

EXPLANATORY STATEMENT FOR THE DEPARTMENTS OF
TRANSPORTATION, AND HOUSING AND URBAN DEVELOP-
MENT, AND RELATED AGENCIES APPROPRIATIONS BILL,
2022

OVERVIEW AND SUMMARY OF THE BILL

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

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

The bill, as reported, provides the proper balance of funding for transportation, housing, and community development programs and activities. It is consistent with the subcommittee's allocation for fiscal year 2022. All accounts in the bill have been closely examined to ensure that a sufficient level of funding is provided to carry out the programs and activities of DOT, HUD, and related agencies. Details on each of the accounts and the Committee's justifications for the funding levels are included in this accompanying explanatory statement.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2022, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as

amended, with respect to appropriations contained in the accompanying bill, the terms “program, project, and activity” [PPA] shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations), 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 (sections 234, 235, and 405) establishing the authority by which funding available to the agencies funded by this act 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 table at the end of the accompanying explanatory statement, whichever is more detailed. This direction applies to both the bill and accompanying explanatory statement.

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 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]. In fact, OMB Circular A-11, part 6 specifically states that the “agency should consult with your congressional committees beforehand to ensure their awareness of your plans to modify the format of agency budget documents.” The Committee expects that all agencies funded under this act will heed this directive. The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions. 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 2023 to the fiscal year 2022 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 2023 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 sections 234, 235 and 405 of this act.

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

TRANSPARENCY REQUIREMENT

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

The Committee 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.

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 provided funding in this act shall require any accounting firm providing financial auditing or audit remediation services to provide a statement setting forth the details of any disciplinary proceedings occurring within 1 year of the projected performance period related to noncompliance with rules or laws applying to audit services.

DATA ACT COMPLIANCE

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

CYBERSECURITY

Foreign adversaries are seeking to lay the groundwork for the cyber battles of the future by embedding their technologies in systems we depend on. The United States should take proactive steps to deny foreign government access to our networks, sensitive data, and the personal information of the American people. In particular, the Committee remains concerned about the growing national security threat posed by Chinese telecommunications components embedded in networks, systems, and devices that we rely on for critical infrastructure and our daily lives. Therefore, the Committee continues to support the ban included in section 889 of Public Law 115–232 that prohibits government agencies from buying certain telecommunications and video surveillance services or equipment.

FEDERALLY FUNDED RESEARCH

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

TITLE I
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

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

SALARIES AND EXPENSES

Appropriations, 2021	\$126,174,000
Budget estimate, 2022	143,030,000
Committee recommendation	140,948,000

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 \$140,948,000 for salaries and expenses of OST, including \$70,000 for reception and representation expenses. The recommendation is \$2,082,000 less than the budget request and \$14,774,000 more than the fiscal year 2021 enacted level. The accompanying bill stipulates that none of the funding provided may be used for the position of Assistant Secretary for Public Affairs.

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

The following table summarizes the Committee's recommendation in comparison to the fiscal year 2021 enacted level and the budget request:

	Fiscal year—		Committee recommendation
	2021 enacted	2022 estimate	
Office of the Secretary	\$3,360,000	.....	\$3,513,000
Office of the Deputy Secretary	1,200,000	.....	1,254,000
Office of the General Counsel	22,210,000	.....	25,352,000
Office of the Under Secretary for Policy	11,797,000	.....	14,069,000
Office of the Assistant Secretary for Budget and Programs	16,394,000	.....	18,291,000
Office of the Assistant Secretary for Government Affairs	3,010,000	.....	3,791,000
Office of the Assistant Secretary for Administration	32,239,000	.....	34,899,000
Office of Public Affairs	2,610,000	.....	3,095,000
Office of the Executive Secretariat	2,018,000	.....	2,116,000
Office of Intelligence, Security, and Emergency Response	13,576,000	.....	14,821,000
Office of the Chief Information Officer	17,760,000	.....	19,747,000
Total	126,174,000	143,030,000	140,948,000

IMMEDIATE OFFICE OF THE SECRETARY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$3,513,000 for fiscal year 2022 for the Immediate Office of the Secretary. The recommendation is \$153,000 more than the fiscal year 2021 enacted level. The Committee directs the Department to abide by both the will and intent of Congress in all funding and policy decisions, and to consult with the House and Senate Committees on Appropriations prior to issuing all Notices of Funding Opportunities [NOFO].

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

Freight.—The Committee continues to recognize the need to improve freight mobility through all modes of transportation. Marine highways are an important tool to improve the efficiency of transportation in many States, and the Department should support projects that improve marine highways as well as our Nation's inland waterways. The Committee reminds the Department to provide the report required in fiscal year 2021 regarding potential options for modifying existing transportation programs to allow improvements to inland waterways. The Department should submit this report to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, and

the Senate Committee on Commerce, Science, and Transportation within 30 days of enactment of this act.

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 \$1,254,000 for the Immediate Office of the Deputy Secretary, which is \$54,000 more than the fiscal year 2021 enacted level.

OFFICE OF THE GENERAL COUNSEL

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$25,352,000 for expenses of the Office of the General Counsel for fiscal year 2022. The recommended funding level is \$3,142,000 more than the fiscal year 2021 enacted level. The Committee recommendation supports adjustments to base, seven additional positions, and the acquisition and replacement of the rulemaking management system and the consumer complaints and case management system.

In-Flight Sexual Misconduct Task Force.—The Committee directs the Secretary to implement the recommendations of the aviation consumer protection advisory committee that were adopted at the committee's September 24, 2020, meeting and outlined in a letter to the Secretary dated December 31, 2020. The Department should provide any briefings upon request on implementation of the recommendations and timing of subsequent rulemaking(s).

OFFICE OF THE UNDER SECRETARY FOR POLICY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$14,069,000 for the Office of the Under Secretary for Policy. The recommended funding level is \$2,272,000 more than the fiscal year 2021 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$18,291,000 for the Office of the Assistant Secretary for Budget and Programs. The recommended level is \$1,897,000 more than the fiscal year 2021 enacted level.

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 \$3,791,000 for the Office of the Assistant Secretary for Governmental Affairs. The recommended level is \$781,000 more than the fiscal year 2021 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

PROGRAM DESCRIPTION

The Assistant Secretary for Administration is responsible for establishing policies and procedure; 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 \$34,899,000 for the Office of the Assistant Secretary for Administration. The recommended funding level is \$2,660,000 more than the fiscal year 2021 enacted level.

OFFICE OF PUBLIC AFFAIRS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$3,095,000 for the Office of Public Affairs, which is \$485,000 more than the fiscal year 2021 enacted level.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$2,116,000 for the Executive Secretariat. The recommendation is \$98,000 more than the fiscal year 2021 enacted level.

OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE

PROGRAM DESCRIPTION

The Office of Intelligence, Security, and Emergency Response ensures the development, coordination, and execution of plans and procedures for the Department to balance transportation security requirements with the safety, mobility, and economic needs of the Nation. The office keeps the Secretary and 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 per-

sonnel. The office also administers the Department’s continuity of government and continuity of operations programs and initiatives. Additionally, the office provides direct emergency response and recovery support through the national response framework and operates the Department’s crisis management center. The center monitors the Nation’s transportation system 24 hours a day, 7 days a week, and is the Department’s focal point during emergencies.

COMMITTEE RECOMMENDATION

The Committee recommends \$14,821,000 for the Office of Intelligence, Security, and Emergency Response. The recommendation is \$1,245,000 more than the fiscal year 2021 enacted level.

OFFICE OF THE CHIEF INFORMATION OFFICER

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$19,747,000 for the Office of the Chief Information Officer, which is \$1,987,000 more than the fiscal year 2021 enacted level. The Committee supports the additional positions to address critical deficiencies in risk management and identity, credentialing, and access management, as well as the modernization of legacy systems.

RESEARCH AND TECHNOLOGY

Appropriations, 2021	\$22,800,000
Budget estimate, 2022	43,363,000
Committee recommendation	48,363,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$48,363,000 for the Office of the Assistant Secretary for Research and Technology. This amount is \$25,563,000 more than the fiscal year 2021 enacted level and \$5,000,000 more than the budget request.

University Transportation Centers [UTCs].—The Committee continues to support UTCs, which advance the state-of-the-art in transportation research and technology, and develop the next generation of transportation professionals. The Fixing America’s Sur-

face Transportation Act [FAST Act] provides \$77,500,000 in annual funding, and pending authorizing legislation is expected to increase this level of funding. The Committee notes the important and valuable work these university research partnerships have towards providing innovative solutions for our most pressing industry challenges and encourages the Department to incentivize the adoption of proven technologies broadly to State DOT's and other Federal agencies where appropriate. The Department should ensure that historically black colleges and universities [HBCUs] have an opportunity to apply for this funding.

Position Navigation and Timing [PNT] Technologies and Global Positioning System [GPS] Backup.—The Committee supports the findings in the Department's January, 2021 "Complementary PNT and GPS Backup Technologies Demonstration Report (DOT-VNTSC-20-07)", which found that "the best strategy for achieving resilient PNT service is to pursue multiple technologies to promote diversity in the PNT functions that support transportation and other critical infrastructure sectors." The report found that based on the demonstration, the technologies that show strong performance, operational diversity, operational readiness, and cost effectiveness are the LF and UHF terrestrial and L-band satellite broadcasts for PNT functions with supporting fiber optic time services to transmitters/control segments. The Committee recommendation provides the Secretary \$15,000,000 to establish a program that leads to wide adoption of multiple technologies that provides the necessary GPS backup and complementary PNT as identified by the Department's report. Funding will enable, among other things, the development of safety-critical PNT requirements and standards, vulnerability and performance testing, certification protocols for safety-critical functions, the procurement of services as deemed appropriate by the Department, and user adoption models in order to facilitate the responsible use of resilient PNT services to meet Federal requirements for widespread adoption. The Committee expects the Department to report its findings and recommendations enabling GPS backup to the Committee within 1 year of enactment of this Act.

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

Other Transaction Agreement [OTA].—OTA authority has been provided by Congress to several modal administrations since 1996 in order to provide flexibility and foster innovative research opportunities. These agreements are generally exempt from Federal laws and regulation governing acquisitions and financial assistance. The Committee is concerned that the use of this authority has been abused by certain modal administrations for large capital construction projects inconsistent with the intent of Congress. A September, 2017 audit by the DOT Inspector General found that between 2010 and 2014, the Federal Aviation Administration [FAA] spent \$1,450,000,000 on OTAs. Further, the FAA was unable to track

OTAs making it difficult for officials to provide effective oversight and accountability, including \$161,000,000 for tower construction projects. In 2020, the Pipeline and Hazardous Materials Safety Administration [PHMSA] also executed a \$35,000,000 OTA construction contract for a research and development facility. The Department shall develop clear and comprehensive policies to improve the management of OTA authority, including a justification for the use of the authority, the designation of officials with the authority to execute such agreements, clear conflict of interest certifications, an assessment of price reasonableness, and limitations on the amount of funds that can be utilized for such purposes within 1 year of the date of enactment of this act.

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

Resilient Infrastructure.—The Committee continues to support the Department's efforts to provide user-friendly tools and resources that will assist in developing adaptation strategies and risk-informed policies for the development of resilient infrastructure. The Committee directs the Department to expand its technical assistance and trainings to help State DOTs, local governments, and Tribal governments develop reliable indicators of vulnerability and actionable mitigation measures in all phases of transportation planning, asset management, project-specific planning and development, and operations toward improving resiliency and reducing lifecycle costs. It is essential that Federal, State, and local partners understand the potential consequences of a major event and the probability of that event occurring in order to best inform decisions for recovery and resilience activities. The Committee also directs the Department to prioritize research and demonstrations of new and proven technologies that could make our infrastructure systems more resilient and to share such technologies with other State and Federal partners as appropriate.

Connected Vehicle Pilot Deployment Program.—The Office of the Assistant Secretary for Research and Technology oversees the Intelligent Transportation Systems Joint Program Office, which manages the Connected Vehicle Pilot Deployment Program in coordination with the Federal Highway Administration [FHWA]. The pilot program is expected to be fully completed in July 2022, and the Committee directs the Department to provide results and findings from the pilot program no later than December 1, 2022. The current pilot program has received over \$50,000,000 in funding since 2015, but the Committee is aware that there may be a potential need to conduct further field demonstrations to observe future impacts from broader application and deployment using a range of analytical methods. The Department should notify the House and Senate Committees on Appropriations of additional funding needs for this program.

NATIONAL INFRASTRUCTURE INVESTMENTS

Appropriations, 2021	\$1,000,000,000
Budget estimate, 2022	1,000,000,000
Committee recommendation	1,090,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$1,090,000,000 for grants and credit assistance for investment in significant transportation projects, which is \$90,000,000 more than the fiscal year 2021 enacted level and the budget request. Of the total amount provided, \$35,000,000 is available for planning grants, of which \$15,000,000 is available for technical assistance to improve equity in disadvantaged and rural communities, as well as areas of persistent poverty.

The National Infrastructure Investments program, now known as Rebuilding American Infrastructure with Sustainability and Equity [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. For these reasons, the Committee continues to direct the Secretary to award grants and credit assistance using the 2017 NOFO selection criteria that stakeholders have relied upon in previous rounds. The Committee notes that the Department has included additional criteria in the NOFO for RAISE grants than were previously included and reminds the Department that current law requires the Secretary to consider and award projects based solely the 2017 NOFO selection criteria.

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.

Modal Distribution.—The Committee reiterates to the Department and potential applicants that RAISE grants support a broad variety of transportation projects, including highway, bridge, or

road projects; public transportation projects; passenger and freight rail projects; port infrastructure improvements; intermodal projects, including commercial, transit, and intermodal parking garages; bicycle and pedestrian projects; multimodal infrastructure; and infrastructure reuse projects.

Rail Crossings.—The Committee recognizes the importance of grade crossing safety improvements and removing blocked highway-rail grade crossings. The Committee reminds the Secretary that projects that alleviate blocked highway-rail grade crossings are eligible for funding under this heading.

BUILDING RESILIENT INFRASTRUCTURE THROUGH INNOVATIVE SOLUTIONS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2021 .....	.....
Budget estimate, 2022 .....	.....
Committee Recommendation	\$300,000,000

PROGRAM DESCRIPTION

The program provides competitive grants to a State, local or tribal government, territory, transit agency, port authority, metropolitan planning organization, political subdivision of a State or local government, tribal government, or a collaboration among such entities to advance the resiliency of critical transportation infrastructure against sea-level rise, flooding, and other extreme weather events in order to preserve mobility, commerce, and the viability of the economy.

COMMITTEE RECOMMENDATION

The Committee recommends \$300,000,000 for the Building Resilient Infrastructure Through Innovative Solutions program, which is \$300,000,000 more than the budget request and fiscal year 2021 enacted level.

SAFE AND ACCESSIBLE ROADWAYS FOR ALL

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2021 .....	.....
Budget estimate, 2022 .....	.....
Committee Recommendation	\$50,000,000

PROGRAM DESCRIPTION

The program provides competitive grants to metropolitan planning organizations, units of local government, or federally recognized tribes to develop and implement comprehensive safety action plans and related infrastructure improvements in order to improve the safety of roadway access and mobility for all users with the goal of eliminating roadway fatalities.

COMMITTEE RECOMMENDATION

The Committee recommends \$50,000,000 for the Safe and Accessible Roadways for All program, which is \$50,000,000 more than the budget request and the fiscal year 2021 enacted level.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE
BUREAU

Appropriations, 2021	\$5,000,000
Budget estimate, 2022	3,800,000
Committee Recommendation	3,800,000

PROGRAM DESCRIPTION

The National Surface Transportation and Innovative Finance Bureau [Bureau] administers the Department’s surface transportation innovative finance programs as authorized in section 9001 of the FAST Act.

COMMITTEE RECOMMENDATION

The Committee recommends \$3,800,000 for the Bureau, which is equal to the budget request and \$1,200,000 less than the fiscal year 2021 enacted level.

Financing for Transportation Oriented Development [TOD].—The Committee recognizes the potential of TOD to facilitate economic development, the construction of affordable housing, and more livable and healthier communities within walking distance of, or accessible to, public transit. The Committee supports the guidance issued on May 21, 2021, which established clear eligibility guidelines in order to assist project sponsors interested in pursuing transit oriented development and notes there is nearly \$100,000,000,000 in lending capacity through the Transportation Infrastructure Finance and Innovation Act [TIFIA] and Railroad Rehabilitation and Improvement Financing [RRIF] programs for such activities.

Selection Process for INFRA Grants.—The Committee is aware of concerns raised in the GAO report on Fostering Advancements in Shipping and Transportation for the Longterm Achievement of National Efficiencies grants (GAO–18–38), now known as INFRA grants. The Committee encourages DOT to notify unsuccessful applicants as recommended. The Committee is also aware of GAO’s current review of the INFRA program and looks forward to reviewing that report and its recommendations.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

PROGRAM DESCRIPTION

The Railroad Rehabilitation and Improvement Financing [RRIF] program was established by Public Law 109–178 to provide direct loans and loan guarantees to State and local governments, Government-sponsored entities, and railroads. Credit assistance under the program may be used for rehabilitating or developing rail equipment and facilities.

COMMITTEE RECOMMENDATION

The bill authorizes the Secretary to issue direct loans and loan guarantees pursuant to sections 501 through 504 of Public Law 94–210.

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2021	\$2,000,000
Budget estimate, 2022	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 is recommending \$5,000,000 for the Secretary's financial management capital initiative, which is \$3,000,000 more than the fiscal year 2021 enacted level and equal to the budget request in order to continue DATA Act compliance, full implementation of G-Invoicing data standardization initiatives, as well as analytical tools to support the monitoring of risks, funds status, and flow of funds to program recipients.

CYBER SECURITY INITIATIVES

Appropriations, 2021	\$22,000,000
Budget estimate, 2022	39,400,000
Committee recommendation	39,400,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$39,400,000 to support the Secretary's Cyber Security Initiative, which is \$17,400,000 more than the fiscal year 2021 enacted level and equal to the budget request.

