Essex County dba Adirondack Roots.	Adirondack Roots North Country Housing Initiative.	NY	2,850,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Greater Allen Development Corpora- tion.	Affordable Mixed-Use Housing	NY	1,250,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Chinese-American Associa- tion.	BCA-Brooklyn Affordable Housing/ Human Service Complex.	NY	1,250,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	RiseBoro Community Partnership	Brooklyn Affordable Housing Portfolio Upgrades.	NY	1,460,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Bukharian Heritage Society, Inc.	Bukharian Jewish Museum and Community Facility Expansion.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Polish and Slavic Center, Inc.	Capital Improvements at the Polish and Slavic Center.	NY	750,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Central Park Conservancy	Central Park Accessibility and Footpath Restoration Project.	NY	1,250,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity New York City and Westchester.	Claremont House Affordable Housing	NY	3,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New-York Historical Society	Classroom Space Additions in New- York Historical Society Expansion.	NY	1,250,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Catholic Charities of Staten Island, Inc..	Community Center Renovation	NY	2,800,000	Gillibrand, Schumer

Department of Housing and Urban Development.	Community Development Fund	Hofstra University	Community Collaborative Hub	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Camp HASC, Inc.	Dining Facility Renovation	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	UnionDocs, Inc.	Elevator and HVAC for UnionDocs Headquarters.	NY	500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Metropolitan Opera Association, Inc.	Elevator Modernization at The Metropolitan Opera at Lincoln Center for ADA Accessibility.	NY	971,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Queens Conservatory of Music.	Expansion and Renovation of Clinical Music Therapy Services Facility.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Fordham University	Fordham Road Community Center Renovation.	NY	4,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Hezekiah X. Walker Community Development Corporation.	Hezekiah X. Walker Community Development Center.	NY	500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Buffalo Jewish Federation	Home for Adults with Intellectual and Development Disabilities.	NY	500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	La Madonna Della Strada Inc.	Homeless Shelter Acquisition and Renovation.	NY	600,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	American Irish Historical Society	HVAC System Replacement	NY	650,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	India Home, Inc.	India Home Desi Affordable Supportive Housing Project (DASH).	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	The Research Foundation for the State University of New York.	Koffman Southern Tier Incubator Expansion for Manufacturing.	NY	1,250,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Yeshiva University	Laboratory Infrastructure Upgrades ..	NY	692,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Suffolk County	Land Acquisition and Infrastructure for Affordable Housing and ADUs.	NY	5,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Regional Food Bank of Northeastern New York.	Latham Revitalization Project	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Trust for Public Land	Long Island Greenway Construction	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	National Federation of Filipino American Associations	NaFFAA NY Community Center Expansion.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	The Joyce Theater Foundation, Inc. ...	New York Center for Creativity and Dance.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New Immigrant Community Empowerment.	NICE Station—Community and Training Center.	NY	1,000,000	Gillibrand, Schumer

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	New York City Housing Authority	NYCHA's Building Line Initiative—Brooklyn.	NY	2,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Bridge Street Development Corporation.	Quincy Senior Residences Preservation Project.	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Food Bank For New York City	Renovations to Food Bank for New York City's Warehouse.	NY	1,084,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Ridgewood Nepalese Society Inc.	Ridgewood Nepalese Community and Cultural Center Renovation, Expansion and Improvements.	NY	900,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Scenic Hudson, Inc.	Scenic Hudson's Northside Hub	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	New York Shakespeare Festival d/b/a The Public Theater.	The Public Theater ADA Improvements.	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Saratoga Performing Arts Center, Inc..	Theater Restoration and Rehabilitation.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Town of North Hempstead	Town Dock Revitalization Project	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Village of New Square	Village of New Square Road Infrastructure Improvements.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Rochester Broadway Theatre League	West Herr Performing Arts Center ADA Improvements.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Hocking Athens Perry Community Association.	Athens County Emergency Shelter	OH	1,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Bridgeway Academy	Bridgeway Academy Renovations	OH	1,500,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Washington County Commissioners ..	Buckeye Fields Affordable Housing Development.	OH	3,500,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Greater Cleveland Habitat for Humanity.	Buckeye-Woodhill New Home Construction.	OH	1,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	City of Zanesville	Carol Crossing Affordable Housing Development.	OH	3,700,000	Brown
Department of Housing and Urban Development.	Community Development Fund	City of Fostoria	City of Fostoria Connectivity Project	OH	1,100,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Community Shelter Board	Community Shelter Board Project	OH	2,000,000	Brown

Department of Housing and Urban Development.	Community Development Fund	City of Vandalia	Helke Park Improvements	OH	500,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Area Office on Aging of Northwestern Ohio.	Lakewoods Campus Affordable Housing for Seniors.	OH	2,700,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Potential Development Program, Inc.	Multi-Purpose Learning Center	OH	2,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Toledo	Renovation and Expansion of Facilities.	OH	2,125,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Village of St. Bernard	Ross Park Upgrades	OH	775,000	Brown
Department of Housing and Urban Development.	Community Development Fund	City of Cleveland Heights	South Taylor Road Streetscape	OH	1,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Boys Hope Girls Hope of Northeastern Ohio.	Village of Hope	OH	500,000	Brown
Department of Housing and Urban Development.	Community Development Fund	City of Cleveland	Warner & Swasey Phase I	OH	2,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Network for Oregon Affordable Housing.	Affordable Homeownership Loans	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Farmworker Housing Development Corporation.	Affordable Housing Complex Construction and Development.	OR	535,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Umpqua Community College	Affordable Housing for Students	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	McKenzie Community Land Trust	Affordable Housing in Blue River	OR	1,700,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Albina Vision Trust, Inc	Affordable Housing Land Acquisition	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Wallowa Resources	Affordable Workforce Housing in Wallowa County.	OR	500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Redmond	Cinder Hollow Affordable Housing Project.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Portland	Clara Vista Redevelopment	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Marion Polk Food Share	Food Bank Warehouse and Meals on Wheels Kitchen.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	John Day School District #3	Grant Early Learning Center	OR	1,450,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Heart of Oregon Corps	Heart of Oregon Corps Centralized Campus.	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Corvallis Daytime Drop-in Center	Homeless Services Navigation Center	OR	2,000,000	Merkley, Wyden

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Bridge Meadows	Intergenerational Housing Project	OR	750,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	The Klamath Tribes	Klamath Tribes Tribal Housing	OR	2,820,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Meals on Wheels People	Meals on Wheels People Eastside Resource Center.	OR	3,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Linn-Benton Community College Foundation.	Periwinkle Child Development Center	OR	105,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Sumpter	Sumpter Community Center Safety Improvements.	OR	157,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Columbia Gorge Education Service District.	The Dalles Early Learning Center	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Confederated Tribes of Grand Ronde	Tumwata Village Project	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Women's Center of Beaver County ...	Accessibility Renovations for Domestic Violence/Homeless Emergency Shelter.	PA	400,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Carbondale Area School District	Accessible Playground Project	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Tri-County Housing Development Corporation, Inc..	Affordable Housing Construction in Dauphin County.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Lancaster Area Habitat for Humanity	Affordable Housing Construction Project.	PA	750,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	ACTION-Housing, Inc.	Affordable Housing Conversion in Downtown Pittsburgh.	PA	1,000,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Upper Merion Area Housing Association.	Affordable Housing Project in Montgomery County.	PA	750,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Advanced Living Management & Development.	Affordable Senior Housing Development.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	The Hickman Friends Senior Community of West Chester dba The Hickman.	Affordable Senior Housing in West Chester.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Amani Christian Community Development Corporation.	Blight Remediation and Site Preparation in the Carrick Neighborhood of Pittsburgh.	PA	750,000	Casey, Fetterman

