

THUD Managers' Package

Collins/Feinstein Amendment on the Department of Housing and Urban Development (HUD) Funding for Victims of Human Trafficking

- Report language directing HUD to reissue a Notification of Funding Availability that was withdrawn for funds it received from the Department of Justice for housing grants for victims of human trafficking as authorized by the Trafficking Victims Protection Act of 2000, as amended.

Collins/Shahen/Reed Amendment on Performance-Based Contract Administrators

- Report language directing HUD to ensure that when HUD publishes its procurement action for Performance-Based Contract Administrators, that Housing Finance Agencies not be impeded from bidding on state-based contracts.

Collins/Reed Amendment on Airports

- Report language modification to clarify intent of a provision relating to airports.

Manchin/Capito Amendment on Family Homelessness

- Report language directing that any program funded within HUD's Continuum of Care program that serves families designate a staff person to connect families to child care, education, and health services.

Manchin/Capito Amendment on Commuter Rail Operating Assistance in Rural Areas

- Report language directing the Government Accountability Office to report on operating expenses for commuter rail transportation systems in small and rural communities, including any statutory and regulatory barriers.

Leahy/Murphy Amendment on Community Development Block Grant Mitigation (CDBG-MIT) Allocations

- Bill language requiring the publication in the Federal Register of certain grant materials and administrative requirements for CDBG-MIT grants prior to the Department of Housing and Urban Development obligating a portion of funding provided for the Office of the Chief Financial Officer.

Shaheen Amendment on Non-Highway Recreational Fuel Taxes

- Report language requiring a report from the Federal Highway Administration on non-highway fuel tax collections and funding levels for the Recreational Trails Program.

Shaheen Amendment on Human Intervention Motivational Study

- Report language directing the Federal Aviation Administration and the Department of Transportation to conduct a Human Intervention Motivational Study, Flight Attendant Drug and Alcohol Programs, and other drug and alcohol programs that seek to help transportation workers get treatment for drug and alcohol abuse.

Schatz Amendment on Federal Housing Administration Data Collection

- Report language encouraging HUD to require that mortgagees obtain and share with HUD the tax ID number of governmental entities when governmental entities provide down payment assistance in order to improve the oversight and better understand the overall effectiveness of down payment assistance.

Baldwin Amendment on Surface Transportation Board

- Report language modification for the Surface Transportation Board (STB) related to regulatory proceedings, movement of commerce, and cost-benefit analysis.

Collins/Feinstein Amendment on HUD Funding for Victims of Trafficking

At the appropriate spot on page 144 of the report, insert:

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

Collins/Shahen/Reed Amendment on Performance-Based Contract Administrators

At the appropriate spot on page 145 of the report, insert:

“The Committee recognizes that as HUD continues the complicated task of developing a PBCA procurement solicitation, it has been able to engage with PBCAs to renegotiate current contracts lowering fees while ensuring all important tasks are included. The Committee directs HUD to ensure that the solicitation does not impede HFAs from bidding on state-based contracts.”

Collins/Reed on Amendment on Airports

In the report on page 46, under the header “Airport Designation”, strike “directs” and replace with “encourages”

Manchin/Capito Amendment on Family Homelessness

On page 144 of the report at the appropriate place, insert:

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

Manchin/Capito Amendment on Commuter Rail Operating Assistance in Rural Areas

On page 86 of the report at the appropriate place, insert:

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

Leahy Amendment on Community Development Block Grant Mitigation Allocations

On page 87 of the bill on line 7 strike “*Provided further, That*”, insert:

“*Provided further, That* none of the funds made available under this heading for the Office of the Chief Financial Officer for the financial transformation initiative shall be available for obligation until after the Secretary has published all mitigation allocations made available under the heading “Department of Housing and Urban Development-Community Planning and Development-Community Development Fund” in Public Law 115-123 and the necessary administrative requirements pursuant to Section 1102 of Public Law 116-20: *Provided further, That* only after the terms and conditions of the previous proviso have been met,”

Shaheen Amendment on Non-Highway Recreational Fuel Taxes

On page 53 of the report at the appropriate place, insert:

“, as well as evaluate whether the current Recreational Trails Program funding level reflects the amount of non-highway recreational fuel taxes collected and transferred to the Highway Trust Fund. FHWA shall report on its finding to the House and Senate Committees on Appropriations within 1 year of the date of enactment of this act”

Shaheen Amendment on Human Intervention Motivational Study

On pages 28 and 29 of the report, strike the paragraph entitled “*Human Intervention Motivation Study*,” and on page 43, insert:

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

Schatz Amendment on Data Collection

On page 155 of the report at the appropriate place, insert the following:

Data Collection to Improve Transparency.— The Committee recognizes that properly structured downpayment assistance programs can provide a valuable resource to qualified borrowers who face the barrier of initial cash investment. Further, the Committee recognizes that more granular data on downpayment assistance providers would help HUD provide better oversight of the program and improve overall program performance. While HUD currently requires mortgagees to obtain tax identification numbers for non-profit downpayment assistance providers, it does not require the same information be collected if the provider is a government entity. The Committee believes that the uniform collection of tax identification numbers for both non-profit and governmental entities has the potential to improve FHA's oversight of downpayment assistance programs. Therefore, the Committee encourages HUD to require that mortgagees obtain and provide to HUD the tax identification number of a governmental entity when a governmental entity provides downpayment assistance in the form of a gift or a second mortgage.

Baldwin Amendment on Surface Transportation Board

On pages 181 and 182 of the report, strike the headers titled “Regulatory Proceedings,” “Movement of Commerce,” and “Cost-Benefit Analysis,” and insert:

*“Regulatory Proceedings.—*There remain a number of pending regulatory proceedings that would reform existing regulations at the STB. The Committee continues to encourage the STB to provide a timely and decisive regulatory process and encourages the administration to nominate the full complement of board members to the STB as soon as possible.

*“Movement of Commerce.—*The Committee is aware of the STB requesting information from Class I freight railroads regarding concerns of service issues impacting shippers and receivers of certain commerce. The Committee encourages the STB to continue to work with railroads, shippers, and receivers to fully understand the scope of the issue and to fully exercise its authority in order to effectively address these matters.

*“Cost-Benefit Analysis.—*The Committee supports the use of cost-benefit analysis in the rulemaking process for significant regulatory actions as required by current law, recognizing that independent regulatory agencies are generally exempt from Federal requirements to undergo such analysis. The Committee is concerned that the STB may not have the adequate staffing or expertise to undergo such an extensive assessment for all of its rulemaking proceedings. Before the Board decides whether to conduct any such assessments, it should set a threshold for determining which rulemakings should have a cost-benefit analysis. In its future budget requests, the Board should request additional resources to undertake any such assessments.”