OFFICE OF CIVIL RIGHTS

Appropriations, 2021	\$9,600,000
Budget estimate, 2022	12,628,000
Committee recommendation	11,564,000

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 busi-

ness 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 \$11,564,000 for the Office of Civil Rights. The recommendation is \$1,964,000 more than the fiscal year 2021 enacted level and \$1,064,000 less than the budget request. The increase in resources will be used to fill approved positions and contracts in order to: (1) collect, maintain, and perform trend analysis to tabulate disadvantaged business analysis, participation requirements, and certifications; (2) enhance educational and training materials for individuals with limited English proficiency; and (3) maximize awareness of regarding accessible and equitable transportation services.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 2021	\$9,350,000
Budget estimate, 2022	12,797,000
Committee recommendation	30,413,000

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 \$22,797,000 for Transportation Planning, Research, and Development, which is \$10,000,000 more than the budget request and \$13,447,000 more than the fiscal year 2021 enacted level. The Committee recommendation also includes an additional \$7,616,000 to accommodate congressionally directed spending [CDS] for eligible projects for a total appropriation of \$30,413,000. The Committee directs OST to provide funding for those projects listed in the table below in the corresponding amounts. The Committee further directs that the specific funding allocated in the table below shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans.

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

State	Project Name	Amount	Requestor(s)
AK	EV ferry pilot program	\$2,000,000	Murkowski
CA	West Santa Ana Branch Transit Corridor	1,000,000	Feinstein
MA	Border to Boston Trail Gap Design	1,200,000	Markey, Warren

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR TRANSPORTATION PLANNING,
RESEARCH, AND DEVELOPMENT—Continued

State	Project Name	Amount	Requestor(s)
ME	America's Volunteer Driver Center	1,000,000	Collins
NJ	Sayreville Waterfront Multimodal Transportation Improvement Project.	1,316,000	Menendez
PA	Study to Reestablish Passenger Rail Between Reading and Philadelphia.	100,000	Casey
SC	Saluda Grade Rail Trail	250,000	Graham
WI	Connected, Automated, Electric Vehicle Demonstration Center	750,000	Baldwin

Autonomous Vehicle Research in Rural Communities.—The Committee believes that autonomous vehicles have the potential to enhance roadway safety and increase mobility options for all Americans, but have additional challenges to overcome in order to bring these benefits to rural Americans. The Committee provides \$10,000,000 to an accredited university of higher education, or consortia thereof, to conduct research and to work with rural communities to address the additional challenges, including weather variables and differing types of roadways, of bringing the benefits of autonomous vehicles, including freight and delivery vehicles, to rural Americans.

WORKING CAPITAL FUND

Limitation, 2021	\$319,793,000
Budget estimate, 2022	419,173,000
Committee recommendation	419,173,000

PROGRAM DESCRIPTION

The Working Capital Fund [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 \$419,173,000 on activities financed through the WCF. The recommended limit is \$99,380,000 more than the limit enacted for fiscal year 2021. 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. The Committee reminds the Department that in fiscal year 2021 the Committee only approved the migration of commodity IT to the WCF and permission to expand activities to human capital and information technology activities was not approved. The Committee again directs the Department to only sustain the migration of commodity IT to the WCF and permission to expand activities for human capital and information technology activities are denied.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND
OUTREACH

Appropriations, 2021	\$4,714,000
Budget estimate, 2022	4,977,000
Committee recommendation	4,977,000

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 \$4,977,000 which is \$263,000 more than the fiscal year 2021 enacted level, and equal to the budget request.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2021 ¹	\$141,724,000
Budget estimate, 2022	247,700,000
Committee recommendation	317,700,000

¹An additional \$23,332,000 in emergency spending from the general fund was appropriated to this account in fiscal year 2021.

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	Emergency	Total
Appropriation, 2021	\$141,724,000	\$154,275,553	\$23,332,000	\$319,331,553
Budget estimate, 2022	247,700,000	116,418,744	.....	364,118,744
Committee recommendation	317,700,000	72,800,000	.....	390,500,000

The Committee recommends an appropriation of \$317,700,000 for the EAS program. This appropriation would be in addition to an estimated \$72,800,000 from overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of \$390,500,000. The Committee’s recommendation for the appropria-

tion is \$70,000,000 more than the budget request and \$179,976,000 more than the fiscal year 2021 enacted level.

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

Briefings.—The Committee has been challenged in determining the appropriate level of funding for the EAS program due to dramatic changes in overflight fee collections and estimates, the number of flights incurring obligations, the timing of future contracts, and the impact of the suspension of the subsidy cap and enplanement level requirements for fiscal years 2020 and 2021. The Department is directed to provide the House and Senate Committees on Appropriations quarterly briefings on these issues to ensure continued success of the EAS program.

ELECTRIC VEHICLE FLEET

Appropriations, 2021	
Budget, 2022	\$11,000,000
Committee recommendation	11,000,000

PROGRAM DESCRIPTION

This account supports the Department’s goal of transitioning to a fully Zero Emission Vehicle [ZEV] Federal fleet. These funds will be used for the acquisition and deployment of vehicles which are battery electric, plug-in electric hybrid, and hydrogen fuel cell vehicles. Funding will also be used to acquire the necessary vehicle charging and refueling infrastructure. These acquisitions are a significant step towards eliminating tailpipe emissions of greenhouse gases [GHG] from the DOT fleet and aligning the DOT’s fleet operations with the goal of achieving a fully ZEV Federal fleet.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$11,000,000, which is equal to the budget request and \$11,000,000 more than the fiscal year 2021 enacted level.

ADMINISTRATIVE PROVISIONS OFFICE OF THE SECRETARY OF
TRANSPORTATION

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

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

Section 103 allows the Department of Transportation Working Capital Fund to provide payments in advance to vendors for the Federal transit pass fringe benefit program and to provide full or partial payments to, and to accept reimbursements from, Federal agencies for transit benefit distribution services.

Section 104 allows the Department of Transportation'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 Department of Transportation's working capital fund to 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 Transportation Infrastructure Finance and Innovation Act [TIFIA] program.

Section 108 allows for the repayment of credit risk premiums of the Rehabilitation and Improvement Financing Program [RRIF] to eligible loans in cohort 3.

Section 109 makes modifications to section 312(a) of title 49 United States Code.

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 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 2022 amounts to \$18,846,071,000 including new budget authority and a limitation on the obligation of contract authority. This funding level is \$393,471,000 more than the budget request and \$881,571,000 more than the fiscal year 2021 enacted level.

The following table summarizes the Committee's recommendations for fiscal year 2022 in comparison to the budget request and the fiscal year 2021 enacted level:

	Fiscal year—		Committee recommendation
	2021 enacted	2022 estimate	
Operations	\$11,001,500,000	\$11,434,100,000	\$11,434,100,000
Facilities and equipment	3,015,000,000	3,410,000,000	3,200,000,000
Research, engineering, and development	198,000,000	258,500,000	258,500,000
Grants-in-aid to airports (obligation limitation)	3,350,000,000	3,350,000,000	3,350,000,000
Grants-in-aid to airports (general fund)	400,000,000	.....	603,471,000
Total	17,964,500,000	18,452,600,000	18,846,071,000

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2021	\$11,001,500,000
Budget estimate, 2022	11,434,100,000
Committee recommendation	11,434,100,000

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$11,434,100,000 for FAA Operations. This funding level is equal to the budget request, and \$432,600,000 more than the fiscal year 2021 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 2021 enacted level:

	Fiscal year—		Committee recommendation
	2021 enacted	2022 estimate	
Aviation safety	\$1,479,039,000	\$1,536,298,000	\$1,536,298,000
Air traffic organization	8,205,821,000	8,489,585,000	8,489,585,000
Commercial space transportation	27,555,555	32,470,000	32,470,000
Finance and management	836,141,000	892,216,000	892,216,000
NextGen operations and planning	62,862,000	63,955,000	63,955,000
Security and hazardous materials safety	124,928,000	139,466,000	139,466,000
Staff offices	265,154,000	280,110,000	280,110,000
Total	11,001,500,555	11,434,100,000	11,434,100,000

Funding Level.—The Committee recommendation includes \$11,434,100,000 for FAA Operations, and includes all adjustments to baseline. The Committee recommendation also fully funds all programmatic requests included in the budget request, and directs the FAA to update the Committee on any new information, estimates, or needs as they become available until enactment of a fiscal year 2022 appropriations bill.

Enterprise Information Management [EIM].—The Committee recommendation includes \$11,785,000 for EIM for more efficient access to and use of data throughout the agency. The funding will also improve the FAA's safety analytical capabilities through the safety data training center. The Committee directs the FAA to provide an update to the House and Senate Committees on Appropriations on the use of these resources within 1 year of enactment of this act.

Improving Aviation Safety & Oversight.—The Committee recommendation includes \$17,443,000 to improve aviation safety and oversight, and to address recommendations from the reviews and audits related to the Boeing 787-MAX crashes and the resulting Action Plan developed by the FAA. The Committee continues to direct the FAA to prioritize hiring staff in key positions, including for designee oversight, the new Office of Professional Responsibility, and the Ombudsman function in the Office of Audit and Evaluation. The Committee is disappointed that staffing levels in the Office of Aviation Safety [AVS] continue to remain below projections, particularly given that a majority of inspectors and engineers will be eligible to retire by 2025. 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. In addition, the FAA is directed to provide a report on the historical and expected attrition of AVS employees by job series from 2011 to 2026 and to provide a briefing to the House and Senate

Committees on Appropriations on the agency's hiring plans through 2026 to ensure sufficient oversight expertise for ongoing operations and future new entrants into the National Airspace System [NAS].

The Committee also expects the FAA to fully implement the Aircraft Certification, Safety, and Accountability Act [ACSAA] (Public Law 116-260), and directs the FAA to provide quarterly updates to the House and Senate Committees on the status of implementation. The FAA is also directed to provide all reports and briefings that are mandated by ACSSA to also be provided to the House and Senate Committees on Appropriations.

Cybersecurity.—The Committee recommendation includes \$38,000,000 for cybersecurity. This funding should increase the agency's detection and containment capabilities, and provide high security controls for high impact systems in the NAS. The Solar Winds attack exposed vulnerabilities in the FAA's capabilities which this funding will help to address by improving threat intelligence, detection, and response capabilities, as well as allow the FAA to undertake a more proactive cybersecurity posture in order to thwart future events. The Committee directs the FAA to regularly update the House and Senate Committees on Appropriations on the prevalence and trends of any major cybersecurity compromises or incidents.

Expanded International Presence.—The Committee recommendation includes \$2,423,000 to expand the FAA's presence in the United Kingdom, Poland, Mexico, and southeast Asia. The Committee recognizes the importance of the FAA's aviation safety global leadership and collaboration with foreign civil aviation authorities, particularly for certification, validation, and safety oversight activities.

Unmanned Aircraft Systems [UAS].—The Committee recommendation includes \$23,145,000 for UAS integration. This funding should be used to complete the FAA's rulemaking efforts and complete all other remaining mandates from Congress. The FAA should prioritize routine beyond visual line of sight [BVLOS] operations, but expects the FAA to continue to prioritize safety over any timeline demands from industry.

Remote Telecommunications Infrastructure Replacement [RTIR].—The Committee recommendation includes \$21,441,000 for RTIR. With the discontinuation of time division multiplexing [TDM] services, roughly 1,500 FAA sites will need to be replaced by 2025.

Commercial Space Operational Staffing and Support.—The Committee recommendation includes \$32,470,000 for the Office of Commercial Space Transportation [AST]. The Committee notes that while the number of launches and reentries continues to grow, increasing the workload of AST, the Committee has also provided a 43 percent funding increase since fiscal year 2018, the highest of any office within the FAA. The Committee expects the FAA to continue to increase staffing levels in AST.

Safety Assurance System [SAS] Development & Risk Analysis.—The Committee recommendation includes \$1,525,000 for the Office of Security and Hazardous Materials Safety to enhance SAS development and improved risk analysis. Recent growth in air cargo, including hazardous materials, requires the FAA to conduct risk-

based safety oversight and the Committee supports efforts to encourage stakeholders to use safety management systems [SMS].

Community Noise Engagement.—The Committee recommendation includes \$7,615,000 for community noise engagement. While the Committee has previously provided funding for increased community engagement, the FAA has been unable to keep pace with increasing number noise concerns and complaints related to aircraft noise. This funding will allow the FAA to develop new real-time and on-demand tools for communities impacted by aircraft noise. The FAA is also directed to use this funding for technical and analytical support services to help address noise issues for communities that may not have such expertise themselves. The Committee further directs the FAA to provide a timeframe for the implementation of the new tools and systems included in the budget request to the House and Senate Committees on Appropriations within 90 days of enactment of this act.

Noise.—The Committee appreciates the submission of the FAA’s report on alternative metrics to current average day-night level [DNL] standards, as required by section 188 of the FAA Reauthorization Act of 2018 (Public Law 115-254), and by this Committee in Senate Report 116–109. The report acknowledges that no single noise metric can cover all situations, and that noise modeling can provide more accurate and reliable noise effects of aircraft. The FAA is continuing its focus on DNL and undertaking a comprehensive review of its noise policy, which the Committee expects to be inclusive of all relevant stakeholders, including, but not limited to, communities near airports, other Federal departments and agencies, and airports themselves. The Committee also directs the FAA to continue to assess systems of metrics and thresholds as alternative to the DNL metric. The Committee is also aware that the FAA must continue to balance the need to deliver on the benefits of NextGen, including the deployment of performance-based navigation [PBN] procedures, while being responsive to communities, to meet congressional mandates.

Science, Technology, Engineering, and Math Aviation and Space Education [STEM AVSED].—The Committee recommendation includes \$2,300,000 to increase outreach and engagement with students to develop the future aviation workforce.

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

Air Traffic Control Privatization.—The United States has the largest, safest, most efficient, and most complex air traffic control system in the world, and the FAA should remain a global leader with a singular and unified mission of safety. 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.

Contract Towers.—The Committee recommendation provides not less than \$178,400,000 for the contract tower program, including the cost-share contract towers, which is \$5,600,000 above the fiscal year 2021 enacted level. 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 strongly supports the FAA contract tower program as a cost-effective and efficient way to provide air traffic control services to smaller airports across the country. However, a recent OIG report (AV202135) found serious gaps in the FAA’s monitoring and oversight of contract tower staffing levels. The FAA should address all open recommendations in the report, and notify the Committee of any challenges receiving relevant staffing data from the contractors. The Committee also directs the FAA to provide flexibility to contract towers at small-hub airports with unique terrain and winter weather challenges so they include a minimum of two controllers during all regularly scheduled commercial flights, where permissible under current law.

Aircraft Certification.—The Committee recommendation includes not less than \$292,722,000 for aircraft certification service, which is \$10,495,000 above the fiscal year 2021 enacted level and equal to the budget request.

Safety Management System [SMS].—The Committee continues to direct the FAA to prioritize issuing a rulemaking requiring design and production approval holders for aviation products to establish a SMS, as required by section 102 of the ACSAA and as directed by this Committee since fiscal year 2019. This rulemaking is currently on the spring regulatory agenda, with a proposed rule expected to be issued in September 2022.

NextGen Advisory Committee [NAC].—The NAC includes members of the aviation community, including representatives from general aviation, commercial aviation, labor organizations, airports, local community representatives, and the Federal Government. The Committee supports a diverse NAC membership and believes that a balance of perspectives play an important role in setting priorities for the FAA’s air traffic control modernization efforts. The Committee expects the FAA to continue working with the NAC’s joint analysis team to develop and quantify the efficiency, emissions, safety, and passenger travel time benefits resulting from NextGen programs. The Committee also encourages the FAA to implement NAC recommendations and directs the FAA to provide an annual update on the status of NAC recommendations to the House and Senate Committees on Appropriations.

Performance Based Navigation [PBN].—The Committee is aware that more than 55 percent of all current procedures in the NAS are satellite-based and over 87 percent of aircraft arriving at the Nation’s 30 busiest airports fly PBN arrival procedures. The use of Required Navigation Performance [RNP] instrument approach procedures is more limited due to required aircraft equipment and aircrew training requirements. The FAA should seek input from carriers to better understand the projected evolution of the fleet, as

well as the projected changes to hub operations, focus cities, and any other operational changes that could impact and inform how the FAA will further deploy PBN and other investments. The FAA is directed to provide an update to the House and Senate Committees on Appropriations on these issues no later than 180 days after enactment of this act.

Dynamic Regulatory System [DRS].—The FAA recently launched the DRS, a comprehensive database of requirements and regulatory guidance material from the Office of Aviation Safety. This system is designed to promote consistency in regulatory interpretation to ensure information is readily available to both the FAA workforce and the aviation industry. The Committee supports this initiative and directs the FAA to notify the House and Senate Committees on Appropriations of any resources necessary to improve the system within 120 days of enactment of this act.

Human Factors.—Section 127 of the ACSAA directs the FAA to develop or expand a COE on automated systems and human factors in transport category aircraft. The FAA has since determined that the requirements of section 127 are within the scope of the COE for Technical Training and Human Performance, which will assume the responsibilities of the FAA's research requirements under section 127.

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

FAA Public Hearing.—The Committee notes that the recent 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 (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.

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

Contracting.—The Committee appreciates the FAA's report on sole-source contracting, which outlines the process used for such

contracts and how the FAA compares to other Federal agencies. However, the Committee continues to urge the FAA to close all open recommendations from the OIG report on the FAA's competitive award practices for its major program contracts by December 31, 2021. The Committee is also concerned with the Department's overall use of OTA, and directs the FAA to brief the House and Senate Committees on Appropriations on any open recommendations from the September 11, 2017, OIG report "DOT and FAA Lack Controls Over Their Use and Management of Other Transaction Agreements" (ZA2017098).

Infill Radar.—The North American Aerospace Defense Command [NORAD] has identified 26 radars across 13 States that have reached or are approaching saturation by wind turbine-related interference raising the prospect of NORAD being unable to support additional wind development in the vicinity of these radars. The FAA is in the process of developing infill radar requirements, test plans, and related documents that would establish a defined certification process for infill radars. The Committee supports the FAA's efforts to certify infill radar for use in the NAS to mitigate wind farm interference on NORAD's radars and the FAA air traffic control radars, but recognizes that there are potentially substantial out-year costs for this effort. The Committee directs the FAA to provide a briefing to the House and Senate Committees on Appropriations on its efforts once it has completed an appropriate level of review and assessment.

Advanced Air Mobility [AAM].—The Committee recognizes the FAA's ongoing work on AAM, including the agency's work on aircraft certification, air traffic operations, landing site approval, infrastructure, and flight standards requirements. The Committee supports these efforts.