Department of Housing and Urban Development.	Community Development Fund	Lawrence County Economic Development Corporation.	Blight Remediation in Lawrence County.	PA	750,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Venango County Economic Development Authority.	Blight Remediation in Oil City	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Berks County.	Blight Remediation in Reading	PA	1,610,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	City of Scranton	Blight Remediation in Scranton	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Steel Rivers Council of Governments	Blight Remediation in the Mon Valley.	PA	750,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Westmoreland County Redevelopment Authority.	Blight Remediation in Westmoreland County.	PA	750,000	Casey
Department of Housing and Urban Development.	Community Development Fund	City of Harrisburg	Broad Street Community Hub Reconstruction.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Broad Street Ministry	Broad Street Ministry Kitchen Renovations.	PA	1,280,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Jeremiah's Place- Pittsburgh Relief Nursery.	Building Renovations for Relief Nursery Expansion in Allegheny County.	PA	250,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Bloom for Women, LLC.	Capital Upgrades for Bloom Residential Program Homes.	PA	349,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Community Services for Children, Inc..	Child and Parent Transportation Hub	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	City of Warren	City of Warren Community Park Improvement Project.	PA	250,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Non-Profit Housing Development Corporation of Lebanon County, Inc..	Community Center Construction in Lebanon County.	PA	1,000,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	City of Easton	Community Center Preconstruction Activities.	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	ACLAMO	Community Center Renovations in Pottstown.	PA	200,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Shenango Valley Urban League	Community Hub Facility Renovations	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Caring for Friends	Community Kitchen Improvement Project in Philadelphia.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Community Progress Council, Inc.	Community Progress Council New Facility Improvements Project.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	City of Allentown	Construction of Trail Extension in Allentown.	PA	500,000	Casey

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Veterans Leadership Program of Western Pennsylvania, Inc..	Construction of Veterans Community Center in Western Pennsylvania.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Dauphin County Redevelopment Authority.	Dauphin County Low-Income Housing Development Initiative.	PA	912,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	City of Titusville	E. Mt. Vernon St. Erosion Remediation Project.	PA	800,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Cocoa Packs, Inc.	Equipment Upgrades for Cocoa Packs.	PA	250,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Erie County Community Land Bank ..	Erie County Cornerstone Community Land Trust Affordable Housing Program.	PA	1,100,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Nueva Esperanza, Inc. (Esperanza) ..	Esperanza Stable Affordable Rental Housing Trust Project.	PA	1,500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	State College Community Land Trust, Inc..	Expansion of Forever Affordable Homes in State College.	PA	1,500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Huntingdon County Arts Council	Huntingdon County Arts Center Accessibility Improvements Project.	PA	500,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Indiana County	Indiana County Food Bank Warehouse Rehabilitation.	PA	370,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Garden of Health Inc.	Infrastructure and Material Improvements to Garden of Health's Hatfield Farm.	PA	350,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	The School District of Philadelphia ..	James J. Sullivan School's Schoolyard Improvement Project.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	The School District of Philadelphia ..	Julia De Burgos School's Schoolyard Improvement Project.	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Impact Services Corporation	Kensington Community Services Hub Construction Project.	PA	1,250,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Women's Community Revitalization Project.	Linda Lockman-King Apartments in West Philadelphia.	PA	950,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Mary Jane Home Enrichment Centre Inc..	Rebuild Project.	PA	1,250,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Urban Erie Community Development Corporation.	Multi-Use Neighborhood Center Conversion Project in Erie County.	PA	932,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Palmerston Area Library	Palmerston Area Library Building Restoration Project in Palmerston.	PA	500,000	Casey

Department of Housing and Urban Development.	Community Development Fund	Senior Adult Activity Center of the Phoenixville Area dba Phoenixville Area Senior Center.	Phoenixville Area Senior Center Renovations Project.	PA	350,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Southwest Community Development Corporation.	Renovation of Southwest Philadelphia Community Hub.	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Common Roots	Revitalizing Upper Water Street in Meadville.	PA	1,500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Mature Resources	Road Construction in West Decatur, Clearfield County.	PA	600,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Clarion Borough	Roof Replacement for the Clarion Free Library.	PA	348,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Senior Adult Activities Center of Montgomery County.	Senior Adult Activities Center Rehabilitation.	PA	750,000	Casey
Department of Housing and Urban Development.	Community Development Fund	South Central Community Action Programs.	Services Hub Facility Acquisition	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Housing Development Corporation MidAtlantic.	Site Preparation for Senior Affordable Housing in Reading.	PA	1,000,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Launch of Philadelphia, Inc.	Structural Improvements for Launch Community Education Facility.	PA	450,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Lycoming County	Susquehanna River Walk Extension in Lycoming County.	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Partnership for Economic Development of York County.	The Penn Street Initiative—Princess Street Center Repair.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	The Salvation Army	The Salvation Army Pottstown Corps Renovation Project.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Perry County Literacy Council	Transitional Housing and Workforce Development Project.	PA	650,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	City of Pittsburgh	Warrington Recreation Center Renovations.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Scranton Neighborhood Housing Services Inc., dba NeighborWorks Northeastern Pennsylvania.	Whole Home Repair Initiative for Seniors—Lackawanna, Luzerne, Wayne, Pike, Monroe Counties.	PA	750,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Scranton Neighborhood Housing Services Inc. dba NeighborWorks Northeastern Pennsylvania.	Whole Home Repair Initiative for Seniors in Wyoming and Susquehanna Counties.	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Washington City Mission	Women's Shelter Site Improvements	PA	250,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Trinity Repertory Company	Access for All	RI	500,000	Reed, Whitehouse

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Pawtucket Central Falls Development	Affordable Housing	RI	750,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Aldersbridge Communities	Aldersbridge at East Point	RI	500,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Newport County.	Boys & Girls Clubs of Newport County Facility Improvements.	RI	1,500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Providence	Bucklin Park Green Schoolyard Complex.	RI	1,055,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	United Way of Rhode Island, Inc.	Building Improvements	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Oineyville Housing Corporation	Del Toro Mixed-Use Affordable Housing Development.	RI	1,900,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of East Providence	East Providence Small Business Incubator.	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Newport	Edward King House Upgrades	RI	1,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	West Warwick Public Library	Facility Improvements	RI	180,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Community Care Alliance	Facility Improvements	RI	200,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Rhode Island Department of Behavioral Health, Developmental Disabilities and Hospitals.	Facility Improvements	RI	1,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	North Kingstown Food Pantry	Food Pantry Expansion	RI	500,000	Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Operation Stand Down Rhode Island	Housing for Veterans	RI	385,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Community Action Partnership of Providence County (CAPP).	Housing Improvements	RI	500,000	Reed
Department of Housing and Urban Development.	Community Development Fund	City of Central Falls	Jenks Park and Cogswell Tower Restoration.	RI	1,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Town of Johnston	Johnston Ball Park	RI	1,500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Meals on Wheels of Rhode Island, Inc..	Meals on Wheels of RI Renovation ...	RI	500,000	Reed