Veterans' Pilot Training Grant Program.—The Committee has provided \$5,000,000 in each of fiscal years 2020 and 2021 for the veterans' pilot training grant program, but is disappointed that the FAA has yet to issue a NOFO for this funding. The Committee recommendation includes \$5,000,000 for this critical program, and directs the FAA to issue a NOFO for previously appropriated funding within 30 days of enactment of this act.

Training.—The Committee supports the FAA's efforts to improve the training provided to the air traffic controller workforce, NAS technicians, and safety specialists. The FAA should procure training development and curriculum storage tools that can be deployed enterprise-wide and also provide personalized Web-based instruction to trainees. The FAA should also increase the use of innovative technologies, such as virtual reality, augmented reality, advanced simulation, artificial intelligence, and remote technical training opportunities, as appropriate. Continued investment in training technology will ensure that the FAA workforce is postured to continue to provide the safest and most efficient aerospace system in the world.

UAS Test Sites.—The Committee recommendation includes \$6,000,000 for providing matching funds to commercial entities that contract with a FAA designated UAS test site to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS into the NAS. The Committee is also aware

that while the FAA has yet to waive the requirements of 49 U.S.C. 44711 as they pertain to UAS test sites under 49 U.S.C. 44803(c), the agency has received at least one formal request. As such, the Committee directs the FAA to brief the House and Senate Committees on Appropriations within 270 days of enactment of this Act on: (1) the number of waivers issued pursuant to 49 U.S.C. 44803(c); (2) the formalized process developed for waiver approval; and (3) efforts to communicate the availability of this waiver to use at the UAS test sites to support the FAA and UAS industry.

UAS Public Awareness.—The Committee recommendation continues to include up to \$1,000,000 for the existing “Know Before You Fly” initiative.

UAS Beyond Visual Line of Sight [BVLOS].—The FAA recently announced a UAS BVLOS aviation rulemaking committee [ARC] co-chaired by the FAA and industry partners and including over 80 members of the aviation community, to provide recommendations to the FAA for performance-based regulatory requirements to normalize safe, scalable, economically viable, and environmentally advantageous UAS BVLOS operations that are not under positive air traffic control. The Committee directs the FAA to prioritize the work of the UAS BVLOS ARC and begin formal rulemaking by September 2023.

UAS Operations Over Sparsely Populated Areas.—FAA regulations prohibit UAS operations from a moving vehicle or aircraft unless the UAS is being flown over a sparsely populated area and does not involve the transportation of property for compensation or hire. The Committee is aware that the lack of precision over the term “sparsely populated areas” may be inhibiting safe use of UAS in areas of the country where there are no people, and urges the FAA to work through the UAS BVLOS ARC to look at public tolerance for risk and propose safety objectives related to ground and air risk.

UAS Traffic Management [UTM].—The Committee directs the FAA to complete the requirements of section 376 of the FAA Reauthorization Act of 2018 to develop a plan to allow for the implementation of UTM services.

UTM Network Solutions.—The FAA’s final remote identification [ID] rule removed the network requirements initially included in the proposed rule due to public opposition and technical challenges. However, the Committee is aware of concerns that the FAA is no longer in a position to authorize network-based remote ID solutions that are compliant with published and widely recognized global standards. The FAA should work through the BVLOS ARC to help define how the UTM network can support future operations, and should consider solutions for UAS integration programs that are compliant with industry consensus standards.

UAS Operations Target Level of Safety.—The Committee supports the FAA’s work through its Partnership for Safety Program [PSP] and the BEYOND program to address critical challenges to UAS integration, including BVLOS operations, following the success of the UAS Integration Pilot Program. The Committee is aware of interest in establishment of a clear process to prioritize approvals of BVLOS operations for UAS under 400 feet above ground level. The Committee directs the FAA to address these con-

cerns and implement an appropriate target level of safety for UAS operations through consideration of the recommendations of the drone advisory committee.

UAS Part 135 Operators.—The Committee is pleased with the FAA’s continued development and support of the Low Altitude Authorization and Notification Capability [LAANC] program. The Committee is also aware of the success of multiple UAS delivery services that are operating under part 135. The Committee directs the FAA to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on potential solutions to expand use of part 135 operations of UAS deliveries, and whether these operations could be conducted through the LAANC or the UTM as the best way to ensure safe operations.

UAS Type Certifications.—The Committee is pleased that the FAA has published notices of proposed airworthiness criteria for the type certification of UAS under 14 C.F.R. 21.17(b). The Committee directs the FAA to brief the House and Senate Committees on Appropriations on any impediments in issuing the type certificates for low-risk, small UAS and how the FAA intends to resolve such impediments. The Committee expects the FAA to not set any arbitrary timelines or schedules for type certification of UAS that could impede safety.

UAS in Protected Conservation Areas.—The Committee recognizes the need for more careful oversight of recreational UAS, which, if misused, can have devastating impacts on protected wildlife. The Committee urges the FAA to ensure that all airspace restrictions are available on the B4UFLY mobile app, which is a tool developed through a partnership between the FAA and a third-party partner. The Committee also encourages the FAA ensure that its State, local, Tribal, and territorial government partners who are interested in using land use restrictions on recreational drones to protect wildlife and conservation areas are familiar with the process for submitting such land use restrictions for inclusion to B4UFLY.

UAS Part 107 Waivers.—The Committee is aware of concerns with the current part 107 waiver process which some stakeholders believe does not allow for operations related to hazard response activities that are BVLOS and over persons. However, the FAA does permit State and local entities operating under part 107 to apply for a special governmental interest in response to natural disasters or other emergency situations in less than an hour, and also permits public aircraft operators to use the first responder tactical BVLOS 91.113 waiver to safeguard human life and public aircraft operators that are not prohibited from operating over people. The Committee directs the FAA to provide a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on the agency’s efforts to engage with public safety stakeholders on such waivers.

Small UAS Procurement.—For any acquisition of small UAS using funds provided by the FAA, including those to Federal grant recipients, the FAA should require certification of review of the Department of Homeland Security [DHS] industry alert, and any subsequent and relevant UAS guidance, and completion of a risk assessment that considers the proposed use of the foreign-made UAS.

The Committee also directs the FAA to regularly brief the House and Senate Committees on Appropriations, on an as needed basis, on any security risks or challenges identified by either agency from any small UAS or UAS components.

Alaska.—The Committee directs the FAA to provide monthly accident reports for Alaska that identify statewide and regional accident statistics by flight category, phase of flight, local accident environmental conditions, aircraft equipage, pilot certification, and accident injuries. The monthly reports should also include comparisons and trends over time.

Helicopter Safety NTSB Recommendations.—The Committee continues to direct the FAA to submit the reports on terrain awareness and warning systems, as well as the status update on NTSB recommendations A-06-017, A-06-18, and A-06-019, as required by the Consolidated Appropriations Act, 2021.

Minority Serving Institutions [MSI] Intern Program.—The FAA's MSI intern program provides internship opportunities to underrepresented groups, such as women, persons with disabilities, and historically underrepresented populations at the undergraduate and graduate level with job training skills in important fields such as aviation, aeronautics, and STEM. The Committee commends the FAA for standing up this program, and urges the agency to incorporate virtual or in-person tours of FAA facilities, develop targeted training focused on careers in aviation, and to develop a pipeline of entry-level, diverse, and highly qualified talent. The Committee recommendation includes not less than \$4,000,000 and up to \$7,500,000 for the MSI intern program. The FAA should continue to grow and manage this program in a cost-effective manner.

Peoria Airport Tower.—The Committee encourages the FAA to continue working with the Peoria Airport Authority to help the airport remedy ongoing issues with its air traffic control tower.

Global Environmental Standards for Supersonic Aircraft.—The Committee understands that the FAA, along with other aviation authorities, is working through the International Civil Aviation Organization's [ICAO] Committee on Aviation Environmental Protection [CAEP] to develop global environmental standards for supersonic aircraft. The Committee is aware of both the potential benefits of supersonic aircraft, as well as the significant challenges with noise, environmental and climate impacts, and data limitations. The Committee urges the FAA to continue its efforts to develop international standards while also addressing these challenges.

Special Use Airspace.—The Committee is aware and appreciative of the joint efforts of the DOD and the FAA to facilitate airspace sharing. To support and expedite these efforts, the Committee directs the FAA to continue to work with DOD through a federally-funded research and development center with expertise in national security, aviation operations, and systems development to evaluate the benefits of airspace sharing. These efforts may lead to block-time reduction, CO₂-emission reduction, operational cost savings, and enhanced military training and readiness. This work should be conducted in parallel with all ongoing and future initiatives regarding airspace sharing. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on the agency's progress on this effort within 90 days of enactment of this act.

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2021	\$3,015,000,000
Budget estimate, 2022	3,410,000,000
Committee recommendation	3,200,000,000

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 \$3,200,000,000 for the Facilities and Equipment account of the FAA. The recommended level is \$210,000,000 less than the budget request and \$185,000,000 more than the fiscal year 2021 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 following table shows the Committee's recommended distribution of funds for each of the budget activities funded by this appropriation:

FACILITIES AND EQUIPMENT

	Fiscal Year 2022	
	Estimate	Committee recommendation
Activity 1—Engineering, Development, Test and Evaluation		
Advanced Technology Development and Prototyping	\$29,000,000	\$26,000,000
William J. Hughes Technical Center Laboratory Sustainment	16,900,000	16,900,000
William J. Hughes Technical Center Infrastructure Sustainment	16,000,000	16,000,000
NextGen—Separation Management Portfolio	23,500,000	23,500,000
NextGen—Traffic Flow Management Portfolio	13,000,000	13,000,000
NextGen—On Demand NAS Portfolio	9,000,000	9,000,000
NextGen—NAS Infrastructure Portfolio	10,500,000	10,500,000
NextGen—NextGen Support Portfolio	7,000,000	7,000,000
NextGen—Unmanned Aircraft Systems [UAS]	24,000,000	24,000,000
NextGen—Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	10,600,000	10,600,000
TOTAL ACTIVITY 1	159,500,000	156,500,000
Activity 2—Procurement and Modernization of Air Traffic Control Facilities and Equipment		
a. En Route Programs		
En Route Automation Modernization [ERAM]—System Enhancements and Technology Refresh	104,450,000	104,450,000
Next Generation Weather Radar [NEXRAD]	3,900,000	3,900,000
Air Route Traffic Control Center [ARTCC] & Combined Control Facility [CCF] Building Improvements	134,600,000	101,200,000
Air/Ground Communications Infrastructure	7,815,000	7,815,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal Year 2022	
	Estimate	Committee recommendation
Air Traffic Control En Route Radar Facilities Improvements	15,912,520	10,000,000
Oceanic Automation System	10,400,000	10,400,000
Next Generation Very High Frequency Air/Ground Communications [NEXCOM]	51,000,000	46,000,000
System-Wide Information Management [SWIM]	33,973,000	33,973,000
ADS-B NAS Wide Implementation	157,633,000	157,633,000
Windshear Detection Service	3,000,000	3,000,000
Air Traffic Management Implementation Portfolio	10,000,000	10,000,000
Time Based Flow Management Portfolio [TBFM]	13,300,000	13,300,000
NextGen Weather Processors	48,200,000	48,200,000
Airborne Collision Avoidance System X [ACAS-X]	500,000	500,000
Data Communications in Support of NextGen Air Transportation System	110,250,000	110,250,000
Offshore Automation	10,000,000	.....
Reduced Oceanic Separation	7,000,000	20,000,000
En Route Service Improvements	2,000,000	2,000,000
Commercial Space Integration	6,500,000	6,500,000
Subtotal En Route Programs	730,433,520	689,121,000
b. Terminal Programs		
Terminal Doppler Weather Radar [TDWR]—Provide	1,000,000	1,000,000
Standard Terminal Automation Replacement System [STARS] [TAMR Phase 1]	63,697,000	63,697,000
Terminal Automation Program	4,000,000	3,000,000
Terminal Air Traffic Control Facilities—Replace	331,165,000	310,000,000
Air Traffic Control Tower [ATCT]/Terminal Radar Approach Control [TRACON] Facilities—Improve	92,980,280	80,000,000
NAS Facilities OSHA and Environmental Standards Compliance	24,000,000	24,000,000
Integrated Display System [IDS]	30,000,000	30,000,000
Terminal Flight Data Manager [TFDM]	85,400,000	85,400,000
Performance Based Navigation Support Portfolio	8,000,000	8,000,000
UAS Implementation	31,300,000	26,600,000
Surface Surveillance Portfolio Sustain 1	28,400,000	28,400,000
Terminal and En Route Surveillance Portfolio	55,373,000	51,373,000
Terminal and En Route Voice Switch and Recorder Portfolio	57,496,000	52,496,000
Enterprise Information Platform	17,600,000	17,600,000
Remote Towers	4,900,000	4,900,000
Subtotal Terminal Programs	835,311,280	786,466,000
c. Flight Service Programs		
Aviation Surface Observation System [ASOS]	8,000,000	11,200,000
Future Flight Services Program [FFSP]	3,000,000	3,000,000
Alaska Flight Service Facility Modernization [AFSFM]	2,700,000	2,700,000
Weather Camera Program	2,000,000	2,000,000
Juneau Airport Wind System [JAWS]—Technology Refresh	4,000,000	4,000,000
Subtotal Flight Service Programs	19,700,000	22,900,000
d. Landing and Navigational Aids Program		
Very High Frequency [VHF] Omnidirectional Radio Range [VOR] Minimum Operating Network [MON]	5,900,000	5,900,000
Wide Area Augmentation System [WAAS] for GPS	97,143,000	92,143,000
Instrument Flight Procedures Automation [IFPA]	1,000,000	1,000,000
Runway Safety Areas—Navigational Mitigation	800,000	800,000
Landing and Lighting Portfolio	63,416,000	68,416,000
Distance Measuring Equipment [DME], VOR, Tactical Air Navigational [TACAN] Portfolio	10,000,000	10,000,000
Subtotal Landing and Navigational Aids Programs	178,259,000	178,259,000
e. Other ATC Facilities Programs		
Fuel Storage Tank Replacement and Management	38,900,000	32,400,000
Unstaffed Infrastructure Sustainment	116,000,000	55,000,000
Aircraft Replacement and Related Equipment Program	35,000,000	35,000,000
Airport Cable Loop Systems—Sustained Support	10,000,000	10,000,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal Year 2022	
	Estimate	Committee recommendation
Real Property Disposal	9,900,000	8,000,000
Electrical Power Systems—Sustain/Support	175,066,000	145,000,000
Energy Management and Compliance [EMC]	2,600,000	2,600,000
Child Care Center Sustainment	1,000,000	1,000,000
FAA Enterprise Network Service [FENS]	64,200,000	64,200,000
National Airspace System Risk and Performance Portfolio	15,500,000	15,500,000
Subtotal Other ATC Facilities Programs	468,166,000	368,700,000
TOTAL ACTIVITY 2	2,231,869,800	2,045,446,000
Activity 3—Procurement and Modernization of Non–Air Traffic Control Facilities and Equipment		
a. Support Equipment		
Hazardous Materials Management	30,800,000	26,000,000
Aviation Safety Analysis System [ASAS]	30,502,000	30,502,000
NAS Recovery Communications [RCOM]	12,338,000	12,338,000
Facility Security Risk Management	26,007,200	22,000,000
Information Security	22,589,000	21,320,000
System Approach for Safety Oversight [SASO]	35,400,000	35,400,000
Aviation Safety Knowledge Management Environment [ASKME]	9,800,000	9,800,000
Aerospace Medical Equipment Needs [AMEN]	6,900,000	6,900,000
NextGen—System Safety Management Portfolio	18,294,000	18,294,000
National Test Equipment Program [NTEP]	3,000,000	3,000,000
Mobile Assets Management Program	2,500,000	2,500,000
Aerospace Medicine Safety Information Systems [AMSIS]	25,000,000	25,000,000
Configuration, Logistics, and Maintenance Resource Solutions [CLMRS]	23,500,000	23,500,000
Subtotal Support Equipment	246,630,200	236,554,000
b. Training, Equipment and Facilities		
Aeronautical Center Infrastructure Modernization	21,500,000	14,400,000
Distance Learning	1,000,000	1,000,000
Subtotal Training, Equipment and Facilities	22,500,000	15,400,000
TOTAL ACTIVITY 3	269,130,200	251,954,000
Activity 4—Facilities and Equipment Mission Support		
a. System Support and Services		
System Engineering and Development Support	37,000,000	37,000,000
Program Support Leases	15,000,000	15,000,000
Logistics Support Services [LSS]	12,000,000	12,000,000
Mike Monroney Aeronautical Center Leases	14,600,000	14,600,000
Transition Engineering Support	19,000,000	17,000,000
Technical Support Services Contract [TSSC]	28,000,000	28,000,000
Resource Tracking Program [RTP]	8,000,000	8,000,000
Center for Advanced Aviation System Development [CAASD]	57,000,000	57,000,000
Aeronautical Information Management Program	8,900,000	7,500,000
TOTAL ACTIVITY 4	199,500,000	196,100,000
Activity 5—Personnel and Related Expenses		
Personnel and Related Expenses	550,000,000	550,000,000
Sub-total All Activities	3,410,000,000	3,200,000,000

Enterprise, Concept Development, Human Factors, and Demonstration Portfolio.—The Committee recommendation includes \$10,600,000. Funding is provided for the demonstration of integrated technology innovations. The FAA should work with interested State aviation departments, universities, UAS centers, test

complexes, and relevant industry stakeholders that have the potential to serve as test beds for demonstrating the operational requirements for these emerging flight operations between multiple airports, to measure community acceptance and to identify training requirements for the controller, technician, and pilot workforces to safely operate and integrate these vehicles and systems into the NAS. Funding for the remote tower pilot program is provided under a separate budget line item.

Remote Towers.—The Committee recommendation includes \$4,900,000 for remote towers, which will be used to fund contract controllers for type certification at Leesburg, to complete the active testing phase of the operational evaluation at Fort Collins, and to begin the validation and verification at Fort Collins. While the Committee commends this development, it remains concerned by delays in finalizing minimum operating standards and other requirements necessary for certifying remote tower equipment. The Committee directs the FAA to submit a plan and schedule for type certification of this system no later than 90 days after the enactment of this act. The plan and schedule should focus on accelerating type certification for the safe operation of remote towers and identify any challenges the agency faces in doing so.

Reduced Oceanic Separation.—The Committee recommendation includes \$20,000,000 for reduced oceanic separation, in addition to over \$26,000,000 in unobligated balances from prior years. The FAA should continue use of global space-based Automatic Dependent Surveillance-Broadcast [ADS-B] data to support critical safety uses. The Committee remains interested in delivering operational capability of space-based ADS-B, and directs the FAA to take the necessary steps to validate the deployment of space based ADS-B in select airspace (Alaska, Hawaii and Pacific islands, and the west Atlantic route system near Bermuda). The Committee also directs the FAA to brief the House and Senate Committees on Appropriations on the results of the operational evaluation in the Caribbean airspace that was completed in April 2021 within 60 days of enactment of this act.

Commercial Space Integration.—The FAA recently launched the space data integrator [SDI] to receive and distribute launch and re-entry data within the NAS. The Committee recommendation includes \$6,500,000, in addition to over \$20,000,000 in unobligated balances, to demonstrate and validate the transmission of hazard areas into the en route automation modernization [ERAM] system, including the SDI, as recommended by the Air Space Access Rule-making Committee.

Aviation Surface Observation System [ASOS].—The Committee recommendation includes \$11,200,000. The Committee directs the FAA to use funding above the budget request for modification and/or replacement of the eight non-Federal automated weather observing systems currently in the process of the FAA takeover pilot program, as authorized under 49 U.S.C. 44502(e).

Landing and Lighting Portfolio.—The Committee recommendation includes \$68,416,000 and supports the FAA's work to modernize and enhance Navigation Aids [NavAids] monitoring and control capabilities in air traffic control towers. The Committee recommendation includes not less than \$10,000,000 for instrument

landing systems and not less than \$5,000,000 for precision path approach indicators. The Committee commends the FAA for continuing its work with small minority-owned businesses to install these systems. However, the Committee continues to be concerned with the slow pace of installing these critical systems. The FAA should use established contractors to augment FAA resources if necessary. The FAA should also refresh the software and technology of NavAids control and monitoring systems, which provide real time, mission critical capabilities, and enhance situational awareness, safety, and efficiency in managing air traffic.

Airport Cable Loop.—The Committee recommendation includes \$10,000,000 to accelerate the replacement of critical airport cable loop systems. The Committee remains concerned about the condition of the underground telecommunications cable infrastructure systems that are essential to the safe and efficient operation of the FAA's navigation, surveillance, and communication systems. Many on-airport, copper-based, signal/control cable lines have deteriorated or become obsolete, increasing the risk for failures and unnecessary flight delays for the flying public, leading to nearly 1,500 delays and outages associated with airport cable loop systems between 2004 and 2015.

FAA Telecommunications Infrastructure.—The Committee recommendation includes \$64,200,000 for the FAA telecommunications infrastructure, which includes funding for the FAA enterprise network service [FENS] and time division multiplexing [TDM] to Internet protocol [IP] migration efforts. The Committee expects the FAA to focus on immediate-term solutions to ensure the availability of the network and use commercially available technologies, where possible, to streamline the procurement and minimize delays in addressing near-term challenges related to the discontinuance of TDM. The Committee directs the FAA to provide a briefing on FENS to the House and Senate Committees on Appropriations within 90 days of enactment of this act, including the agency's detailed plans and schedule to deploy a long-term solution.

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.

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

RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2021	\$198,000,000
Budget estimate, 2022	258,500,000
Committee recommendation	258,500,000

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 \$258,500,000 for the FAA’s Research, Engineering, and Development activities. The recommended level of funding is equal to the budget request and \$60,500,000 more than the fiscal year 2021 enacted level.

A table showing the fiscal year 2021 enacted level, the fiscal year 2022 budget estimate and the Committee recommendation is as follows:

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Fiscal Year 2022	
	Estimate	Committee recommendation
Fire Research and Safety	\$7,576,000	\$7,136,000
Propulsion and Fuel Systems	3,121,000	2,500,000
Advanced Materials/Structural Safety	1,678,000	14,720,000
Aircraft Icing	2,472,000	2,472,000
Digital Systems Safety	3,689,000	2,689,000
Continued Airworthiness	8,829,000	8,829,000
Flightdeck/Maintenance/System Integration Human Factors	14,301,000	14,301,000
Safety System Management/Terminal Area Safety	7,898,000	7,000,000
Air Traffic Control Technical Operations Human Factors	5,911,000	5,911,000
Aeromedical Research	13,257,000	9,000,000
Weather Program	13,786,000	13,786,000
Unmanned Aircraft Systems Research	22,077,000	24,035,000
Alternative Fuels for General Aviation	4,986,000	4,986,000
Innovation and Emerging Technologies	8,500,000	.....
Commercial Space Transportation Safety	5,708,000	5,708,000
NextGen—Wake Turbulence	3,728,000	3,728,000
NextGen—Air Ground Integration Human Factors	3,000,000	3,000,000
NextGen—Weather Technology in the Cockpit	3,028,000	2,659,000
NextGen—Flight Deck Data Exchange Requirements	1,000,000	1,000,000
Information/Cyber Security	4,769,000	4,769,000
Environment and Energy	20,336,000	25,303,500
NextGen—Environmental Research—Aircraft Technologies and Fuels	33,476,000	76,464,500
System Planning and Resource Management	4,141,000	3,022,000
Aviation Workforce Development—Section 625	5,752,000	10,000,000
William J. Hughes Technical Center Laboratory Facility	5,481,000	5,481,000
Aviation Climate Research (ARPA-C)	50,000,000	.....

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

	Fiscal Year 2022	
	Estimate	Committee recommendation
Total	258,500,000	258,500,000

Advanced Materials/Structural Safety.—The Committee recommendation includes a total of \$14,720,000 for advanced materials/structural safety. The Committee is aware that the primary challenge in additive manufacturing for aerospace applications is the certification of airworthiness of complex processes used within the additive manufactured components. The Committee 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, as well as \$4,000,000 to advance the use of fiber reinforced composite materials in the commercial aviation industry through the FAA Joint Advanced Materials and Structures Center of Excellence. The Committee is also encouraged by the potential impact that stitched resin composites can have on the aviation industry, and includes \$2,000,000 for the FAA to continue its work with existing public-private partnerships that provide leading-edge research, development, and testing of composite materials and structures.

UAS Research.—The Committee recommendation includes \$24,035,000 for UAS research. Of this amount: (1) \$12,035,000 is directed to support the expanded role of the UAS COE in areas of UAS research, including cybersecurity, agricultural applications, beyond visual line of sight technology, studies of advanced composites and other non-metallic engineering materials not common to manned aircraft but utilized in UAS, the STEM program, and to study appropriate safety standards for UAS to develop and validate certification standards for such systems at the Center; (2) \$2,000,000 is for the COE's role in transportation disaster preparedness and response, partnering with institutions that have demonstrated experience in damage assessment, collaboration with State transportation agencies, and applied UAS field testing; and (3) \$10,000,000 is to support UAS research activities at the FAA technical center and other FAA facilities.

The Committee is aware of delays in the approval of research projects from the UAS COE, which has led to some projects being cancelled entirely and has led to the FAA accumulating large unobligated balances. The Committee has made substantial investment in UAS research over the last 5 years, particularly at the COE, and expects the Department to expedite its approval process for research projects at the COE. The FAA should also ensure that the research at the COE aligns with the agency's needs as it continues to address the challenges with integration of UAS into the NAS.

Community and Technical College COE in Small UAS Technology Training Program.—The Committee supports efforts by the FAA to collaborate with UAS Collegiate Training Initiative [CTI] schools to deliver up-to-date UAS training tools, resources, and guidelines that will prepare students for careers in UAS and continue to maintain the safety of the NAS.

Environment and Energy.—The Committee recommendation includes \$25,303,500 for environment and energy. The increase funding level shall be used to better understand the impact of non-carbon dioxide [CO₂] emissions from aviation on climate change and to identify means to cost-effectively reduce these impacts.

NextGen-Environmental Research-Aircraft Technologies and Fuels.—The Committee recommendation includes \$76,464,500 for NextGen-Environmental Research-Aircraft Technologies and Fuels. The Committee recommendation includes a \$45,000,000 increase, and the FAA is directed to use \$25,000,000 of that increase to expand the work under the continuous lower energy, emissions, and noise [CLEEN] program in order to accelerate the development of aircraft and engine technologies. The remaining \$20,000,000 increase is to conduct research within the aviation sustainability center [ASCENT] COE on sustainable aviation fuels [SAFs].

SAFs have the near-term potential to reduce CO₂ emissions from aviation by over 50 percent compared to conventional jet fuel. While SAFs are not currently commercially viable at scale and remain more expensive than conventional jet fuel, several commercial airlines have committed to increase their use of SAFs. The increased funding should be used by ASCENT to go beyond the current 50 percent SAF blending limit and identify means to cost effectively reduce the lifecycle greenhouse gas emissions from SAF production and use, and continue its supply chain analysis work to help establish robust domestic supply chains for SAFs. ASCENT is also directed to continue working with the National Renewable Energy Laboratory on quantifying emissions reduction impacts of policies that could drive demand for SAFs. The FAA should also quantify the non-carbon climate benefits of these fuels.

The Committee directs the FAA, in collaboration with the Departments of Energy and Agriculture and other Federal agencies, to conduct an interagency review and update of the 2016 Federal Alternative Jet Fuels Research and Development Strategy to address key scientific and technical challenges that inhibit the development, wide scale production, and use of economically viable SAF. The revised strategy should identify and prioritize specific research and development activities in order to accelerate SAF utilization. The Committee notes that the FAA's work on SAFs will also be critical to meet the ICAO Carbon Offsetting and Reduction Scheme for International Aviation [CORISA] requirements.

The Committee recommendation includes a total funding level of \$35,000,000 for the ASCENT COE from this BLI and the Environment and Energy BLI. In addition to the work on SAFs, ASCENT is also directed to work on quantifying the ultrafine particulate and other public health impacts of aviation on airsheds, particularly for communities near airports.

Aviation Workforce Development Programs.—The Committee recommendation includes \$10,000,000 for the Aviation Workforce Development Programs as authorized by section 625 of the FAA Reauthorization Act of 2018. Funding shall be used for both aircraft pilot workforce and aviation maintenance workforce. The FAA should prioritize funding to academic institutions with established curriculums for flight operations, aviation maintenance, commercial aviation, unmanned aircraft systems, aviation technology, and

training at the community college level or through an accredited aviation professional program. The FAA should also prioritize maintaining and growing workforce levels at existing maintenance, repair, and overhaul facilities.

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
	2021 enacted	2022 estimate	
Resources from the Airport and Airway Trust Fund:			
Limitation on obligations	\$3,350,000,000	\$3,350,000,000	\$3,350,000,000
Liquidation of contract authorization	3,350,000,000	3,350,000,000	3,350,000,000

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 of \$3,350,000,000 for Grants-in-Aid for Airports for fiscal year 2022. The recommended limitation on obligations is equal to the enacted level for fiscal year 2021 and the budget request.

The Committee recommends a liquidating cash appropriation of \$3,350,000,000 for Grants-in-Aid for Airports. The recommended level is equal to the fiscal year 2021 enacted level and the budget request. This appropriation is sufficient to cover the liquidation of all obligations incurred pursuant to the limitation on obligations set forward in the bill.

Administrative Expenses.—The Committee recommends not more than \$127,165,000 to cover administrative expenses. This funding level is equal to the budget request and \$7,763,000 more than the fiscal year 2021 enacted level.

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 2021 enacted level.

Airport Technology.—The Committee recommends not less than \$40,961,000 for Airport Technology Research. This funding level is equal to the budget request and \$295,000 more than the fiscal year 2021 level. Of this amount, \$6,000,000 is for the airfield pavement technology program authorized under section 744 of Public Law

115–254, of which \$3,000,000 is for concrete pavement research and \$3,000,000 is for asphalt pavement research.

Small Community Air Service Development Program.—The Committee recommends \$10,000,000. This funding level is equal to the fiscal year 2021 enacted level and 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).

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

Automated Weather-Observing System [AWOS] Equipment.—Section 553(d) of the FAA Reauthorization Act of 2018 waives the requirement for a positive cost-benefit ratio for AWOS equipment for States with a population of 50 or fewer persons per square mile. The FAA should also waive this requirement for airports located in a county with a population of 50 or fewer persons per square mile based on the most recent decennial census. Furthermore, for such projects at public use airports that would have a material impact on the safety of operations at that airport, the FAA should not require the completion of a cost-benefit analysis as long as that project is funded using non-primary entitlement funding and no additional discretionary funding from the FAA.

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

Boarding Bridges.—The Committee continues to direct the FAA to consult with the U.S. Trade Representative [USTR] and the U.S. Attorney General to develop, to the extent practicable, a list of entities that: (1) are a foreign State-owned enterprise that is identified by the USTR in the report required by subsection (a)(1) of section 182 of the Trade Act of 1974 (Public Law 93–618) and subject to monitoring by the USTR under section 306 of the Trade Act of 1974; and (2) have been determined by a Federal court, after exhausting all appeals, to have misappropriated intellectual property or trade secrets from an entity organized under the laws of the United States or any jurisdiction within the United States. The FAA shall make such list available to the public and work with the USTR, to the extent practicable, to utilize the System for Award

Management database to exclude such entities from being eligible for Federal non-procurement awards. The FAA is expected to notify the Committee of any significant challenges the agency faces in completing these actions.

National Plan of Integrated Airport Systems [NPIAS].—The Committee directs the FAA to expeditiously review requests for entry into the NPIAS. Public-use airports that meet all applicable criteria and which have had significant and material investment from their local communities should be included in the NPIAS.

GRANTS-IN-AID TO AIRPORTS

Appropriations, 2021	\$400,000,000
Budget estimate, 2022	
Committee recommendation	603,471,000

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 \$400,000,000 from the general fund for additional grants for airport infrastructure. The recommended level of funding is equal to the fiscal year 2021 enacted level and \$400,000,000 more than the budget request.

In addition the Committee recommendation includes \$203,471,000 for CDS for a total appropriation of \$603,471,000. The Committee directs the FAA to provide funding for the projects listed in the table below 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.

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR AIRPORT IMPROVEMENT PROGRAM

State	Project Purpose	Amount (\$)	Requestor(s)
AL	Mobile Downtown Airport (BFM) Planning and Design Related to Airfield and Terminal Improvements, Reconstruct Apron, Construct New Terminal, Construct Terminal Access and Perimeter Roads, Make Other Airfield Improvements, Remove Obstructions, and Acquire New Airport Rescue and Firefighting Equipment.	\$100,000,000	Shelby
AZ	Glendale Arizona Airport (GEU) Apron Reconstruction	2,070,000	Sinema
CA	Fresno Yosemite Airport (FAT) Terminal Expansion and Safety Enhancement Project.	2,000,000	Feinstein, Padilla
CO	Las Animas County Perry Stokes Airport (TAD) Pavement Upgrades.	450,000	Hickenlooper
IL	Rockford Airport International (RFD) Cargo Ramp Project	5,000,000	Durbin
LA	Baton Rouge Metropolitan Airport (BTR) Northwest Aviation Development Taxiway.	1,200,000	Cassidy

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR AIRPORT IMPROVEMENT
PROGRAM—Continued

State	Project Purpose	Amount (\$)	Requestor(s)
MD	Salisbury-Ocean City Wicomico Regional Airport (SBY) Runway Extension.	500,000	Van Hollen
ME	Brunswick Executive Airport (BXM) Customs and Border Protection Facility.	500,000	Collins
ME	Fryeburg Eastern Slope Regional Airport (IZG) Runway Extension	3,500,000	Collins
ME	Machias Airport (MVM) Environmental Review and Property Acquisition.	1,250,000	Collins
MI	Gerald R. Ford International Airport (GRR) Concourse A—Enabling Phases.	1,294,000	Peters
MI	Capital Regional International Airport (LAN) Cargo Ramp Expansion.	8,183,000	Peters, Stabenow
MN	Thief River Falls Regional Airport (TVF) Air Cargo Development ...	7,500,000	Klobuchar, Smith
MO	Waynesville St. Robert Regional Airport (TBN) Terminal Facility, Apron, and Parking Construction.	9,000,000	Blunt
MS	Gulfport-Biloxi International Airport (GPT) Site Mitigation	3,897,000	Hyde-Smith
MS	Gulfport-Biloxi International Airport (GPT) T-Hangar Facility Taxiway.	250,000	Hyde-Smith, Wicker
MS	Laurel-Hattiesburg Regional Airport (PIB) Approach Light Rehabilitation.	300,000	Wicker
NH	Newport Airport (2B3) Runway Resurfacing	650,000	Shaheen
NH	Manchester-Boston Regional Airport (MHT) West Cargo Apron Development.	9,350,000	Shaheen
NM	Dona Ana County International Jetport (DNA) T-Hanger Expansion	2,250,000	Heinrich
OH	Columbus Regional Airport (CMH) Taxiway C Relocation Design ..	2,250,000	Brown
OK	Tulsa International Airport (TUL) Federal Inspection Service Project.	5,000,000	Inhofe
OR	Tillamook Municipal Airport (TMK) Automated Weather Observing System Replacement.	500,000	Merkley, Wyden
PA	Philadelphia Airport (PHL) Taxiway Y&U Repairs	1,000,000	Casey
RI	T.F. Green Airport (PVD) Cargo Improvements and Corporate Aviation Improvements.	6,600,000	Reed
VA	Richmond International Airport (RIC) Federal Inspection Service Facility Renovation Project.	3,969,000	Kaine, Warner
VT	Burlington International Airport (BVT) Jet Bridge and Passenger Hold Room.	2,000,000	Leahy
VT	Burlington International Airport (BVT) Taxiway Extension to General Aviation Ramp.	5,000,000	Leahy
VT	Highgate Airport (FSO) Runway Extension	2,000,000	Leahy
WA	Pullman-Moscow Regional Airport (PUW) New Terminal Building and Apron Design/Construction.	2,500,000	Cantwell
WI	Appleton Airport (ATW) Concourse Addition	500,000	Baldwin
WV	Yeager Airport (CRW) General Aviation Apron Construction and Rehabilitation.	3,121,000	Capito
WV	Eastern West Virginia Regional Airport (MRB) Taxiway Echo Expansion.	850,000	Capito
WV	Clarksburg Airport (CKB) Earth Moving	5,000,000	Capito, Manchin
WV	Appalachian Regional Airport (EBD) Mingo County Airport Access Road.	3,300,000	Capito, Manchin
WV	Mid-Ohio Valley Regional Airport (PKB) Main Terminal Improvements.	398,000	Manchin
WV	Mid-Ohio Valley Regional Airport (PKB) Parking Area Repairs	339,000	Manchin

Noise.—The Committee directs the FAA to ensure that AIP funds are made available to reduce the impact of noise on local communities.