Department of Housing and Urban Development.	Community Development Fund	Operation Stand Down Rhode Island	OSDRI Main Campus & Veterans Housing.	RI	500,000	Reed
Department of Housing and Urban Development.	Community Development Fund	PACE Organization of Rhode Island	PACE-RI East Providence Infrastructure Upgrades.	RI	840,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Fuerza Laboral	Shared Kitchen Food Business Incubator.	RI	500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Tower Street Center, Inc.	Tower Street Community Center	RI	5,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	YWCA Rhode Island	Veterans Community Center	RI	500,000	Reed
Department of Housing and Urban Development.	Community Development Fund	City of Pawtucket	Veterans Memorial Park Pool Renovations.	RI	2,500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Crossroads Rhode Island	Warwick Housing	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Woonsocket	Woonsocket ADA-Compliant Outdoor Recreation Project.	RI	660,000	Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Sojourner House	Woonsocket Office and Drop-In Center Acquisition and Renovation.	RI	1,275,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Waltham	Community Improvements	SC	1,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Town of Andrews	Downtown Revitalization	SC	1,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	University of South Carolina	Facility Improvements	SC	13,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	City of Easley	Fire Station	SC	1,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	South Carolina Department of Parks, Recreation & Tourism.	State Park Facility Improvements	SC	1,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	University of South Carolina	Veterans and Military Center of Excellence Facility Improvements.	SC	8,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Children's Home Society of South Dakota.	Children's Home Society of South Dakota.	SD	750,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Crow Creek Housing Authority	Crow Creek Housing Development	SD	3,000,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Douglas School District #51-1	Douglas Elementary School	SD	42,000,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Lead Community Center Foundation	Lead Community Center	SD	9,421,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Ss. Peter and Paul Catholic Church	Women's Rehabilitation Facility	SD	829,000	Rounds

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	AHC, Inc. (Affordable Homes & Communities).	Affordable Housing and Childcare Center.	VA	1,175,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Hampton Roads Ecumenical Lodgings & Provisions, Inc.	Affordable Housing in Hampton	VA	500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Greater Charlottesville Habitat for Humanity.	Affordable Rentals in the Redeveloped Southwood Community.	VA	1,074,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Town of Clifton Forge	All Abilities Park	VA	2,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Charlottesville	Charlottesville Mixed-Use Redevelopment.	VA	1,250,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Chesapeake	Chesapeake Cares Resource Center	VA	369,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Danville	Cunningham and Hughes Neighborhood Development Center.	VA	1,691,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Action in Community Through Service.	Domestic Shelter Rebuild	VA	1,280,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Economic Development Authority of Floyd County.	Extending Utilities to Support New Affordable Workforce Housing in Floyd County.	VA	1,520,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Maggie Walker Community Land Trust.	Highland Grove Development	VA	500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Alexandria Redevelopment Housing Authority.	Ladrey Apartments	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	New Road Community Development Group, Inc..	Legacy Plaza Multi-Family Project ...	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Harrisonburg	Liberty Street Utility Relocation Project.	VA	1,750,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Harrisonburg Redevelopment and Housing Authority.	Lineweaver Annex Renovation PSH Project.	VA	1,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	People Incorporated of Virginia	Manassas Veterans Housing and Post Center.	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Foodbank of Southeastern Virginia and the Eastern Shore.	New Facility	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Feed More	Project Nourish	VA	1,500,000	Kaine, Warner

Department of Housing and Urban Development.	Community Development Fund	Virginia Supportive Housing	Rady Street Apartments	VA	500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Hopkins House—A Center for Children and their Families.	Samuel Madden Homes Success Center.	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Town of Remington	Town of Remington Revitalization	VA	300,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Young Men's Christian Association of Central Virginia.	Transform the Downtown YMCA	VA	1,423,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Affordable Housing for Vermont	VT	12,000,000	Sanders, Welch
Department of Housing and Urban Development.	Community Development Fund	Brattleboro Development Credit Corporation.	Brattleboro Technology and Industrial Park.	VT	3,250,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Windham and Windsor Housing Trust	Chalet House Redevelopment	VT	3,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Ascend Housing Allies Incorporated	Housing at Stonecrop Meadows	VT	5,633,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Community Development Support Inc.	Housing at the Historic Estey Complex.	VT	1,000,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Downtown Housing & Community Development.	Preserving Affordable Housing and Creating Homeownership Opportunities.	VT	1,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	City of Barre	Prospect Heights Development Project.	VT	6,316,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Shared Equity Homeownership	VT	5,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Good Samaritan Haven	Shelter at the Welcome Center	VT	750,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	City of Winooski	Winooski Armory Redevelopment	VT	1,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Low Income Housing Institute (LIHI)	45th and Roosevelt Affordable Housing Development.	WA	3,000,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Port of Skagit	Agricultural Innovation Center	WA	1,500,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Spokane Neighborhood Action Partners.	Broadway Senior Housing	WA	2,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	City of Kelso	Catlin and Main Affordable Housing Library and Community Center.	WA	3,500,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Northeast Youth Center	Child Care Center Expansion Project for Low-Income Children and Families.	WA	1,000,000	Cantwell

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Cowlitz Indian Tribe	Cowlitz Public Safety Building Planning and Design.	WA	750,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	City of Federal Way	Federal Way Community Center Facility Rehabilitation.	WA	1,200,000	Murray
Department of Housing and Urban Development.	Community Development Fund	United Way of King County	Home Grocery Delivery Program	WA	800,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Council for the Homeless	Housing Solutions Center	WA	2,000,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Kitsap Mental Health Services	Kitsap Mental Health Services Campus Expansion.	WA	2,500,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Community Action of Skagit County	Kulshan View Apartments	WA	1,000,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Panza dba Quixote Communities	Lacey Village	WA	1,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	OPAL Community Land Trust	Pea Patch Lane Campus	WA	4,000,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	YMCA of Pierce and Kitsap Counties	Scott and Sis Names Family YMCA ..	WA	2,200,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Seattle Indian Services Commission	Seattle Native Village & Gateway Project.	WA	1,500,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Shelton Family Center dba The Youth Connection.	Shelton Transitional Housing for Homeless Young Adults.	WA	1,500,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Seattle-King & Kittitas Counties.	Stuart Meadows	WA	2,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Bellwether Housing	Thunderbird Nest	WA	1,500,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Housing Hope	Tomorrow's Hope Child Development Center New Facility.	WA	2,500,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Children's Home Society of Washington dba Akin.	Vancouver Family Resource Center Development Project.	WA	3,400,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Acts Housing	Acts Housing Acquisition Fund	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	City of Kenosha	Affordable housing development	WI	3,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of the Northwoods.	Boys & Girls Clubs of the Northwoods.	WI	2,500,000	Baldwin

Department of Housing and Urban Development.	Community Development Fund	City of Viroqua	Community Center	WI	250,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Waukesha County.	Domenica Park Affordable Housing Neighborhood.	WI	500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	City of Racine	Dr. Martin Luther King Community Center.	WI	8,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Green Bay Metro Fire Department ...	Green Bay Fire Department	WI	5,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	YMCA of Metropolitan Milwaukee	Health Commons	WI	4,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Ozaukee Food Alliance	Healthy Foods Mobile Pantry	WI	246,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	City of Janesville	Removal of Blight at Former GM Facility.	WI	5,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Veterans 1st of NEW	Veterans Cottage Court Village	WI	450,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Hmong American Center, Inc.	Warm Hearts So Siab Community Center.	WI	400,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Wild Rivers Habitat for Humanity	Wild Rivers Habitat for Humanity	WI	500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	City of Huntington	A.D. Lewis Community Center Expansion.	WV	2,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Jefferson County Commission	African American Cemetery Restoration Project.	WV	135,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	McDowell County Commission on Aging, Inc..	Bradshaw Senior Center Replacement Project.	WV	962,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Comotion	Building Renovation	WV	600,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Kanawha County Commission	C. Richard Foutche Clubhouse Renovation at Coonskin Park.	WV	1,045,000	Capito
Department of Housing and Urban Development.	Community Development Fund	City of Charleston	Capital Sports Center	WV	7,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Town of Capon Bridge	Capon School Street Repair	WV	95,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Capital Area Development Corporation of West Virginia dba Charleston Area Alliance.	Charleston Area Alliance Small Business Incubator.	WV	800,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Children's Home Society of West Virginia.	Child & Family Service Facility Renovation.	WV	400,000	Manchin