Zero-Emission Vehicle [ZEV] and Voluntary Airport Low Emissions [VALE] Programs.—The Committee supports the use of AIP funds for the ZEV and VALE programs and expects the FAA to provide not less than \$50,000,000 of the funds made available for supplemental AIP funding from the general fund for ZEV and

VALE eligible projects in order to increase electrification at airports. The Committee is aware that these programs are only available to certain airports in order to meet these airports' obligations under the Clean Air Act. The Committee does not believe these limitations capture the need to reduce CO₂ emissions, and supports efforts to expand the eligibilities under the ZEV and VALE programs.

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

Prioritization.—The FAA should continue to prioritize supplemental AIP funding from the general fund for nonhub, small hub, reliever, and nonprimary airports. The FAA should prioritize grant applications for small and nonhub airports that have completed unsuccessful applications in the previous three rounds.

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 2022.

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

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

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

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

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

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

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

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

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

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

Section 119B prohibits funds from being used to withhold from consideration and approval any new application for participation in the Contract Tower Program, including applications from Cost Share Program participants if the Administrator determines such tower is eligible.

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

Section 119D improves the efficiency of the FAA franchise fund.

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

Section 119F provides restrictions on the use of the authorities under 49 U.S.C. 44502(e) to transfer certain air traffic system or equipment to 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 \$50,620,017,865 is provided for the activities of FHWA in fiscal year 2022. The recommendation is \$3,515,925,865 more than the budget request and \$1,515,925,865 more than the fiscal year 2021 enacted level. The following table summarizes the Committee’s recommendations:

	Fiscal year—		Committee recommendation
	2021 enacted	2022 estimate	
Federal-aid highways program obligation limitation	\$46,365,092,000	\$46,365,092,000	\$46,365,092,000
Contract authority exempt from the obligation limitation	739,000,000	739,000,000	739,000,000
Highway Infrastructure Programs (general fund)	2,000,000,000	.....	2,839,611,000
Total	49,104,092,000	47,104,092,000	49,943,703,000

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

Limitation, 2021	\$478,897,000
Budget estimate, 2022	492,000,000
Committee recommendation	492,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$492,000,000 for the administrative expenses of FHWA, of which \$3,248,000 is for the administrative expenses of the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code. The total limitation is equal to the budget request and \$13,103,000 more than the fiscal year 2021 enacted level.

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

Limitation, 2021	\$46,365,092,000
Budget estimate, 2022	46,365,092,000
Committee recommendation	46,365,092,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2022 obligations for the Federal-aid highway program to \$46,365,092,000, which is equal to the budget request and the fiscal year 2021 enacted level.

Research and Technology.—The Committee directs the FHWA to continue to prioritize research and demonstrations of new and proven technologies that could make infrastructure systems more resilient. The Committee directs the FHWA to promote resiliency in its Every Day Counts [EDC] initiative in order to leverage research and technology funds in support of States' efforts to deploy new and proven technologies. The Committee further directs the

FHWA to report to the House and Senate Committees on Appropriations on the extent to which States and territories are currently, or plan to in the near future, use innovative technologies to build resiliency into their highway and bridge infrastructure, as well as identify any barriers to the use of innovative technologies that would otherwise allow for resiliency to be incorporated into such infrastructure.

Innovative Uses of Wood in Transportation Infrastructure.—The Committee recognizes that there is an increasing number of uses for wood, including products derived from wood cellulose, in transportation infrastructure. These technologies include the use of composites and mass timber in bridges, piers, retaining walls and sound barriers, but also in products derived using 3D printing and other forms of additive manufacturing. For instance, the Committee is aware of research conducted at university transportation centers, such as the research discussed during the Committee’s May 13, 2021, hearing, to develop composite-based innovations that help mitigate the impact of climate change on transportation infrastructure. To continue to move these and other innovations developed in the lab to the real world, the Committee includes \$10,000,000 in the Highway Infrastructure Programs account for the Northern Border Regional Commission to carry out pilot projects that demonstrate the capabilities of wood-based infrastructure projects.

Emergency Route Working Group [ERWG].—Section 5502 of the FAST Act requires the Department to create the ERWG in order to provide advice and recommendations to the Secretary with regard to best practices for expeditious State approval of permits for vehicles involved in emergency response and recovery. The ERWG submitted its report to the Secretary in December 2018, and the report was made publicly available on the agency website in August 2019. The report included recommendations related to modernizing State permitting systems, studying multi-State emergency route scenarios, and developing a preclearance process for response and recovery vehicles. The Committee directs the Department to notify the House and Senate Committees on Appropriations of the actions that the Secretary and States have taken or intend to take to implement the ERWG’s recommendations within 120 days of enactment of this act. As part of this notification, the Secretary is directed to address the recommendation to create interstate compacts in order to increase the efficient movement of emergency response vehicles.

Advanced Digital Construction Management.—The Committee directs the FHWA to provide \$10,000,000 from within the technology and innovation deployment program for advanced digital construction management systems.

Implementation Plan.—In fiscal year 2020, the Committee directed the Department to expeditiously develop an implementation plan, including projected timelines, for conducting the research outlined in the Transportation Research Board’s Truck Size and Weight Research Plan, which has not been received. The Truck Size and Weight Research Plan outlines numerous projects, including those related to the impact of different truck configurations on driver safety, the service life and deterioration rates of bridges, and

the condition of pavement. The results of this research should be considered by the Department and Congress before any national changes in truck length or weight policy are considered.

Nature-Based Solutions for Infrastructure.—The Committee applauds the FHWA’s efforts to increase awareness of natural or nature-based solutions [NBS] which often provide enhanced resiliency to weather and other natural disasters at lower cost than traditional construction options. Benefits of NBS were recently documented by the agency in its “Nature-based Solutions for Coastal Highway Resilience: An Implementation Guide”, published in August 2019. FHWA should build on this implementation guide by including it in the overall guidance and materials on conducting vulnerability assessments, including technical assistance and trainings provided to State DOTs, MPOs, and local and Tribal governments.

The Committee is also aware of FHWA’s efforts through coordination, training, funding, and demonstrations to increase the visibility and frequency of use of NBS. The Committee directs the FHWA to continue to build its competency and capacity in this area and continue its outreach to all States, Tribes, and localities on natural infrastructure options and best management practices. The Committee further directs the FHWA to report to the House and Senate Committees on Appropriations within 1 year of enactment of this act on a summary of its NBS outreach, identify any deterrents or hindrances to use of NBS, identify opportunities for increasing use of NBS, and any available assessment of the amount of Federal funding being put to NBS projects.

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

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

Appalachian Development Highway System [ADHS].—The ADHS was created to promote economic development in the Appalachian region where commerce and communication had previously been inhibited due to a lack of adequate access. The Committee previously directed the FHWA to work with the Appalachian Regional Commission and relevant State DOTs to identify segments of existing, unfinished, and potential corridors that share many of the same attributes as the original corridors within the ADHS and discuss the justification for expanding the 3,090 mile cap to designate those corridors for inclusion in the ADHS. The Committee directs the FHWA to submit a report to the House and Senate Committees on Appropriations on these efforts within 180 days of enactment of this act.

Low-Carbon Materials.—The Committee supports the use of low carbon materials in transportation infrastructure to reduce greenhouse gas [GHG] emissions. Currently the FHWA promotes use of low-carbon materials through use of life-cycle assessments, environmental product declarations, and product category rules. The FHWA’s work also includes improving the durability of infrastructure through new materials, promoting best practices, and researching new and innovative material. The Committee encourages the FHWA to continue these efforts in order to develop low-carbon materials that reduce GHG emissions while maintaining structural integrity of infrastructure.

Surface Transportation Block Grants [STBG].—The Committee is aware that while it is the responsibility of the State transportation agencies to distribute STBG funds, some States are not allocating funds fairly across their localities in accordance with the suballocation requirements of current statute. As such, the Committee directs the Secretary to ensure that State transportation agencies are fairly awarding funds to localities based on a proportional share of the region’s transportation aid.

Transparency in the Deployment of Automated Vehicles.—The Committee directs the FHWA, in coordination with other relevant modal administrations, to establish clear goals and priorities for the safe deployment of highly automated vehicles on public highway infrastructure of the United States by developing an action plan that fosters further discussion and information-sharing with relevant stakeholders and officials to help inform future policies, research, and programs. The Committee also directs the FHWA to report to the House and Senate Committees on Appropriations on changes relevant in the forthcoming updates to the Manual on Uniform Traffic Control Devices [MUTCD] that will ensure that autonomous vehicles are deployed safely on our roadways. The FHWA should also continue to collate autonomous vehicle information and make publicly available its autonomous vehicle initiatives. Finally, the Committee directs the FHWA to update current resources available online related to AVs, including its fact sheet on Environmental Justice Considerations for connected and autonomous vehicles.

Electric Vehicles [EVs].—The Committee notes that there is a need to build out EV charging infrastructure along designated alternative fuel corridors, as well as signage to encourage such travel. Section 2J in the current MUTCD states that if State or local agencies elect to provide specific service signing, there should be a statewide policy for such signing and criteria for the availability of the various types of services. The criteria should consider “vehicle services including gas and/or alternative fuels, oil, charging stations, and water”.

Alternative Fuel Corridors.—The Committee supports the FHWA’s efforts to designate alternative fuel corridors to support the expansion of zero-emission vehicles. The Committee directs the FHWA to designate future alternative fuel corridors that support travel and tourism traffic patterns and align with the National Travel and Tourism Infrastructure Strategic Plan, to the extent permissible under current law.

Vision Zero.—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 develop resources and provide technical assistance to help local agencies prioritize the Safe System Approach and its implementation of Vision Zero plans and strategies to reduce pedestrian fatalities and injuries. The Committee further directs the FHWA to submit a report to the House and Senate Committees on Appropriations on the extent to which each State or territory receiving FHWA funds includes elements of Vision Zero plans and strategies in their Strategic Highway Safety Plans, including an assessment of any barriers to use of Vision Zero plans and strategies identified by the States and territories.

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, offer flexibility, improve air quality, and decrease fuel consumption.

National Highway Geospatial Data Standards Development Feasibility Study.—The Committee continues to support FHWA's efforts through the Federal Geographic Data Committee's Transportation Subcommittee to create a national standard for spatial highway data, and the U.S. road specification working group to look at existing standards that may be used for this purpose. The Committee directs the FHWA to study, evaluate, and provide a comprehensive report on all 50 States' geospatial data standards detailing the Nation's infrastructure, to be provided to the House and Senate Committees on Appropriations no later than 120 days after enactment of this act.

Sonoran Corridor.—The Committee recognizes the importance of the Sonoran corridor to southern Arizona and the Tucson Valley. Upon completion, the Sonoran corridor will provide increased access to economic opportunity throughout southern and central Arizona. The Committee encourages the FHWA to work with the State of Arizona to identify funds to facilitate the completion of tier II Environmental Impact Statements on High Priority Corridors of less than 25 miles in distance and within 100 miles of the U.S.-Mexico border.

Interstate Projects in the Intermountain West.—The Committee is aware that there are insufficient interstate highway connections between many large metropolitan areas in the intermountain West. The Committee also recognizes the ongoing work of the FHWA, in collaboration with the Arizona and Nevada State Departments of Transportation, to begin the initial planning processes for major interstate projects that will improve interstate connections in the region, including improvements to I-10 between Phoenix and Tucson, and constructing the new I-11 from the U.S.-Mexico International Border to Reno, Nevada. As these State DOTs continue to carry out pre-construction and environmental planning work on these high-priority projects, the Secretary is directed to provide

available technical assistance and financial resources to help complete the planning process for these critical projects.

Bridge Safety.—The Committee continues to direct the FHWA to implement all open recommendations from the OIG report (ST2020035) related to the pedestrian bridge collapse in 2018 at Florida International University [FIU].

Concrete Research.—The Committee directs the Secretary to evaluate research initiatives eligible under the FHWA's highway research and development program focusing on the properties of slag materials in cement and concrete and provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act outlining FHWA's action plan to evaluate such research. The Committee also encourages the FHWA to use public-private partnerships to advance its research on slag materials in cement and concrete.

Wildlife-Vehicle Collision Safety.—The Committee notes that there are more than 1,000,000 wildlife-vehicle collisions every year, representing over \$8,000,000,000 in damage costs. The Committee encourages the FHWA to work with States to reduce wildlife-vehicle collisions through use of HSIP funds and eligibilities under 23 U.S.C. 48(a)(4)(B)(xvii). These funds can be used to support mitigation projects, such as the construction of wildlife crossing structures, including overpasses, underpasses, and fences.

Harmonization of Tools.—The Committee encourages the FHWA to fund activities that harmonize environmental product declarations, data sets, and other tools to improve life cycle GHG emission comparisons of different materials and processes. The Secretary is directed to submit a report to the House and Senate Committees on Appropriations no later than 180 days after enactment of this act on a research and development strategy that will allow for robust and consistent environmental life cycle analyses for highway infrastructure projects to inform future internal research priorities.

Pollinator-Friendly Practices.—The Committee appreciates the FHWA's efforts to maintain natural spaces on roadsides and highway rights-of-ways to benefit pollinator friendly practices, such as the planting and seeding of native, locally appropriate grasses and wildflowers, including milkweed, and directs the FHWA to continue to support State DOT efforts to expand these practices.

Electric Vehicle [EV] Charging Infrastructure.—The Committee encourages States to increase use of electric vehicle and the necessary charging infrastructure. However, developing a cohesive national network for the deployment of EV infrastructure remains a challenge. To date, the FHWA has designated more than 100 interstates, U.S. highways, and State roads as alternative fuel corridors. The Committee directs the GAO to assess the status and outcomes of Department's efforts to plan for and support the development of EV infrastructure investments across the country, including the designation of alternative fuel vehicle national corridors. The GAO should assess the Department's coordination with the Department of Energy, other relevant Federal agencies, States and local planning agencies, and automotive industries in the planning for EV infrastructure investments. The GAO should provide a list of challenges and potential next steps for DOT and Congress to consider

in order to develop a cohesive national network of EV infrastructure.

GHG Emissions.—According to the FHWA, several State DOTs and MPOs currently voluntarily measure and assess transportation CO₂ emissions. Given that transportation is the largest source of GHG emissions, the Committee directs the GAO to assess: (1) the extent to which Federal agencies, States, and MPOs are currently collecting performance information on transportation-related GHG emissions, including tailpipe CO₂ emissions; and (2) how the information on transportation-related GHG emissions is used to inform transportation investment decisions; and (3) what opportunities exist for FHWA to better leverage this information. The GAO is directed to provide this report no later than 270 days after enactment of this act.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2021	\$47,104,092,000
Budget estimate, 2022	47,104,092,000
Committee recommendation	47,104,092,000

PROGRAM DESCRIPTION

The Federal-aid highway program is funded through contract authority paid out of the Highway Trust Fund. Most forms of budget authority provide the authority to enter into obligations and then to liquidate those obligations. Put another way, it allows a Federal agency to commit to spending money on specified activities and then to actually spend that money. In contrast, contract authority provides only the authority to enter into obligations, but not the authority to liquidate those obligations. The authority to liquidate obligations-to actually spend the money committed with contract authority-must be provided separately. The authority to liquidate obligations under the Federal-aid highway program is provided under this heading. This liquidating authority allows 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 \$47,104,092,000. The recommended level is equal to the budget request and the fiscal year 2021 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

Appropriations, 2021	\$2,000,000,000
Budget estimate, 2022 .....	.....
Committee recommendation	2,839,611,000

PROGRAM DESCRIPTION

The Committee provides funding for Highway Infrastructure Programs to improve highway safety and efficiency for all Americans through general fund investments in addition to levels authorized in the FAST Act (Public Law 114–94).

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$2,340,000,000 in funding from the general fund for highway infrastructure programs, which is \$340,000,000 above the fiscal year 2021 enacted level and \$2,340,000,000 above the budget request.

In addition, the Committee recommendation includes \$499,611,000 for CDS, for a total appropriation of \$2,839,611,000, and directs FHWA to provide funding for those projects listed in the table below in the corresponding amounts.