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	New River Gorge Regional Development Authority.	City of Beckley Amphitheater and Visitors Center.	WV	12,800,000	Capito
Department of Housing and Urban Development.	Community Development Fund	City of Oak Hill	City Park Renovation Phase Three	WV	1,800,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Town of Romney	Community Pool Upgrades	WV	1,000,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Wood County Economic Development Authority.	Fort Boreman Hill Electric Infrastructure.	WV	1,500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	IdaMay Improvement Association	IdaMay Infrastructure Project	WV	197,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Clay Center for the Arts & Sciences of West Virginia Inc..	Infrastructure Upgrades	WV	2,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Town of Jane Lew	Jane Lew Park Improvements	WV	850,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Kanawha County Schools	Laidley Field Improvements	WV	2,000,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Logan County Commission	Logan County Electronic Waste Economic Development Project.	WV	1,000,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	City of Morgantown	Morgantown Historic District Streetscape Revitalization.	WV	1,500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	City of Parkersburg	Multipurpose Recreation Center	WV	3,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Town of Paw Paw	Paw Paw Memorial Park	WV	484,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Roane County Commission	Roane County Camp Sheppard Upgrades.	WV	200,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Wyoming County Economic Development Authority.	Rocketteller Industrial Park Expansion	WV	4,752,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Berkeley County Roundhouse Authority.	Roundhouse Farmers Market & Event Center ADA Project.	WV	750,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	West Virginia Statewide Independent Living Council.	Statewide Independent Living Facility Headquarters Project.	WV	350,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	National Boy Scouts of America Foundation—Summit Bechtel Reserve.	The Steven A. Antoline Family Conservation Complex and Sustainability Program Project.	WV	1,000,000	Manchin

Department of Housing and Urban Development.	Community Development Fund	Charleston Urban Works	Urban Appalachia Economic and Community Development Plan.	WV	350,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Top of West Virginia Convention and Visitors Bureau, Inc..	Weirton Conference Center	WV	1,500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Wheeling Convention and Visitors Bureau.	Wheeling Gateway Visitors Center Outdoor Activation & Heritage Trail Connection.	WV	2,000,000	Capito, Manchin

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or –)	
				2025 appropriation	Budget estimate
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	191,295	209,916	209,676	+ 18,381	– 240
Immediate Office of the Secretary	(3,770)	(3,822)	(3,822)	(+ 52)	.....
Immediate Office of the Deputy Secretary	(1,370)	(1,371)	(1,371)	(+ 1)	.....
Office of the General Counsel	(32,272)	(31,202)	(20,367)	(– 11,905)	(– 10,835)
Office of the Under Secretary of Transportation for Policy	(20,064)	(24,109)	(35,544)	(+ 15,480)	(+ 11,435)
Office of the Assistant Secretary for Budget and Programs	(22,724)	(22,973)	(22,573)	(– 151)	(– 400)
Office of the Assistant Secretary for Governmental Affairs	(7,138)	(4,471)	(4,471)	(– 2,667)	.....
Office of the Assistant Secretary for Administration	(43,284)	(24,189)	(23,874)	(– 19,410)	(– 315)
Office of Public Affairs and Public Engagement	(6,244)	(6,486)	(6,361)	(+ 117)	(– 125)
Office of the Executive Secretariat	(2,515)	(2,434)	(2,434)	(– 81)	.....
Office of Intelligence, Security, and Emergency Response	(16,506)	(16,146)	(16,146)	(– 360)	.....
Office of the Chief Information Officer	(33,879)	(20,063)	(20,063)	(– 13,816)	.....
Office of Tribal Government Affairs	(1,529)	(1,569)	(1,569)	(+ 40)	.....
Working Capital Fund Shared Services .....	.....	(43,748)	(43,748)	(+ 43,748)	.....
IT Modernization .....	.....	(7,333)	(7,333)	(+ 7,333)	.....
Research and Technology	49,040	61,930	57,375	+ 8,335	– 4,555
National Infrastructure Investments	345,000	.....	550,000	+ 205,000	+ 550,000
TIFIA Repurposing .....	.....	(– 800,000)	.....	.....	(+ 800,000)
National Infrastructure Investments .....	.....	(800,000)	.....	.....	(– 800,000)
Thriving Communities Initiative .....	.....	25,000	.....	.....	– 25,000
National Surface Transportation and Innovative Finance Bureau	9,558	10,692	10,692	+ 1,134	.....
Rural and Tribal Infrastructure Advancement	25,000	.....	25,000	.....	.....
Railroad Rehabilitation and Improvement Program (negative subsidy)	– 3,000	.....	.....	+ 3,000	.....
Financial Management Capital	5,000	5,000	5,000	.....	.....
Cyber Security Initiatives	49,000	74,600	74,600	+ 25,600	.....
Office of Civil Rights	18,228	22,403	18,229	+ 1	– 4,174
Transportation Planning, Research, and Development	24,369	24,780	45,687	+ 21,318	+ 20,907
Congressionally Directed Spending	(3,443)	.....	(10,907)	(+ 7,464)	(+ 10,907)

Working Capital Fund	(495,645)	(495,645)	(+ 495,645)	.....
Small and Disadvantaged Business Utilization and Outreach	5,330	7,026	+ 1,696	— 200
Payments to Air Carriers (Airport & Airway Trust Fund)	348,554	423,000	+ 74,446	.....
Essential Air Service (Overflight Fees)	(154,411)	(164,249)	(+ 9,838)	.....
Electric Vehicle Fleet .....	.....	5,310	.....	— 5,310
.....				
RRIF Cohort 3 Modification Cost (Sec 108) (rescission)	— 8,948	.....	+ 8,948	.....
Total, Office of the Secretary	1,058,426	869,857	+ 367,859	+ 556,428
Federal Aviation Administration				
Operations	12,729,627	13,603,399	+ 873,772	.....
Aviation safety	(1,745,532)	(1,839,078)	(+ 93,546)	(+ 1,839,078)
Air traffic organization	(9,439,088)	(10,112,436)	(+ 673,368)	(+ 10,112,436)
Commercial space transportation	(42,018)	(57,130)	(+ 15,112)	(+ 57,130)
Finance and management	(948,211)	(997,822)	(+ 49,611)	(+ 997,822)
NextGen	(67,818)	(73,556)	(+ 5,738)	(+ 73,556)
Security and hazardous materials safety	(162,155)	(172,270)	(+ 10,115)	(+ 172,270)
Staff offices	(324,825)	(351,107)	(+ 26,282)	(+ 351,107)
Facilities and Equipment (Airport & Airway Trust Fund)	3,191,250	3,600,000	+ 408,750	.....
Community Project Funding/Congressionally Directed Spending	(15,000)	.....	( — 15,000)	.....
Subtotal	3,191,250	3,600,000	+ 408,750	.....
Research, Engineering and Development (Airport & Airway Trust Fund)	280,000	290,000	+ 10,000	+ 40,000
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,350,000)	(4,000,000)	(+ 650,000)	(+ 650,000)
(Limitation on obligations)	(3,350,000)	(4,000,000)	(+ 650,000)	(+ 650,000)
Administration	(152,148)	(163,624)	(+ 11,476)	(+ 163,624)
Airport cooperative research program	(15,000)	(15,000)	.....	( + 15,000)
Airport technology research	(41,801)	(43,360)	(+ 1,559)	(+ 43,360)
Small community air service development program	(10,000)	(15,000)	(+ 5,000)	(+ 15,000)
Grants-in-Aid for Airports (General Fund)	532,392	521,155	— 11,237	+ 521,155
Congressionally Directed Spending	(482,392)	(221,155)	(— 261,237)	(+ 221,155)
Administrative Provisions—Federal Aviation Administration .....	.....	.....	+ 1,594	.....
Rescission of unobligated balances (Sec 119(G))	— 1,594	.....	.....	.....
Total, Federal Aviation Administration	16,731,675	17,453,399	+ 1,282,879	+ 561,155