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR HIGHWAY INFRASTRUCTURE PROGRAMS

State	Project Purpose	Amount (\$)	Requestor(s)
AK	Kotzebue Cape Blossom Road	\$27,662,000	Murkowski
AR	Future I–49	18,000,000	Boozman
AR	Future I–57 Corridor	5,000,000	Boozman
AR	Future I–69 Corridor Improvements	18,000,000	Boozman
AR	Highway 67 Corridor Improvements	18,000,000	Boozman
AZ	Shelby Drive Business Development Improvements to Roadways	500,000	Kelly
AZ	Snowflake Street Light and Sidewalk Improvements to SR 77	1,200,000	Kelly
AZ	SR 87 Capacity and Safety Improvements	293,000	Kelly
CA	7th Street Connection Project	2,000,000	Padilla
CA	Highways to Boulevards Regional Study	480,000	Feinstein, Padilla
CO	Glenwood Springs South Bridge Project	1,000,000	Hickenlooper
CT	Reconstruction of Route 34, Project 36–184	5,000,000	Blumenthal, Murphy
DE	Munchy Branch Road Multi-Use Trail	1,120,000	Carper, Coons
GA	Atlanta BeltLine	5,000,000	Ossoff, Warnock
GA	Chattahoochee RiverLands Pilot Project	2,500,000	Ossoff, Warnock
GA	Truman Linear Park Trail	3,000,000	Warnock
HI	City and County of Honolulu—Oahu Electric Vehicle Chargers	1,960,000	Schatz
HI	County of Kauai—Level 3 Electric Vehicle Charging Network	905,000	Hirono, Schatz
HI	County of Maui—Honoapiilani Highway Realignment Project	23,000,000	Schatz
IL	Alton Great Streets—Phase 1 Implementation: Broadway between Ridge Street and Third Street.	500,000	Duckworth
IL	Chicago—State/Lake Loop Elevated Station Improvements	1,000,000	Duckworth, Durbin
IL	Decatur/Macon County Reas Bridge Replacement Project	3,500,000	Durbin
IL	Grand Gateway Project	3,100,000	Duckworth
IL	Marion Main, Bainbridge, Penecost Streets Project	600,000	Durbin
IL	Randall Road from Alexandra Boulevard to Polaris Drive/Acorn Lane.	8,000,000	Duckworth
KS	Passing Lanes in Edwards and Ford Counties	6,000,000	Moran
KS	Passing Lanes in Kiowa, Meade, and Pratt Counties	6,000,000	Moran
MA	City of Northampton—Rocky Hill Greenway Shared Use Trail	3,600,000	Markey, Warren
MD	Cecil County Belvidere Road Expansion	500,000	Van Hollen
MD	Frederick East Street Rails with Trails: Liberty Road Bridge Crossing.	535,000	Van Hollen
MD	Garrett Trails—Eastern Continental Divide Loop Trail (Otto Lane—New Germany).	975,000	Van Hollen
MD	MD 4 Corridor and Thomas Johnson Bridge Capacity Improvements Project.	1,000,000	Van Hollen
MD	Reconstruction of MD 97 at Montgomery Hills	1,000,000	Van Hollen
MD	Route 218 Suitland Road Improvements	2,500,000	Van Hollen
MD	Russell and Monroe Street Ramp Bridge Replacements	1,000,000	Van Hollen
ME	Augusta: Bangor Street Improvements	4,800,000	Collins
ME	Camden—US Route 1 Reconstruction	5,000,000	Collins

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR HIGHWAY INFRASTRUCTURE
PROGRAMS—Continued

State	Project Purpose	Amount (\$)	Requestor(s)
ME	Dover—Foxcroft, Dover Bridge #5118 Replacement	7,200,000	Collins
ME	Edgecomb to Boothbay—State Route 27	8,000,000	Collins
ME	Livermore Falls—State Route 17 Reconstruction	4,000,000	Collins
ME	Newport—US Route 2	4,000,000	Collins
ME	Pittsfield—State Route 11 Rehabilitation	3,200,000	Collins
ME	Presque Isle—US Route 1 Reconstruction	1,200,000	Collins
ME	Searsport—US Route 1 Reconstruction	9,200,000	Collins
ME	Vassalboro—State Route 32	800,000	Collins
MI	Grandville Avenue Project	700,000	Peters
MI	Michigan Avenue Corridor Improvement	1,000,000	Peters, Stabenow
MI	South Westnedge Avenue Reconstruction	500,000	Peters, Stabenow
MN	Moorhead Center Avenue Reconstruction	500,000	Klobuchar, Smith
MO	Chester Bridge	13,000,000	Blunt
MO	I-70 / US 63 Interchange	4,300,000	Blunt
MS	Artesia Road Connector	2,500,000	Hyde-Smith
MS	Beatline Parkway	150,000	Wicker
MS	Biloxi Beach Connector Phase I	2,163,000	Wicker
MS	Bozeman-Reunion Crossing Interconnectivity System	4,000,000	Hyde-Smith, Wicker
MS	East Brandon Bypass	640,000	Wicker
MS	Interstate 10 Corridor Improvements	4,500,000	Hyde-Smith
MS	Lefleur's Bluff Education and Tourism Complex	1,000,000	Hyde-Smith
MS	Rankin County I-20 Connector Loop	5,000,000	Hyde-Smith
MS	Star Landing Road	5,000,000	Wicker
MS	The Morgantown Road Safety Improvement Project	2,400,000	Hyde-Smith
NH	Walnut Street Oval	1,000,000	Shaheen
NM	2nd Street and Rio Bravo Reconstruction	2,000,000	Heinrich, Luján
NM	Allison Road Corridor	1,500,000	Heinrich
NM	Downtown Clovis Reconstruction Project	3,500,000	Heinrich, Luján
NM	I-25 Comanche/Montgomery Interchanges	3,500,000	Heinrich, Luján
NM	I-40, Milepost 6 to 22 west of Gallup, New Mexico	1,000,000	Luján
NM	NM 31/NM 128 Preliminary Engineering	1,500,000	Heinrich
NM	NM 404 widening project from I-10 to NM 213	2,750,000	Heinrich, Luján
NM	Pinon Hills Extension Project—Right of Way	1,250,000	Heinrich
NM	Quay County Bridge No. 1042 Replacement	2,500,000	Luján
NM	Reconstruction of I-25 La Bajada in Santa Fe County	3,500,000	Heinrich, Luján
NM	US 84 Full Depth Reclamation between Ft. Sumner and Santa Rosa.	2,500,000	Heinrich, Luján
NV	Arlington Avenue Bridges Project	2,000,000	Cortez Masto, Rosen
NV	Boulder Highway Reimagined Project	2,000,000	Cortez Masto, Rosen
NV	Carson City—Williams Street Complete Streets Project	2,000,000	Cortez Masto, Rosen
NV	Highway 50 (Williams Avenue) Project	1,616,000	Cortez Masto, Rosen
NV	Las Vegas—Charleston Boulevard Underpass	2,000,000	Cortez Masto, Rosen
NV	SR28 Central Corridor Sand Harbor to Spooner—Secret Harbor to Skunk Harbor Trial and Safety Improvements.	2,000,000	Cortez Masto, Rosen
NV	Western Nevada Safe Routes to School Vulnerable User Pedestrian Safety.	500,000	Cortez Masto, Rosen
NY	City of Newburgh—Completion of the Replacement of Lake St. Bridge.	1,750,000	Gillibrand
NY	Dryden Rail Trail Bridge	700,000	Gillibrand, Schumer
NY	South Albany Street Over Six Mile Creek Bridge Replacement	1,400,000	Gillibrand, Schumer
OH	City of Cincinnati—Western Hills Viaduct	1,000,000	Brown
OK	I-35 Bridges over NE 63rd Street in Oklahoma City	3,125,000	Inhofe
OK	I-35/SH-9W Interchange in Newcastle	3,125,000	Inhofe
OK	I-40/Douglas Blvd Reconstruction and Widening in Oklahoma City.	10,000,000	Inhofe
OK	SH-136 from US-412 in Guymon	3,125,000	Inhofe
OK	SH-152 in Washita County	3,125,000	Inhofe
OK	SH-20 in Hominy	3,125,000	Inhofe
OK	SH-3 from Lane to Farris	3,125,000	Inhofe
OK	US-169 SW Ramp over I-244 in Tulsa	3,125,000	Inhofe
OK	US-277 between Cement and Bailey Turnpike	3,125,000	Inhofe
OK	US-281/SH-45 Junction in Waynoka	3,125,000	Inhofe
OK	US-283 North of the Red River in Elmer	3,125,000	Inhofe

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR HIGHWAY INFRASTRUCTURE
PROGRAMS—Continued

State	Project Purpose	Amount (\$)	Requestor(s)
OK	US-64/SH-14 Junction in Alva	3,125,000	Inhofe
OK	US-70 Bypass in Madill	3,125,000	Inhofe
OR	I-84 Exit 216 EB Snow Zone/Truck Parking	2,000,000	Merkley, Wyden
OR	North Fork Road Improvements Project	1,440,000	Merkley, Wyden
OR	Tualatin Valley Highway Safety Improvements	1,000,000	Merkley, Wyden
PA	Monaca Streetscape Project	750,000	Casey
PA	Rehabilitation of Bridge No. 29—Brewery Bridge, City of Latrobe	500,000	Casey
RI	Bike Path Connection—Washington Secondary Bike Path Extension.	3,200,000	Reed, Whitehouse
RI	Centerville Road (RI-117) and Toll Gate Road Repaving in Warwick and West Warwick.	1,000,000	Reed, Whitehouse
RI	East Bay Bike Path Bridges	5,000,000	Reed, Whitehouse
RI	Fred Lippitt Woonasquatucket River Greenway	3,400,000	Reed
RI	Henderson Boulevard Connection	1,000,000	Whitehouse
RI	Woonsocket—Lead Remediation for Bridges	2,500,000	Reed
SC	Charleston Airport Connector Road Project	16,172,000	Graham
SC	I-73	15,000,000	Graham
SC	Whiskey Road Corridor—Powderhouse Road Connector	8,000,000	Graham
SD	I-29 85th Street Interchange	30,000,000	Thune
SD	North Sioux City Northshore Drive Realignment Project	17,000,000	Rounds
VA	Capital Bikeshare for Underserved Areas	1,000,000	Kaine, Warner
VA	Centerville Turnpike Phase III	6,000,000	Kaine
VA	Coliseum Drive Extension Project, Phase B	1,500,000	Kaine
VA	Fall Line Trail	2,000,000	Kaine, Warner
VA	Mayo Bridge Rehabilitation	5,000,000	Kaine, Warner
VT	Lamoille Valley Rail Trail	2,000,000	Sanders
WA	Edgewater Bridge Replacement	3,000,000	Murray
WA	Project FIRST (Fast Tracking Improvements to Reach Strategic Targets) Improvements to Vancouver SE 1st Street Corridor.	2,500,000	Cantwell, Murray
WA	South Barker Road Corridor	3,000,000	Murray
WI	Brown County South Bridge Regional Connector Project	5,000,000	Baldwin
WV	Coalfields Expressway	500,000	Manchin

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 requires the FHWA to adjudicate Buy America requests based on the criteria used prior to April 17, 2018.

Section 126 allows for a new future interstate route.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Motor Carrier Safety Administration [FMCSA] was established within the Department of Transportation by the Motor

Carrier Safety Improvement Act [MCSIA] (Public Law 106–159) in December 1999. Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

MCSIA (Public Law 106–159); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109–59); the Moving Ahead for Progress in the 21st Century Act (Public Law 112–141); and the FAST Act (Public Law 114–94) each provide funding authorization for FMCSA’s Motor Carrier Safety Operations and Programs and Motor Carrier Safety Grants.

FMCSA’s mission is to promote safe commercial motor vehicle and motor coach operations, as well as reduce the number and severity of accidents involving those vehicles. Agency resources and activities prevent and mitigate commercial motor vehicle and motor coach accidents through education, regulation, enforcement, stakeholder training, technological innovation, and improved information systems. 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 \$681,800,000 for obligations and liquidations from the Highway Trust Fund. This level is \$6,000,000 more than the budget request and \$66,143,000 less than the fiscal year 2021 enacted level.

	Fiscal year—		Committee recommendation
	2021 enacted	2022 estimate	
Motor Carrier Safety Operations & Programs (obligation limitation)	\$328,143,000	\$288,000,000	\$288,000,000
Motor Carrier Safety Grants (obligation limitation)	419,800,000	387,800,000	393,800,000
Total	747,943,000	675,800,000	681,800,000

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2021	\$328,143,000
Budget estimate, 2022	288,000,000
Committee recommendation	288,000,000

PROGRAM DESCRIPTION

This account provides necessary resources to support motor carrier safety program activities and to maintain the agency’s administrative infrastructure. This funding supports nationwide motor carrier safety and consumer enforcement efforts, including Federal safety enforcement activities at the United States-Mexico border in

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of \$288,000,000, for FMCSA's Operations and Programs. The recommendation is \$40,143,000 less than the fiscal year 2021 enacted level and equal to the budget request. Of the total limitation on obligations, \$9,073,000 is for research and technology, and \$35,334,000 is for information management.

Border Crossing Capital Improvement Plan [CIP].—The Committee continues to support the FMCSA's efforts to upgrade inspection facilities for commercial motor vehicles entering the United States in order to ensure that inspectors have a safe, efficient workspace by replacing trailers with permanent modular buildings and providing canopy coverage and pits for ongoing inspections. The Committee directs the FMCSA to provide an annual report to the House and Senate Committees on Appropriations by March 31, 2022, on the current status of the border crossing CIP. The report shall include: a list of all funded and unfunded projects in past fiscal years; cost overruns, cost savings, and cost projections for each active project; target dates for project completion; delays and schedule changes; current challenges; and relevant safety inspection data.

Information Technology [IT] and Information Management [IM] CIP.—The Committee recommendation includes \$35,334,000 for IT and IM activities to prioritize the automation and modernization of its antiquated systems. The Committee continues to direct the FMCSA to report no less than annually on the spending plans for the amounts provided for IT and IM and to update the House and Senate Committees on Appropriations on modernizing its legacy systems.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDE TRANSFER OF FUNDS)

Limitation, 2021	\$419,800,000
Budget estimate, 2022	387,800,000
Committee recommendation	393,800,000

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 [PRISM] program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of \$393,800,000 for motor carrier safety grants. The recommended limitation is \$26,000,000 less than the fiscal year 2021 enacted level and \$6,000,000 more than the budget request. The Committee recommends a separate limitation on obligations for each grant program funded under this account with the funding allocation identified below. Of the funding increase above the budget request, \$5,000,000 is for High Priority Activities Program grants to States that establish programs to impound or otherwise immobilize a passenger-carrying commercial motor vehicle found to have safety violations that are serious enough to warrant immediate removal from the roadway; and \$1,000,000 is for additional Commercial Motor Vehicle Operator Grants.

	Amount
Motor carrier safety assistance program [MCSAP]	\$308,700,000
High priority activities program	49,900,000
Commercial motor vehicle operator grants program	2,000,000
Commercial driver’s license program implementation program	33,200,000

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130 requires the FMCSA to update inspection regulations for rear underride guards as specified in GAO–19–264.

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

	General fund	Highway trust fund	Total
Appropriation 2021	\$211,167,000	\$778,317,000	\$989,484,000
Budget estimate, 2022	245,550,000	778,317,000	1,023,867,000
Committee recommendation	220,550,000	778,317,000	998,867,000

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 \$998,867,000, including both budget authority and limitations on the obligation of contract authority. This funding is \$25,000,000 less than the President’s request and \$9,383,000 more than the fiscal year 2021 enacted level. The following table summarizes the Committee’s recommendations:

OPERATIONS AND RESEARCH

	General fund	Highway trust fund	Total
Appropriation, fiscal year 2021	\$194,167,000	\$155,300,000	\$349,467,000
Budget estimate, 2022	245,550,000	155,300,000	400,850,000
Committee recommendation	220,550,000	155,300,000	375,850,000

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 \$375,850,000 for Operations and Research, which is \$25,000,000 less than the President’s budget request and \$26,383,000 more than the fiscal year 2021 enacted level. Of the total amount recommended for Operations and Research, \$220,550,000 is from the general fund, and \$155,300,000 is from the HTF. For vehicle safety research, the Committee rec-

ommendation includes \$14,530,000 for the New Car Assessment Program [NCAP]. For future budget estimates submitted to the House and Senate Committees on Appropriations, NHTSA is directed to include the same level of details as was included in the fiscal year 2020 budget estimate.

Highway Fatalities.—NHTSA’s early estimates of motor vehicle traffic fatalities in 2020 shows an alarming 7.2 percent increase in fatalities at a time when vehicle miles traveled [VMTs] decreased by 13.2 percent. This translates into an alarming 23 percent increase in the crash fatality rate. The crash data also shows a dramatic 23 percent increase for non-Hispanic Black people, a 20 percent increase in occupant ejection, and a 15 percent increase in unrestrained occupants of passenger vehicles. Increased funding provided by the Committee should be used to address these disproportionate increases in highway fatalities.

Move Over Laws.—The Committee remains concerned about the public safety and work-zone risks related to roadway infrastructure, which can create hazardous conditions for road crews and public safety officials both in and out of vehicles. The Committee supports NHTSA’s efforts to spend the funding provided in fiscal year 2020 for these purposes. In order to properly evaluate the effectiveness of digital alert technology, NHTSA should use a portion of these funds for deployment of digital alert technology with local law enforcement in the field.

Truck Underride Safety.—The Committee urges NHTSA to finalize the rulemaking on truck underride safety, and continue to consult with relevant experts and stakeholders to facilitate the adoption of underride protection devices. NHTSA should also implement the recommendations contained in the GAO report “Truck Underride Guards: Improved Data Collection, Inspections, and Research Needed” (GAO-19-264) on developing a standardized definition of underride crashes and data, and to share information with police departments in order to improve the quality and completeness of underride crash data collection.

New Car Assessment Program [NCAP].—The Committee applauds NHTSA’s work to expand its crash test procedures, which includes the testing of a small adult female frontal dummy, a small adult female side impact dummy, and a large child dummy, which simulates a 10-year old child. Additional testing variations in multiple seating positions, including the driver position should be considered. The Committee believes that exploring new test procedures and seating positions beyond those currently tested as part of the Federal Motor Vehicle Safety Standards [FMVSS] is critical for consumer awareness and safety. The Committee directs NHTSA to continue research to address gender inequity as evidenced through available crash data so that NCAP can transition to use the latest crash test dummy technology in tests and can be periodically updated to enhance crash protection to male and female occupants of different sizes.

In furtherance of these consumer awareness goals, the Committee also encourages NHTSA to include ratings on vehicle designs and systems related to pedestrian and bicyclist safety and injury criteria specific to older occupants when continuing to update the NCAP. The Committee supports NHTSA’s ongoing work on a

rulemaking to improve NCAP, including seeking public comment on advanced crash test dummies and testing procedures.

Child Hyperthermia Prevention.—The Committee recommendation supports the heatstroke prevention campaign awareness program at no less than \$2,000,000, and directs NHTSA to continue to raise awareness to parents and caregivers on the dangers of child hyperthermia.

Drug Impaired Driving.—The Committee expects NHTSA to address long-standing NTSB recommendations to: (1) develop and disseminate to appropriate State officials a common standard of practice or guidance for drug toxicology testing which should consider recommendations issued by the National Safety Council in the publication entitled, “Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities-2021 Update” in consultation with relevant accredited universities; (2) develop and disseminate best practices, identify model specifications, and create a conforming products list for oral fluid drug screening devices; (3) evaluate best practices and countermeasures found to be the most effective in reducing fatalities, injuries, and crashes involving drug-impaired drivers; and (4) provide additional guidance on each of these issues to the States.

The Committee continues to support NHTSA’s drug driving initiative, research initiatives such as the collection of toxicology data in fatal accidents, and continued education and training efforts with law enforcement and prosecutors, such as drug recognition expert and advanced roadside impaired driving enforcement training. NHTSA should issue clarifying guidance on the eligible uses of highway safety program grants for gathering data on individuals in fatal car crashes for substance impairments, where permissible under current law. With the opioid epidemic affecting the rates of drug impaired driving, NHTSA should also collaborate with the Centers for Disease Control and Prevention [CDC] to develop guidance to States on how funding provided by each agency can be used to reduce drug impaired driving.

The Committee is also aware of NHTSA’s efforts to examine the feasibility of a standardized field test for marijuana impairment. NHTSA previously completed a project to gather, evaluate, and interpret recent literature on tests of impairment from marijuana or other drugs. A number of different tests were reviewed, including tests of cognitive ability, behavioral tests, tests of physical capability, physiological tests, and driving skills tests. The Committee encourages NHTSA to use the results of the laboratory tests to move forward to field testing and to work towards the development of a standardized field sobriety test to detect levels of marijuana impairment. NHTSA’s work should focus on all commonly available cannabis products. NHTSA should also consider issuing toxicology testing guidance to State officials in accordance with recommendations issued by the National Safety Council in the publication entitled, “Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities-2021 Update” and consult with relevant accredited universities.

Automated Vehicle Occupants.—The Committee remains concerned by the lack of validated crash models for occupants who will be traveling in automated vehicles. However, the Committee is

aware of NHTSA's efforts to initiate an autonomous vehicle occupant study, in partnership with academic institutions. The Committee directs NHTSA to move forward on this study and report to the House and Senate Committees on Appropriations on the results of this study.

Consumers and Automated Vehicles.—The Committee is concerned that accidental or deliberate misuse of lower level automated systems by drivers can, and has, led to highway fatalities, as documented by the NTSB in several crash investigation reports. While much of the focus on vehicle automation has focused on vehicle capabilities and the potential improvements to roadway safety, the consumer knowledge and understanding of vehicle capabilities is also important. If consumers do not understand and trust these technologies, and when it is appropriate to use them, they are less likely to deliver safety benefits. The Committee directs the GAO to assess: (1) what is known about consumers' understanding and use of lower level automated vehicle technologies; (2) how vehicle manufacturers and governments are educating consumers about these technologies; and (3) what role the Federal Government has in helping consumers understand the safety benefits of and appropriate use of these technologies. The Committee directs the GAO to submit this report to the House and Senate Committees on Appropriations within 1 year of enactment of this act.

Impaired driving detection.—The Committee supports NHTSA's efforts to advance the implementation and integration of impaired driving technologies across the automotive industry, and NHTSA should also notify the Committee on any factors that may delay progress of these efforts. The Committee also directs NHTSA to update the House and Senate Committees on Appropriations on the status of the Volpe report on advanced drunk driving prevention systems, and be fully attentive to the development of all advanced technologies for direct alcohol detection and driver monitoring systems that are under development or already being offered to motorists. Certain impaired driving detection is expected to be available shortly for limited deployment in fleets administering a zero-tolerance policy for its drivers and is expected to be commercialized in the next several years. The Committee believes continued funding of impaired driving detection research is critical for completing these efforts.

Traffic Safety Culture.—The Committee is aware of efforts to promote Vision Zero in the Strategic Highway Safety Plans through the use of positive traffic safety culture. The Committee recommendation includes \$600,000 for NHTSA to work with a university with expertise in traffic safety culture to develop training courses for States to learn how to implement a traffic safety culture. The training should include tools to guide States on data, metrics, and strategies to change driver behavior, how to examine current safety culture, and ways to engage a broad group of stakeholders to influence positive social acceptable of traffic safety.

Causal Factors.—The Committee recognizes the need for more robust data collection and analysis related to vehicle, highway, and behavioral safety to develop effective countermeasures to reduce the number and severity of vehicle crashes involving intersections, pedestrians, and leaving the lane or roadway. The Committee en-

courages NHTSA to focus on research on causal factors of auto crashes, such as distracted driving, road conditions, and congestion.

AV Testing.—The Committee recognizes that changes in driving technology will significantly change roadways for cars and large trucks. NHTSA must continue to prepare by testing how AVs react to various environmental and weather conditions. The Committee encourages NHTSA to continue to research and test facilities that replicate a wide variety of challenging weather conditions, like rain, fog, and low sun angles. NHTSA is encouraged to partner with an existing non-profit automotive vehicle test and research facility to facilitate the development and deployment of AV technology that can operate in all weather conditions, including development of methodologies to measure the performance of AV technology.

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Limitation, 2021	\$623,017,000
Budget estimate, 2022	623,017,000
Committee recommendation	623,017,000

PROGRAM DESCRIPTION

The most recent surface transportation authorization, the FAST Act (Public Law 114–94), re-authorizes the section 402 State and community formula grants, the high visibility enforcement grants, and the consolidated National Priority Safety Program, which consists of occupant protection grants, State traffic safety information grants, impaired driving countermeasures grants, distracted driving grants, motorcycle safety grants, State graduated driver license grants, and non-motorized safety grants.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$623,017,000 and authority to liquidate an equal amount of contract authorization for the highway traffic safety grant programs funded under this heading. The recommended limitation is equal to the budget estimate and the fiscal year 2021 enacted level.

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

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

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

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION

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

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

Section 142 prohibits funds from being used to enforce certain State maintenance of effort requirements under 23 U.S.C. 405.

FEDERAL RAILROAD ADMINISTRATION

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

SAFETY AND OPERATIONS

Appropriations, 2021	\$234,905,000
Budget estimate, 2022	247,700,000
Committee recommendation	242,757,000

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 \$242,757,000 for Safety and Operations for fiscal year 2022, which is \$4,943,000 less than the budget request and \$7,852,000 more than the fiscal year 2021 enacted level. The funding recommended, in addition to carry over balances, is sufficient to fund all authorized safety inspectors and FRA programs.

Automated Track Inspection Program [ATIP].—The Committee recommendation includes up to \$16,500,000 for ATIP and directs the FRA to continue prioritize the use of funds to expand the use of ATIP vehicles to support the inspection of routes transporting passengers and hazardous materials.

Track Inspection Pilots.—The Committee reminds the FRA of the reporting requirement from fiscal year 2021 to provide information on the testing of automated track geometry measurement system inspection technology. The Committee directs the FRA to provide the House and Senate Committees on Appropriations the required report within 30 days of enactment of this act.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2021	\$41,000,000
Budget estimate, 2022	58,826,000
Committee recommendation	41,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$41,000,000 for Railroad Research and Development, which is equal to the fiscal year 2021 enacted level and \$17,826,000 less than the budget request.

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 \$2,500,000 to fund the SLSI and its mission, including continued efforts to improve the safe transportation of crude oil, other hazardous materials, freight, and passenger rail.

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

Alternative Fuel Locomotives.—According to the Bureau of Transportation Statistics, the demands for freight transportation is projected to increase significantly over the next 25 years. In order to meet this demand while also reducing greenhouse gas emissions associated with rail operators, the Committee recommendation includes up to \$2,500,000 for the FRA, working in collaboration with the Department of Energy and railroads, to accelerate ongoing research into innovative technologies and solutions that will fuel locomotives with low- or no-carbon alternatives other than diesel fuel.

The Department's research should work to hasten the availability of these solutions for widespread commercial use.

Blocked Highway-Rail Grade Crossings.—The Committee applauds the FRA for its efforts to begin collecting the data necessary to understand the scope of frequently blocked highway-rail grade crossings across the country. The data being collected by the FRA from both the freight railroads and from the new public reporting portal will be especially important in determining the extent of the blocked crossing problem nationally, the location of worst impacts, and how to direct Federal resources to better address the problem. The Committee urges the FRA to require States receiving funding through the Railroad Safety State Participation Program to include on their website a link with instructions for reporting incidents to the FRA blocked crossings portal.

FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANTS

Appropriations, 2021	\$200,000,000
Budget estimate, 2022	
Committee recommendation	220,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$220,000,000 for the Federal-State Partnership for State of Good Repair Grants program [SOGR], which is \$20,000,000 more than the fiscal year 2021 enacted level and \$220,000,000 more than the budget request, which instead proposed \$625,000,000 for a new Passenger Rail Improvement, Modernization, and Expansion Grants program.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS GRANTS

Appropriations, 2021	\$375,000,000
Budget estimate, 2022	375,000,000
Committee recommendation	552,860,000

PROGRAM DESCRIPTION

The Consolidated Rail Infrastructure and Safety Improvements Grants program [CRISI] 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. 24407(c). 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 \$402,000,000 for the CRISI Grants, which is \$27,000,000 more than the budget request and the fiscal year 2021 enacted level. The Committee recommendation also includes an additional \$120,860,000 to accommodate CDS for eligible projects for a total appropriation of \$522,860,000. The Committee directs the FRA to provide funding for those projects listed in the table below in the corresponding amounts. The Committee further directs that the specific funding allocated in the table below shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans.

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR CONSOLIDATED RAIL
INFRASTRUCTURE AND SAFETY IMPROVEMENTS

State	Project Purpose	Amount (\$)	Requestor(s)
AL	Alabama State Port Authority Rail Expansion, Rehabilitation and Modernization.	\$67,300,000	Shelby
GA	Atlanta to Savannah Passenger Rail Environmental Impact Statement.	8,000,000	Ossoff
GA	Heart of Georgia Railroad Rehabilitation and Upgrades	5,000,000	Warnock
IL	City of Decatur Brush College Road—Faries Parkway Grade Separation Project.	2,000,000	Duckworth
KS	Kansas Rail Safety Improvement Project	2,000,000	Moran
MD	Baltimore Penn Station Facility Improvements	5,000,000	Cardin, Van Hollen
ME	Maine Northern Railroad Improvements	12,960,000	Collins
MI	Ypsilanti Train Station	300,000	Peters
PA	Darby Township PA Main Street Crossing	1,000,000	Casey
RI	Kingston Train Station Intermodal and Parking Expansion	2,500,000	Reed, Whitehouse
VT	Essex Junction Multimodal Train and Bus Station Redevelopment	3,000,000	Leahy
VT	White River Junction Amtrak Station Platform Reconstruction	800,000	Sanders
WA	Banana Yard Rail Switch Upgrade	2,500,000	Murray
WA	Industrial Rail Corridor Expansion (IRCE) Track Expansion project at the Port of Longview.	2,500,000	Cantwell, Murray
WA	Rail Crossings at Spokane International Airport Rail-Truck Transload Facility.	1,000,000	Cantwell
WV	Port of West Virginia Railroad Bridge Improvements	4,000,000	Manchin
WV	Weirton Frontier Crossings Project	1,000,000	Capito

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

RESTORATION AND ENHANCEMENT GRANTS

Appropriations, 2021	\$4,720,000
Budget estimate, 2022	
Committee recommendation	2,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$2,000,000 for Restoration and Enhancement Grants, which is \$2,000,000 more than the budget request and \$2,270,000 less than the fiscal year 2021 enacted level.

THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2021	\$2,000,000,000
Budget estimate, 2022	2,700,000,000
Committee recommendation	2,700,000,000

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 \$2,700,000,000 for Amtrak, which is equal to the budget request and \$700,000,000 more than the fiscal year 2021 enacted level.

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

COVID-19 Pandemic Impact on Amtrak Operations.—The Committee appreciates Amtrak's work to become self-sufficient. The Committee notes that Amtrak had record ridership levels prior to fiscal year 2020 and reported that it was on track to break even. However, ridership and revenue plummeted in fiscal years 2020 and 2021 due to the COVID-19. As a result, for fiscal years 2020 and 2021, the Coronavirus Aid, Relief, and Economic Security Act (Public Law 116-136), the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (Public Law 116-260) and the

American Rescue Plan Act of 2021 (Public Law 117–2), provided a total of \$3,718,000,000 in emergency supplemental funding for Amtrak to sustain operations and the workforce in order to continue to provide critical intercity transportation services. Amtrak’s ridership and revenue is in the process of recovering and the Committee applauds Amtrak’s efforts to ensure that funding previously provided by Congress is wisely applied across the rail network. In addition to the emergency supplemental funding previously provided, the Committee notes that the recommendation for fiscal year 2022 includes a substantial increase from the regular annual amount provided in fiscal year 2021. The Committee notes that this funding level represents extenuating circumstances regarding residual effects on Amtrak’s reduced ridership and revenue. The Committee directs Amtrak to provide regular updates to the House and Senate Committees on Appropriations on any new revenue projections, estimates, or needs as they become available.

Amfleet Replacement.—The Committee recommendation includes \$100,000,000 to support the acquisition of new single-level passenger equipment in proportion to the use of this equipment for Amtrak’s Northeast Corridor, State-supported, and long-distance services. The Committee expects Amtrak to report to the House and Senate Committees on Appropriations on its progress to find a solution toward a shared fleet replacement costs.

Charter Trains and Private Cars.—The Committee continues to applaud Amtrak’s efforts to make itself financially more sustainable through a business-like approach to its operations. However, stakeholders continue to remain concerned with Amtrak’s communication and implementation of new policies. In fiscal year 2021, the Committee directed Amtrak to report on the effects of its changes in policy to charter trains, special trains, and private trains, but stakeholders continue to express concerns with Amtrak’s billing and pricing for private cars and charter trains. Amtrak is directed to once again report on the impact of its policies to charter trains and private trains in the fiscal year 2023 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 included 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.

Budget and Business Plan.—The Committee continues to direct Amtrak to submit a business plan in accordance with section 11203(b) of Public Law 114–94 for fiscal year 2022. Amtrak shall continue to submit a budget request for fiscal year 2023 to the House and Senate Committees on Appropriations in similar format

and substance to those submitted by executive agencies of the Federal Government.

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

Food and Beverage.—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.

U.S. 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 service, professional, and IT services, including such subsidiary services, shall be performed within the United States.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends \$968,692,693 for Northeast Corridor Grants to Amtrak. The funding level provided includes no more than \$5,000,000 for the use of the Northeast Corridor Commission established under section 24905 of title 49, United States Code; no less than \$75,000,000 between the Northeast Corridor and National Network grants for ADA compliance; and \$100,000,000 for Amfleet replacement.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends \$1,731,307,307 for National Network Grants to Amtrak. The funding level provided includes no more than \$2,000,000 for use of the State-Supported Route Committee established in the FAST Act (Public Law 114–94) and at least \$50,000,000 shall be for the installation of safety technology or infrastructure improvements to improve safety on certain State-supported routes.

National Network Services.—Amtrak’s long-distance routes provide much needed transportation access in hundreds of communities and for rural areas where mobility options are limited. Equally important are routes that provide service to rural areas from urban areas along the Northeast Corridor. During floor consideration of the Committee’s fiscal year 2019 bill, the Senate voted 95–4 in favor of an amendment to express a sense of Congress that long-distance passenger routes should be sustained to ensure connectivity for the 4.7 million riders in 325 communities in 40 States that rely on this service. The Committee does not support proposals that will inevitably lead to long-term or permanent service cuts or segmentation of routes, which will lead to less service for rural communities.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION
(INCLUDING RESCISSIONS)

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

Section 151 prohibits the use of funds provided to Amtrak to reduce the total number of Amtrak Police Department uniformed officers patrolling on board passenger trains or at stations, facilities or rights-of-way below the staffing level on May 1, 2019.

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 rescinds certain unobligated balances.

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 \$13,455,612,000 is provided for FTA programs in fiscal year 2022. The recommendation is \$36,736,000 less than the budget request and \$498,450,000 more than the fiscal year 2021 enacted level.

	General fund	Highway trust fund	Total
Appropriation 2021	\$2,806,814,000	\$10,150,348,000	\$12,957,162,000
Budget estimate, 2022	3,342,000,000	10,150,348,000	13,492,348,000
Committee recommendation	3,331,998,000	10,150,348,000	13,455,612,000

ADMINISTRATIVE EXPENSES

Appropriations, 2021	\$121,052,000
Budget estimate, 2022	131,500,000
Committee recommendation	131,500,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$131,500,000 from the general fund for the agency's salaries and administrative expenses. The recommended level of funding is equal to the budget request and \$10,448,000 more than the fiscal year 2021 enacted level.

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 2023; (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 ad-

vancing projects, especially those within 2 years of a proposed FFGA. It should also highlight and explain any potential cost and schedule changes affecting projects.

TRANSIT FORMULA GRANTS
(LIQUIDATION OF CONTRACT AUTHORITY)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

	Obligation limitation (trust fund)
Appropriations, 2021	\$10,150,348,000
Budget estimate, 2022	10,150,348,000
Committee recommendation	10,150,348,000

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 repairs grants; bus and bus facilities formulas grants; and growing States and high-density States formula grants. Set-asides from formula funds are directed to a grant program for each State with rail systems not regulated by the 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 2022 to \$10,150,348,000. The recommendation is equal to the budget request and the fiscal year 2021 enacted level.

Buses and Bus Facilities Grant Program.—The Committee continues to support the FAST Act's (Public Law 114–94) inclusion of competitive grants in the buses and bus facilities grant program and continues to encourage the FTA to follow the guidance set forth in the FAST Act when developing selection criteria for the program. Consistent with section 3017 of the FAST Act, the age and condition of buses, bus fleets, related equipment, and bus-related facilities should be the primary consideration for selection criteria.

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 cen-

ters and projects that support economic growth in disadvantaged areas.

Innovative Procurement.—The Committee directs the FTA to continue to permit procurement partnerships in fiscal year 2022 grant awards for the Low or No Emissions Bus Program in the same manner as in previous fiscal years. The Committee also encourages the FTA to promote greater use of the innovative procurement authorities for technologically advanced buses that were established by section 3019 of the FAST Act (Public Law 114–94), including separate battery lease agreements. The FTA should provide technical assistance to States regarding the development of State schedules that are consistent with Federal law, take steps to ensure that FTA funds purchases by transit agencies off of State schedules from other States that comply with Federal requirements, and use webinars and stakeholder events to make transit agencies more aware that they may purchase off of State schedules regardless of location.

Low or No Emission Bus Program.—The Committee directs the FTA to implement the low or no emission section 5339(c) competitive grant program in a manner that allows for a variety of different fuel types including electric, natural gas, hydrogen and other alternative fuel types. The FTA should give consideration for procurements that reduce an agency’s overall greenhouse gas emissions and takes into consideration the resources available to the agency to do so. The Committee reminds the FTA that for some agencies, the transition to zero emission requires the use of low emission buses to bridge funding and technology gaps.