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
Appropriations	(16,733,269)	(17,453,399)	(18,014,554)	(+ 1,281,285)	(+ 561,155)
Rescissions	(— 1,594)	.....	.....	(+ 1,594)	.....
Emergency appropriations .....	.....	.....	.....	.....	.....
Limitations on obligations	(3,350,000)	(3,350,000)	(4,000,000)	(+ 650,000)	(+ 650,000)
Total budgetary resources	(20,081,675)	(20,803,399)	(22,014,554)	(+ 1,932,879)	(+ 1,211,155)
Federal Highway Administration					
Limitation on Administrative Expenses	(486,800)	(564,016)	(512,696)	(+ 25,896)	(— 51,320)
Federal-Aid Highways (Highway Trust Fund):					
(Limitation on obligations)	(60,095,783)	(61,314,171)	(61,314,171)	(+ 1,218,388)	.....
(Liquidation of contract authorization)	(60,834,783)	(62,011,048)	(62,011,048)	(+ 1,176,265)	.....
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	.....	.....
Highway Infrastructure Programs (General Fund)	2,224,677	.....	1,116,889	— 1,107,788	+ 1,116,889
Community Project Funding/Congressionally Directed Spending	(1,884,177)	.....	(567,889)	(— 1,316,288)	(+ 567,889)
Administrative Provisions—Federal Highway Administration					
General fund (rescission)	— 68,290	.....	.....	+ 68,290	.....
Total, Administrative Provisions	— 68,290	.....	.....	+ 68,290	.....
Total, Federal Highway Administration	2,156,387	.....	1,116,889	— 1,039,498	+ 1,116,889
Limitations on obligations	(60,095,783)	(61,314,171)	(61,314,171)	(+ 1,218,388)	.....
Exempt contract authority	(739,000)	(739,000)	(739,000)	.....	.....
Total budgetary resources	(62,591,170)	(62,053,171)	(63,170,060)	(+ 178,890)	(+ 1,116,889)

Federal Motor Carrier Safety Administration									
Motor Carrier Safety Operations and Programs (Highway Trust Fund) (Liquidation of contract authorization)	(346,000)	(438,100)	(438,100)	(438,100)	(+ 92,100)				
(Limitation on obligations)	(411,000)	(438,100)	(438,100)	(438,100)	(+ 27,100)				
Motor Carrier Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)	(516,300)	(526,450)	(526,450)	(526,450)	(+ 10,150)				
(Limitation on obligations)	(516,300)	(526,450)	(526,450)	(526,450)	(+ 10,150)				
Total, Federal Motor Carrier Safety Administration									
Limitations on obligations	(927,300)	(964,550)	(964,550)	(964,550)	(+ 37,250)				
Total budgetary resources	(927,300)	(964,550)	(964,550)	(964,550)	(+ 37,250)				
National Highway Traffic Safety Administration									
Operations and Research (General Fund)	223,000	248,000	248,000	248,000	+ 25,000				
Operations and Research (Highway Trust Fund) (Liquidation of contract authorization)	(201,200)	(205,400)	(205,400)	(205,400)	(+ 4,200)				
(Limitation on obligations)	(201,200)	(205,400)	(205,400)	(205,400)	(+ 4,200)				
Subtotal, Operations and Research	424,200	453,400	453,400	453,400	+ 29,200				
Highway Traffic Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)	(813,301)	(831,445)	(831,445)	(831,445)	(+ 18,144)				
(Limitation on obligations)	(813,301)	(831,445)	(831,445)	(831,445)	(+ 18,144)				
Highway safety programs (23 USC 402)	(378,400)	(385,900)	(385,900)	(385,900)	(+ 7,500)				
National priority safety programs (23 USC 405)	(353,500)	(360,500)	(360,500)	(360,500)	(+ 7,000)				
High visibility enforcement	(40,300)	(42,300)	(42,300)	(42,300)	(+ 2,000)				
Administrative expenses	(41,101)	(42,745)	(42,745)	(42,745)	(+ 1,644)				
Total, National Highway Traffic Safety Administration	223,000	248,000	248,000	248,000	+ 25,000				
Limitations on obligations	(1,014,501)	(1,036,845)	(1,036,845)	(1,036,845)	(+ 22,344)				
Total budgetary resources	(1,237,501)	(1,284,845)	(1,284,845)	(1,284,845)	(+ 47,344)				
Federal Railroad Administration									
Safety and Operations	267,799	293,965	293,965	293,965	+ 25,018				- 1,148
Railroad Research and Development	54,000	52,000	52,000	54,750	+ 750				+ 2,750
Subtotal	321,799	345,965	345,965	347,567	+ 25,768				+ 1,602

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
Federal-State Partnership for Intercity Passenger Rail	75,000	100,000	100,000	+ 25,000	.....
Consolidated Rail Infrastructure and Safety Improvements	198,958	250,000	375,821	+ 176,863	+ 125,821
Community Project Funding/Congressionally Directed Spending	(98,958)	.....	(75,821)	(- 23,137)	(+ 75,821)
Subtotal	273,958	350,000	475,821	+ 201,863	+ 125,821
National Railroad Passenger Corporation:					
Northeast Corridor Grants	1,141,442	1,200,000	1,020,974	- 120,468	- 179,026
National Network Grants	1,286,321	1,304,475	1,617,098	+ 330,777	+ 312,623
Subtotal	2,427,763	2,504,475	2,638,072	+ 210,309	+ 133,597
Administrative Provisions					
Financial Assistance Oversight and Technical Assistance (Sec 150) (by transfer)	(42,240)	.....	.....	( - 42,240)	.....
Rescission (Sec 154)	- 53,326	.....	.....	+ 53,326	.....
Total, Federal Railroad Administration	2,970,194	3,200,440	3,461,460	+ 491,266	+ 261,020
Federal Transit Administration					
Transit Formula Grants (Highway Trust Fund, Mass Transit Account) (Liquidation of contract authorization)	(13,990,000)	(14,279,000)	(14,279,000)	(+ 289,000)	.....
(Limitation on obligations)	(13,990,000)	(14,279,000)	(14,279,000)	(+ 289,000)	.....
Transit Infrastructure Grants	252,387	.....	345,661	+ 93,274	+ 345,661
Community Project Funding/Congressionally Directed Spending	(206,818)	.....	(66,161)	(- 140,657)	(+ 66,161)
Technical Assistance and Training	7,500	8,000	8,000	+ 500	.....
Capital Investment Grants	2,205,000	2,365,525	2,262,000	+ 57,000	- 103,525
Grants to the Washington Metropolitan Area Transit Authority	150,000	150,000	150,000	.....	.....
Administrative Provisions					
Unobligated balances (rescission) (Sec 165)	- 978	.....	.....	+ 978	.....

Total, Federal Transit Administration	2,613,909	2,523,525	2,765,661	+ 151,752	+ 242,136
Limitations on obligations	(13,990,000)	(14,279,000)	(14,279,000)	(+ 289,000)	.....
Total budgetary resources	(16,603,909)	(16,802,525)	(17,044,661)	(+ 440,752)	(+ 242,136)
Great Lakes St Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund)	40,288	40,605	40,605	+ 317	.....
Maritime Administration					
Maritime Security Program	318,000	318,000	318,000	.....	.....
Rescission	— 17,000	.....	.....	+ 17,000	.....
Cable Security Fleet	10,000	.....	10,000	.....	+ 10,000
Tanker Security Program	60,000	60,000	120,000	+ 60,000	+ 60,000
Rescission	— 21,000	.....	.....	+ 21,000	.....
Operations and Training	267,775	285,000	285,287	+ 17,512	+ 287
State Maritime Academy Operations	125,788	87,000	178,400	+ 52,612	+ 91,400
Assistance to Small Shipyards	8,750	20,000	20,000	+ 11,250	.....
Ship Disposal	6,000	6,000	6,000	.....	.....
Rescission	— 3,664	.....	.....	+ 3,664	.....
Maritime Guaranteed Loan (Title XI) Program Account:	.....	.....	.....	.....	.....
Administrative expenses	3,000	3,700	3,000	.....	— 700
Subsidy	50,586	.....	2,000	— 48,586	+ 2,000
Port Infrastructure Development Program	120,460	80,000	200,000	+ 79,540	+ 120,000
Community Project Funding/Congressionally Directed Spending	(70,460)	.....	.....	(— 70,460)	.....
Administrative Provisions—Maritime Administration					
National Defense Reserve Fleet (Sec 171)	12,000	.....	.....	— 12,000	.....
Total, Maritime Administration	940,695	859,700	1,142,687	+ 201,992	+ 282,987
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses (General Fund)	31,681	32,633	32,633	+ 952	.....
Hazardous Materials Safety (General Fund)	74,556	86,586	86,586	+ 12,030	.....
Pipeline Safety:	.....	.....	.....	.....	.....
Oil Spill Liability Trust Fund	30,000	31,000	31,000	+ 1,000	.....
Pipeline Safety Fund	180,786	196,180	196,180	+ 15,394	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
Liquefied Natural Gas Siting Account	400	400	400	.....	.....
Underground Natural Gas Storage Facility Safety Account	7,000	7,000	7,000	.....	.....
Subtotal	218,186	234,580	234,580	+ 16,394	.....
Emergency Preparedness Grants:					
Limitation on emergency preparedness fund	(46,825)	(46,825)	(46,825)	.....	.....
Total, Pipeline and Hazardous Materials Safety Administration	324,423	353,799	353,799	+ 29,376	.....
Limitations on obligations	(46,825)	(46,825)	(46,825)	.....	.....
Total budgetary resources	(371,248)	(400,624)	(400,624)	(+ 29,376)	.....
Pipeline safety fund user fees	- 180,786	- 196,180	- 196,180	- 15,394	.....
Underground natural gas storage facility safety account user fees	- 7,000	- 7,000	- 7,000	.....	.....
Liquefied natural gas siting user fees	- 400	- 400	- 400	.....	.....
Salaries and Expenses	116,452	122,176	118,922	+ 2,470	- 3,254
Total, title I, Department of Transportation	26,987,263	25,467,921	28,485,282	+ 1,498,019	+ 3,017,361
Appropriations	(27,162,063)	(25,467,921)	(28,485,282)	(+ 1,323,219)	(+ 3,017,361)
Rescissions	(- 174,800)	.....	.....	( + 174,800)	.....
(By transfer)	(42,240)	.....	.....	(- 42,240)	.....
Limitations on obligations	(79,377,584)	(80,944,566)	(81,594,566)	(+ 2,216,982)	(+ 650,000)
Total budgetary resources	(106,364,847)	(106,412,487)	(110,079,848)	(+ 3,715,001)	(+ 3,667,361)

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Management and Administration					
Executive Offices	19,400	20,500	20,400	+ 1,000	— 100
Administrative Support Offices	686,400	734,028	729,650	+ 43,250	— 4,378
Program Offices:					
Public and Indian Housing	286,000	296,750	301,300	+ 15,300	+ 4,550
Community Planning and Development	168,514	180,000	184,200	+ 15,686	+ 4,200
Housing	487,550	509,000	505,700	+ 18,150	— 3,300
Policy Development and Research	41,000	45,250	42,400	+ 1,400	— 2,850
Fair Housing and Equal Opportunity	102,900	111,750	106,700	+ 3,800	— 5,050
Lead Hazard Control and Healthy Homes	11,200	11,700	12,000	+ 800	+ 300
Subtotal	1,097,164	1,154,450	1,152,300	+ 55,136	— 2,150
Information Technology Fund	383,050	419,000	435,950	+ 52,900	+ 16,950
Total, Management and Administration	2,186,014	2,327,978	2,338,300	+ 152,286	+ 10,322
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals	22,490,955	23,961,790	24,005,450	+ 1,514,495	+ 43,660
Renewals (emergency)	6,000,000	5,289,210	8,030,000	+ 2,030,000	+ 2,740,790
Tenant protection vouchers	337,000	300,000	300,000	— 37,000	.....
Administrative fees	2,770,935	2,964,000	2,880,000	+ 109,065	— 84,000
Sec 811 vouchers, incremental and renewals	742,941	.....	.....	— 742,941	.....
Sec 811 funding within renewals and fees .....	.....	(773,000)	(811,035)	(+ 811,035)	(+ 38,035)
Incremental VASH vouchers	15,000	.....	15,000	.....	+ 15,000
Incremental family unification vouchers	30,000	.....	30,000	.....	+ 30,000
Incremental voucher assistance .....	.....	241,000	.....	.....	— 241,000
Subtotal (available this fiscal year)	32,386,831	32,756,000	35,260,450	+ 2,873,619	+ 2,504,450
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	32,386,831	32,756,000	35,260,450	+ 2,873,619	+ 2,504,450
Public Housing Fund	8,810,784	8,540,000	8,783,000	— 27,784	+ 243,000
Operating Formula	(5,475,784)	(5,050,000)	(5,366,000)	(— 109,784)	(+ 316,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
Operating Shortfalls	(25,000)	(178,000)	(107,000)	(+ 82,000)	(- 71,000)
Capital Formula	(3,200,000)	(3,200,000)	(3,200,000)	.....	.....
Emergency Capital Needs	(30,000)	(30,000)	(30,000)	.....	.....
Lead/Healthy Homes	(65,000)	(67,000)	(65,000)	.....	( - 2,000)
Receivership	(15,000)	(15,000)	(15,000)	.....	.....
Operational Performance Evaluation and Risk Assessments/Assisted Housing Inspections and Risk Assessments	50,000	50,000	50,000	.....	.....
Choice Neighborhoods Initiative	75,000	140,000	100,000	+ 25,000	- 40,000
Self-Sufficiency Programs	195,500	175,000	200,500	+ 5,000	+ 25,500
Family Self-Sufficiency	(140,500)	(125,000)	(145,500)	(+ 5,000)	(+ 20,500)
Resident Opportunity and Self-Sufficiency	(40,000)	(35,000)	(40,000)	.....	( + 5,000)
Jobs-Plus Initiative	(15,000)	(15,000)	(15,000)	.....	.....
Native American Programs	1,344,000	1,053,000	1,455,100	+ 111,100	+ 402,100
Native American Housing Block Grants, Formula	(1,111,000)	(820,000)	(1,217,100)	(+ 106,100)	(+ 397,100)
Native American Housing Block Grants, Competitive	(150,000)	(150,000)	(150,000)	.....	.....
Title VI Loan Program	(1,000)	(1,000)	(1,000)	.....	.....
(Limitation on guaranteed loans)	(50,000)	(25,000)	(50,000)	.....	( + 25,000)
Indian CDBG	(75,000)	(75,000)	(80,000)	(+ 5,000)	(+ 5,000)
Training and Technical Assistance	(7,000)	(7,000)	(7,000)	.....	.....
Indian Housing Loan Guarantee Fund Program Account	1,500	2,000	1,500	.....	- 500
(Limitation on guaranteed loans)	(1,800,000)	(1,200,000)	(1,800,000)	.....	( + 600,000)
Native Hawaiian Housing Block Grant	22,300	22,300	22,300	.....	.....
Native Hawaiian Housing Loan Guarantee Fund Program Account (Limitation on guaranteed loans)	(28,000)	(21,000)	(28,000)	.....	( + 7,000)
Total, Public and Indian Housing	42,885,915	42,738,300	45,872,850	+ 2,986,935	+ 3,134,550
Community Planning and Development					
Housing Opportunities for Persons with AIDS	505,000	505,000	524,000	+ 19,000	+ 19,000

Community Development Fund:						
CDBG formula	3,300,000	2,800,000	3,300,000	.....	.....	+ 500,000
SUPPORT for Patients and Communities	30,000	30,000	30,000	.....	.....	.....
'Yes In My Backyard' Grant Program	100,000	100,000	100,000	.....	.....	.....
Economic Development Initiatives (Community Project Funding/Congressionally Directed Spending)	3,290,054	.....	1,187,317	-2,102,737	.....	+ 1,187,317
Subtotal	6,720,054	2,930,000	4,617,317	-2,102,737	.....	+ 1,687,317
Community Development Loan Guarantees (Section 108):						
(Limitation on guaranteed loans)	(400,000)	(400,000)	(400,000)	.....	.....	.....
HOME Investment Partnerships Program	1,250,000	1,250,000	1,425,000	+ 175,000	.....	+ 175,000
Preservation and Reinvestment Initiative for Community Enhancement	10,000	.....	10,000	.....	.....	+ 10,000
Self-Help and Assisted Homeownership Opportunity Program	60,000	54,700	70,000	+ 10,000	.....	+ 15,300
Homeless Assistance Grants	4,051,000	4,060,000	4,319,000	+ 268,000	.....	+ 259,000
Total, Community Planning and Development	12,596,054	8,799,700	10,965,317	-1,630,737	.....	+ 2,165,617
Housing Programs						
Project-based Rental Assistance:						
Renewals	13,542,000	11,107,210	13,127,000	-415,000	.....	+ 2,019,790
Renewals (emergency)	2,000,000	5,081,790	3,000,000	+ 1,000,000	.....	-2,081,790
Contract administrators	468,000	492,000	492,000	+ 24,000	.....	.....
Mark to Market .....	.....	5,000	10,000	+ 10,000	.....	+ 5,000
Loan Program for Distressed Properties .....	.....	.....	25,000	+ 25,000	.....	+ 25,000
Subtotal (available this fiscal year)	16,010,000	16,686,000	16,654,000	+ 644,000	.....	-32,000
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	16,010,000	16,686,000	16,654,000	+ 644,000	.....	-32,000
Housing for the Elderly	913,000	931,400	1,046,400	+ 133,400	.....	+ 115,000
Housing for Persons with Disabilities	208,000	256,700	256,700	+ 48,700	.....	.....
Housing Counseling Assistance	57,500	57,500	57,500	.....	.....	.....
Payment to Manufactured Housing Fees Trust Fund	14,000	14,000	14,000	.....	.....	.....
Offsetting collections	-14,000	-14,000	-14,000	.....	.....	.....
Total, Housing Programs	17,188,500	17,931,600	18,014,600	+ 826,100	.....	+ 83,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
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	— 3,478,000	— 6,094,000	— 6,094,000	— 2,616,000	.....
Proposed offsetting receipts (HECM) .....	.....	— 190,000	— 190,000	— 190,000	.....
Administrative contract expenses	150,000	155,000	155,000	+ 5,000	.....
General and Special Risk Program Account:					
(Limitation on guaranteed loans)	(35,000,000)	(35,000,000)	(35,000,000)	.....	.....
(Limitation on direct loans)	(1,000)	(1,000)	(1,000)	.....	.....
Offsetting receipts	— 560,000	— 510,000	— 510,000	+ 50,000	.....
Total, Federal Housing Administration	— 3,888,000	— 6,639,000	— 6,639,000	— 2,751,000	.....
Government National Mortgage Association					
Guarantees of Mortgage-backed Securities Loan					
Guarantee Program Account:					
(Limitation on guaranteed loans)	(550,000,000)	(550,000,000)	(550,000,000)	.....	.....
Administrative expenses	54,000	67,000	67,000	+ 13,000	.....
Offsetting receipts	— 92,000	— 103,000	— 103,000	— 11,000	.....
Offsetting receipts	— 1,278,000	— 1,404,000	— 1,404,000	— 126,000	.....
Proposed offsetting receipts (HECM)	— 66,000	— 56,000	— 56,000	+ 10,000	.....
Additional contract expenses	1,000	.....	1,000	.....	+ 1,000
Total, Government National Mortgage Association	— 1,381,000	— 1,495,000	— 1,495,000	— 114,000	+ 1,000

Research and Technology	139,000	155,500	149,500	+ 10,500	— 6,000
Policy Development and Research					
Fair Housing and Equal Opportunity	86,355	86,400	86,400	+ 45	.....
Fair Housing Activities					
Office of Lead Hazard Control and Healthy Homes					
Lead Hazard Reduction	295,600	350,000	345,000	+ 49,400	— 5,000
Office of Inspector General	152,924	160,000	160,000	+ 7,076	.....
Unobligated balances rescission (Sec 236)	— 192,322	— 155,000	.....	+ 192,322	+ 155,000
GNMA securitization of HFA debt (Sec 230) .....	.....	— 1,000	.....	.....	+ 1,000
Total, title II, Department of Housing and Urban Development	70,069,040	64,258,478	69,797,967	— 271,073	+ 5,539,489
Appropriations	(63,349,362)	(58,013,478)	(62,738,967)	(— 610,395)	(+ 4,725,489)
Rescissions	(— 192,322)	(— 155,000)	.....	(+ 192,322)	(+ 155,000)
Emergencies	(8,000,000)	(10,371,000)	(11,030,000)	(+ 3,030,000)	(+ 659,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	.....	.....
Offsetting receipts	(— 5,474,000)	(— 8,357,000)	(— 8,357,000)	(— 2,883,000)	.....
Offsetting collections	(— 14,000)	(— 14,000)	(— 14,000)	.....	.....
(Limitation on direct loans)	(2,000)	(2,000)	(2,000)	.....	.....
(Limitation on guaranteed loans)	(987,278,000)	(986,646,000)	(987,278,000)	.....	(+ 632,000)
TITLE III—RELATED AGENCIES					
Access Board	9,955	9,955	9,955	.....	.....
Federal Maritime Commission	40,000	48,452	45,000	+ 5,000	— 3,452
National Railroad Passenger Corporation Office of Inspector General	29,240	32,100	32,100	+ 2,860	.....
National Transportation Safety Board	140,000	150,000	145,000	+ 5,000	— 5,000
Neighborhood Reinvestment Corporation	158,000	168,000	168,000	+ 10,000	.....
Surface Transportation Board	47,452	50,646	50,646	+ 3,194	.....
Offsetting collections	— 1,250	— 1,250	— 1,250	.....	.....
Subtotal	46,202	49,396	49,396	+ 3,194	.....
United States Interagency Council on Homelessness	4,300	4,300	4,300	.....	.....
Total, title III, Related Agencies	427,697	462,203	453,751	+ 26,054	— 8,452

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
OTHER APPROPRIATIONS					
INFRASTRUCTURE INVESTMENT AND JOBS ACT (PUBLIC LAW 117–58)					
DIVISION B					
Repayment of credit risk premiums (Sec 21301)					
DIVISION J—APPROPRIATIONS					
DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
National Infrastructure Investments:					
Appropriations available from prior year advances (emergency)	(2,500,000)	(2,500,000)	(2,500,000)		
Safe Streets and Roads for All grants:					
Appropriations available from prior year advances (emergency)	(1,000,000)	(1,000,000)	(1,000,000)		
National Culvert Removal, Replacement, and Restoration grants:					
Appropriations available from prior year advances (emergency)	(200,000)	(200,000)	(200,000)		
Strengthening Mobility and Revolutionizing Transportation Grant Program:					
Appropriations available from prior year advances (emergency)	(100,000)	(100,000)	(100,000)		
Total, Office of the Secretary	3,800,000	3,800,000	3,800,000		
Federal Aviation Administration					
Facilities and Equipment:					
Appropriations available from prior year advances (emergency)	(1,000,000)	(1,000,000)	(1,000,000)		
Airport Infrastructure Grants:					
Appropriations available from prior year advances (emergency)	(3,000,000)	(3,000,000)	(3,000,000)		

Airport Terminal Program:									
Appropriations available from prior year advances (emergency)					(1,000,000)	(1,000,000)	(1,000,000)	.....	.....
Total, Federal Aviation Administration					5,000,000	5,000,000	5,000,000	.....	.....
Federal Highway Administration									
Highway Infrastructure Programs:									
Appropriations available from prior year advances (emergency)					(9,454,400)	(9,454,400)	(9,454,400)	.....	.....
Total, Federal Highway Administration					9,454,400	9,454,400	9,454,400	.....	.....
Federal Motor Carrier Safety Administration									
Motor Carrier Safety Operations and Programs:									
Appropriations available from prior year advances (emergency)					(10,000)	(10,000)	(10,000)	.....	.....
Motor Carrier Safety Grants:									
Appropriations available from prior year advances (emergency)					(124,500)	(124,500)	(124,500)	.....	.....
Total, Federal Motor Carrier Safety Administration					134,500	134,500	134,500	.....	.....
National Highway Traffic Safety Administration									
Crash Data:									
Appropriations available from prior year advances (emergency)					(150,000)	(150,000)	(150,000)	.....	.....
Vehicle Safety and Behavioral Research Programs:									
Appropriations available from prior year advances (emergency)					(109,700)	(109,700)	(109,700)	.....	.....
Supplemental Highway Traffic Safety Programs:									
Appropriations available from prior year advances (emergency)					(62,000)	(62,000)	(62,000)	.....	.....
Total, National Highway Traffic Safety Administration					321,700	321,700	321,700	.....	.....
Federal Railroad Administration									
Consolidated Rail Infrastructure and Safety Improvements:									
Appropriations available from prior year advances (emergency)					(1,000,000)	(1,000,000)	(1,000,000)	.....	.....
Northeast Corridor Grants to the National Railroad Passenger Corporation:									
Appropriations available from prior year advances (emergency)					(1,200,000)	(1,200,000)	(1,200,000)	.....	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
National Network Grants to the National Railroad Passenger Corporation: Appropriations available from prior year advances (emergency)	(3,200,000)	(3,200,000)	(3,200,000)	.....	.....
Railroad Crossing Elimination Program: Appropriations available from prior year advances (emergency)	(600,000)	(600,000)	(600,000)	.....	.....
Federal-State Partnership for Intercity Passenger Rail Grants: Appropriations available from prior year advances (emergency)	(7,200,000)	(7,200,000)	(7,200,000)	.....	.....
Total, Federal Railroad Administration	13,200,000	13,200,000	13,200,000	.....	.....
Federal Transit Administration					
Transit Infrastructure Grants: Appropriations available from prior year advances (emergency)	(2,050,000)	(2,050,000)	(2,050,000)	.....	.....
Capital Investment Grants: Appropriations available from prior year advances (emergency)	(1,600,000)	(1,600,000)	(1,600,000)	.....	.....
All Stations Accessibility Program: Appropriations available from prior year advances (emergency)	(350,000)	(350,000)	(350,000)	.....	.....
Electric or Low-emitting Ferry Program: Appropriations available from prior year advances (emergency)	(50,000)	(50,000)	(50,000)	.....	.....
Ferry Service for Rural Communities (emergency) .....	.....	.....	.....	.....	.....
Appropriations available from prior year advances (emergency)	(200,000)	(200,000)	(200,000)	.....	.....
Total, Federal Transit Administration	4,250,000	4,250,000	4,250,000	.....	.....

Maritime Administration					
Port Infrastructure Development Program:					
Appropriations available from prior year advances (emergency)	(450,000)	(450,000)	(450,000)	(450,000)	.....
Total, Maritime Administration	450,000	450,000	450,000	450,000	.....
Pipeline and Hazardous Materials Safety Administration					
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program:					
Appropriations available from prior year advances (emergency)	(200,000)	(200,000)	(200,000)	(200,000)	.....
Total, Pipeline and Hazardous Materials Safety Administration	200,000	200,000	200,000	200,000	.....
Total, Infrastructure Investment and Jobs Act	36,810,600	36,810,600	36,810,600	36,810,600	.....
less prior year appropriations (emergency)	(— 36,810,600)	(— 36,810,600)	(— 36,810,600)	(— 36,810,600)	.....
Total, Other Appropriations .....	.....	.....	.....	.....	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2024 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2025—Continued
[In thousands of dollars]

Item	2024 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2025 appropriation	Budget estimate
Grand total	97,484,000	90,188,602	98,737,000	+ 1,253,000	+ 8,548,398
Appropriations	(90,940,372)	(83,944,852)	(91,679,250)	(+ 738,878)	(+ 7,734,398)
Rescissions	(- 367,122)	(- 155,000)	.....	(+ 367,122)	(+ 155,000)
Emergency appropriations	(8,000,000)	(10,371,000)	(11,030,000)	(+ 3,030,000)	(+ 659,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	.....	.....
Offsetting receipts	(- 5,474,000)	(- 8,357,000)	(- 8,357,000)	(- 2,883,000)	.....
Offsetting collections	(- 15,250)	(- 15,250)	(- 15,250)	.....	.....
(by transfer)	(42,240)	.....	.....	(- 42,240)	.....
(Limitation on obligations)	(79,377,584)	(80,944,566)	(81,594,566)	(+ 2,216,982)	(+ 650,000)
Total budgetary resources	(176,861,584)	(171,133,168)	(180,331,566)	(+ 3,469,982)	(+ 9,198,398)

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