TRANSIT INFRASTRUCTURE GRANTS

Appropriations, 2021	\$516,220,000
Budget estimate, 2022	550,000,000
Committee recommendation	756,998,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an additional \$604,000,000 in transit infrastructure grants to remain available until expended, which is \$87,780,000 more than the fiscal year 2021 enacted level and \$54,000,000 more than the budget request. Of the funds provided: (1) \$300,000,000 is available for buses and bus facilities grants authorized under 49 U.S.C. 5339, of which \$200,000,000 is provided for formula grants, and \$100,000,000 is provided for competitive grants; (2) \$132,000,000 is provided for low or no emission grants authorized under 49 U.S.C. 5339(c); (3) \$45,000,000 is provided for formula grants for rural areas authorized under 49 U.S.C. 5311; (4) \$45,000,000 is provided for high density State apportionments authorized under 49 U.S.C. 5340(d); (5) \$45,000,000 is provided for state of good repair grants authorized under 49 U.S.C. 5337; (6) \$13,000,000 is provided for ferry boat grant grants authorized

under 49 U.S.C. 5307(h); (7) \$2,000,000 is provided for bus testing facilities authorized under section 5318 of such title; (8) \$20,000,000 is available for areas of persistent poverty; (9) \$1,000,000 is provided for innovative mobility demonstration projects authorized under 49 U.S.C. 5312; (10) \$1,000,000 is provided for accelerating innovating mobility demonstration projects authorized under 49 U.S.C. 5312; and (11) an additional \$152,998,000 is provided for CDS as identified in the table below in the corresponding amounts for a total appropriations of \$756,998,000. The Committee further directs that the specific funding allocated in the table below shall not diminish or prejudice the application of a specific project or geographic region to receive other discretionary grants or loans. The Committee recommendation includes funding from the general fund, and the funding is not subject to any limitation on obligations.

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR TRANSIT INFRASTRUCTURE GRANTS

State	Project Purpose	Amount (\$)	Requestor(s)
AZ	Northern Arizona Public Transportation Authority Bus Storage Phase 1—CDL Course.	\$2,590,000	Kelly
AZ	Valley Metro Electric Bus Demonstration	1,057,000	Kelly
AZ	City of Phoenix Electric Bus Investment	2,745,000	Sinema
CA	City of Emeryville 40th Street Re-Design Project	1,000,000	Feinstein
CA	Next Generation BART Fare Gates Project	2,000,000	Feinstein
CA	Orange County West Santa Ana Branch High Capacity Transit Study.	750,000	Feinstein
CA	San Francisco Municipal Transportation Agency Cable Car Renewal Master Plan.	2,000,000	Feinstein
CA	COASTER Commuter Rail Corridor Stabilization	10,000,000	Feinstein, Padilla
CA	Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor.	3,500,000	Feinstein, Padilla
CA	East San Fernando Valley Transit Corridor Project	5,000,000	Padilla
CA	Inglewood Transit Connector Project	5,000,000	Padilla
CA	Long Beach Zero-Emission Bus Replacement Project	1,000,000	Padilla
CO	Colorado Statewide Transit Improvement Project—Durango Bus Acquisition, Charging Infrastructure and Technical Services.	522,000	Bennet, Hickenlooper
CO	Colorado Statewide Transit Improvement Project—Eagle County Bus Facilities and Charging Infrastructure.	1,201,000	Bennet, Hickenlooper
CO	Colorado Statewide Transit Improvement Project—Grand Valley Bus Acquisition.	1,223,000	Bennet, Hickenlooper
CO	Colorado Statewide Transit Improvement Project—Gunnison Valley Bus Acquisition.	1,460,000	Bennet, Hickenlooper
CO	Colorado Statewide Transit Improvement Project—Vail Bus Acquisition and Charging Infrastructure.	1,650,000	Bennet, Hickenlooper
CT	Walk Bridge—Undergrade Bridges Demolition and Replacement in Norwalk, CT.	15,000,000	Blumenthal, Murphy
GA	Valdosta Bus Aquisition	993,000	Ossoff
GA	MARTA Electric Buses	3,850,000	Ossoff, Warnock
GA	MARTA Operations & Maintenance Facility	5,000,000	Warnock
HI	City and County of Honolulu—Electrification of Route 40 Bus Route.	10,000,000	Schatz
IL	Chicago Transit Authority Systemwide Elevator Modernization Program.	2,100,000	Duckworth
IL	Chicago Transit Authority 103rd St. Garage Electric Bus Implementation Project.	2,000,000	Durbin
IL	Illinois Electric Bus and Charging Infrastructure Program	8,250,000	Durbin
MD	Bethesda Metro South Entrance	2,000,000	Van Hollen
MD	Charles-Prince George's County Southern Maryland Rapid Transit Corridor.	5,000,000	Cardin, Van Hollen
MD	Maryland DOT Dual Locomotives for Commuter Rail Service	1,000,000	Van Hollen
MI	Expansion of the Ypsilanti Transit Center	300,000	Peters

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR TRANSIT INFRASTRUCTURE
GRANTS—Continued

State	Project Purpose	Amount (\$)	Requestor(s)
MN	Bottineau Light Rail Transit Project	500,000	Klobuchar, Smith
MN	E Line Bus Rapid Transit	5,000,000	Smith
NV	Maryland Parkway Bus Rapid Transit Zero Emissions Fleet	2,000,000	Cortez Masto, Rosen
NY	Long Island Rail Road Forest Hills Platform Extensions & Elevators.	1,000,000	Gillibrand
NY	Niagara Frontier Transportation Authority DL&W Station Skybridge.	2,000,000	Gillibrand
NY	Niagara Frontier Transportation Authority Battery Electric Bus Charging Infrastructure.	1,760,000	Gillibrand, Schumer
NY	North Hempstead Senior Transit Buses	656,000	Schumer
OH	Greater Cleveland Regional Transit Authority Rail Car Acquisition	5,000,000	Brown
OH	SORTA's Bus Stop Infrastructure Enhancement Project	3,300,000	Brown
OR	Lane Transit District Electric Bus Replacement Project	950,000	Merkley, Wyden
OR	Lane Transit District Trip Planner/Mobile Wallet Application	600,000	Merkley, Wyden
OR	Salem Area Mass Transit Zero-Emission Bus Fleet Electrification Project.	6,306,000	Merkley, Wyden
PA	Coatesville Transit Project	2,000,000	Casey
PA	Harrisburg Transportation Center HVAC Upgrade	635,000	Casey
RI	Rhode Island Public Transit Authority (RIPTA) Newport ZEV Fleet Replacement.	4,000,000	Reed
WA	Everett Transit Electric Bus Acquisition	2,600,000	Cantwell
WA	Guemes Ferry Replacement Project	2,500,000	Cantwell
WA	Spanaway Transit Center	1,500,000	Cantwell
WA	Seattle Ferry Terminal Electrification	2,500,000	Murray
WA	Sound Transit I-405 BRT Project	3,000,000	Murray
WI	Kenosha-Racine-Milwaukee (KRM) Regional Rail Corridor	5,000,000	Baldwin
WI	Milwaukee County Transit Bus Replacement	2,000,000	Baldwin

TECHNICAL ASSISTANCE AND TRAINING

Appropriations, 2021	\$7,500,000
Budget estimate, 2022	7,500,000
Committee recommendation	7,500,000

PROGRAM DESCRIPTION

The FAST Act (Public Law 114–94) authorizes the FTA to provide technical assistance under section 5314 of title 49 for human resource and training activities, and for workforce development programs.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$7,500,000 for technical assistance and training, which is equal to the budget request and the fiscal year 2021 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.

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

Cooperative Agreements.—Since 2019, the Committee has required the Department to establish a technical assistance center through a cooperative agreement to assist small urban, rural, and Tribal public transit recipients and planning organizations with applied innovation and capacity building. The Committee recommendation includes \$1,500,000 for the technical assistance center agreement.

CAPITAL INVESTMENT GRANTS

Appropriations, 2021	\$2,014,000,000
Budget estimate, 2022	2,473,000,000
Committee recommendation	2,248,000,000

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. New Starts are projects with a Federal share under this section of at least \$100,000,000 or a total net capital cost of at least \$300,000,000. By comparison, small starts are projects with a Federal share under this section of less than \$100,000,000 and total net capital cost less than \$300,000,000. Core capacity projects are those that will expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity, or are expected to be at or above capacity within 5 years. The FAST Act authorizes eight projects under the expedited project delivery pilot program, consisting of new starts, small starts, or core capacity that require no more than a 25 percent Federal share and are supported, in part, by a public-private partnership.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,248,000,000 for capital investment grants, which is \$234,000,000 more than the fiscal year 2021 enacted level, and \$225,000,000 less than the budget request. The Committee recommendation includes \$1,425,000,000 for new starts projects authorized under 49 U.S.C. 5309(d), \$450,000,000 for core capacity projects authorized under 49 U.S.C. 5309(e), \$252,520,000 for small starts projects authorized under 49 U.S.C. 5309(h), \$100,000,000 for expedited project delivery for capital projects authorized under section 3005(b) of the FAST Act (Public Law 114–94), and \$22,480,000 for oversight activities.

Pilot Program for Expedited Project Delivery Program.—The Committee strongly supports exploration of the use of public-private partnerships in public transportation as authorized under the pilot Expedited Project Delivery Program. The Committee urges the FTA to continue efforts to implement the pilot program expeditiously. The Committee directs the FTA to continue to work with current and potential project sponsors to provide transparent infor-

mation about the selection process and the method by which future interested project sponsors are able to participate in the program. The Committee urges the FTA to provide additional information to the Committee regarding funding requirements and potential disbursement schedules of funds.

Annual Report on Funding Recommendations.—The Committee directs the Secretary to submit the fiscal year 2023 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 2023.

Core Capacity Vehicle Calculation.—The Committee directs the FTA to reevaluate the calculation contained in the “Final Capital Investment Grant Program Interim Policy Guidance” issued in June 2016, that it utilizes to determine interior size of railcar capacity for making core capacity eligibility determinations. This calculation was designed to be a method to determine peak hour and peak direction person capacity to evaluate whether a proposed light rail or heavy rail project corridor is at capacity today or will be within 5 years. The Committee recognizes that the FTA developed this calculation in an effort to standardize its determinations of the usable space per railcar in making these eligibility determinations, this standard calculation does not account for variations in railcar configurations and limits the ability of some public transportation agencies to utilize core capacity program funding for critical capital infrastructure investments that will increase capacity and improve on-time reliability. In reevaluating this calculation, the Committee urges the FTA to ensure that the method recognizes variation in vehicle configurations and provides flexibility for agencies in demonstrating usable space per passenger in the corridor for determining eligibility for core capacity funding.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY

Appropriations, 2021	\$150,000,000
Budget estimate, 2022	150,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$150,000,000 for grants to WMATA for capital and preventive maintenance expenses, including pressing safety-related investments, which is equal to the budget request and the fiscal year 2021 enacted level. These grants are in addition to the Federal formula and competitive grant funding WMATA receives, as well as the funding local jurisdictions have committed to providing to WMATA. The Committee directs WMATA, the local jurisdictions, and the FTA to continue to work with relevant authorizing committees to authorize this activity in

order to ensure that any future Federal resources will be used efficiently.

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

TRANSIT RESEARCH

Appropriations, 2021	
Budget estimate, 2022	\$30,000,000
Committee recommendation	18,000,000

PROGRAM DESCRIPTION

Transit research will provide funding to support the research, demonstration, and deployment projects that will leverage new mobility trends, accelerate the adoption of zero-emission buses in public transit, and the advancement of transit safety innovation research.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$18,000,000 for transit research activities, which is \$12,000,000 less than the budget request and \$18,000,000 more than the fiscal year 2021 enacted level. No less than \$10,000,000 of the amounts provided shall be allocated to projects that accelerate the adoption of low- or no-emission buses and associated infrastructure.

Transit Vehicle Innovation Deployment Centers [TVIDC] Project.—The Committee remains keenly interested in the TVIDC project, which provides research and technical assistance to foster the production and deployment of advanced vehicle technologies and infrastructure in public transit. The January 2021 TVIDC advisory panel report identified challenges in automation, workforce development, and utility collaboration that will need to be addressed in order to accelerate the adoption of zero-emission transit technologies and reduce the impact of transportation on greenhouse gas emissions and climate change. Further, the vehicle testing facilities that are supported by TVIDC provide a platform to evaluate new components and technologies that can create additional domestic manufacturing opportunities and advance development of innovative technologies important to the economy and U.S. global competitiveness. As a result, the Committee directs the FTA to provide ongoing support to TVIDC in developing zero-emission innovation.

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

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

Section 161 allows funds provided in this act for fixed-guideway capital investment projects that remain unobligated by September 30, 2024 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, 2021, 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 permits recipients of low- or no-emission bus grants to continue to partner with non-profits and companies as part of their grant applications.

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

Section 166 prohibits the use of funds by the Department of Transportation to implement policies that require a project to receive a medium or higher rating within the CIG program before taking action to finalize the environmental impact statement.

Section 167 rescinds unobligated amounts made available in prior fiscal years from the formula grants account.

Section 168 permits the use of unexpended balances appropriated for low- or no-emission component assessment under 49 U.S.C. 5312(h) to be used for specified capital activities.

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 May 13, 1954 (33 U.S.C. 981). The Saint Lawrence Seaway [Seaway] is a vital transportation corridor for the international movement of bulk commodities, such as steel, iron, grain, and coal, serving the North American region that contains one-quarter of the United States' population and nearly one-half of the Canadian population. 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, 2021	\$38,000,000
Budget estimate, 2022	37,700,000
Committee recommendation	37,700,000

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 GLS is responsible.

COMMITTEE RECOMMENDATION

The Committee recommends \$37,700,000 for the operations, maintenance, and capital asset renewal activities of GLS, of which not less than \$14,500,000 is provided for the seaway infrastructure program. This amount is equal to the budget request and \$300,000 less than the fiscal year 2021 enacted level.

Seaway Infrastructure Program.—GLS has spent \$179,000,000 for a total of 59 maintenance and capital infrastructure projects between fiscal years 2009 and 2020 in the seaway infrastructure program. These investments sustained the safe and efficient operations of the Seaway, in order to accommodate future growth. The seaway infrastructure program ensures that aging machinery, equipment, and parts are rehabilitated or replaced; buildings for employees and the public, grounds, and utilities are sufficiently maintained; and commercial trade can continue to move on the Seaway safely. The Committee directs GLS to continue to submit an annual report to the House and Senate Committees on Appropriations, not later than April 30, 2022, summarizing the activities of the seaway infrastructure program during the immediate preceding fiscal year.

MARITIME ADMINISTRATION

PROGRAM DESCRIPTION

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

MARITIME SECURITY PROGRAM

Appropriations, 2021	\$314,000,000
Budget estimate, 2022*	276,000,000
Committee recommendation*	276,000,000

* Includes \$318,000,000 in new budget authority and a rescission of \$42,000,000.

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$318,000,000 for the MSP, in addition to a \$42,000,000 rescission of prior year balances, for a net funding level of \$276,000,000. This total amount is equal to the budget request and \$38,000,000 less than the fiscal year 2021 enacted level.

CABLE SECURITY FLEET

Appropriations, 2021	\$10,000,000
Budget estimate, 2022	10,000,000
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

Section 3521 of the National Defense Authorization Act for Fiscal Year 2021 (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 will provide payments to U.S. flagship 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 2021 enacted level.

TANKER SECURITY FLEET

Appropriations, 2021	60,000,000
Budget estimate, 2022	60,000,000
Committee recommendation	60,000,000

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 to establish and maintain a fleet of active, commercially viable, militarily useful, privately

owned product tank vessels to meet the national defense and other security requirements of the United States. The tanker security fleet program will provide direct payments to U.S. flagship operators, and participating operators are in turn required to operate in U.S. foreign commerce, mixed U.S. foreign commerce, and domestic trade and to make vessels available upon the request of the DoD.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$60,000,000 for the tanker security fleet program. This amount is equal to the budget request and \$60,000,000 more than the fiscal year 2021 enacted level.

OPERATIONS AND TRAINING

Appropriations, 2021	\$155,616,000
Budget estimate, 2022	172,204,000
Committee recommendation	172,204,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$172,204,000 for Operations and Training. This amount is equal to the budget request and \$16,588,000 more than the fiscal year 2021 enacted level. The following table provides funding levels for activities within this account:

	2022 Request	2022 Recommendation
USMMA operations	\$85,032,000	\$85,032,000
USMMA facilities maintenance and repair, equipment	5,500,000	5,500,000
Maritime environmental and technical assistance program	10,000,000	10,000,000
America's marine highway program	10,819,000	10,819,000
MARAD headquarters operations	60,853,000	60,853,000
TOTAL	172,204,000	172,204,000

Sexual Assault and Sexual Harassment [SASH] at USMMA.— The final 2017–2019 Academic Year Biennial Survey and Report on SASH at the USMMA found that 10.6 percent of women and 1.4 percent of men experienced at least one incident of unwanted sexual contact. The preliminary report from the 2018–2019 academic year survey and report suggests that the Academy is making progress towards addressing sexual assault and harassment of Midshipmen. However, incidents continue to occur during the sea-year, which is disappointing given the implementation of MARAD's shipboard climate compliance team [SCCT] sea year eligibility requirements. The Committee is also aware that the 2019–2020 aca-

demographic survey could not be completed due to extenuating circumstances and urges the Academy to find alternate means of measuring the data. The Committee also appreciates the Academy's work on the Plan of Action and encourages the Department to continue prioritizing these issues and to ensure the newly implemented policies are effectively enforced. The Committee also continues to urge the Department to implement the requirements from section 3506 of Public Law 115–232 regarding concurrent criminal jurisdiction over USMMA.

USMMA Facility Maintenance and Capital Improvements.—The MARAD Acting Administrator recently testified that facilities at USMMA are in disrepair due to deferred maintenance and/or poorly performed maintenance. The Department has contracted with the General Services Administration for an emergency review of six older buildings, is planning additional reviews, and is reviewing capital and maintenance management practices at the Academy. The Committee is disappointed in these findings, given that Academy leadership currently has access to over \$73,000,000 in unobligated balances from prior year appropriations. In previous fiscal years, the Committee has urged the Academy to use the unobligated balances to initiate construction of new capital improvement projects. However, given the current status of Academy facilities, the Committee directs the Secretary to repurpose or reprogram up to \$7,000,000 for maintenance, repair, and equipment at the USMMA from the unobligated balances previously appropriated under this heading in fiscal year 2018 for facilities maintenance and repair, equipment, and capital improvements at the USMMA. The Committee expects the Maritime Administration to begin addressing deferred maintenance needs of existing facilities, and directs the Maritime Administrator to brief the House and Senate Committees on Appropriations on the status of all maintenance needs at the Academy. The Committee also directs MARAD to prioritize funding increases provided for USMMA Operations salaries and benefits to hire appropriate staff to address the contracting and maintenance needs of campus infrastructure. The Committee also directs MARAD to prioritize funding increases provided for MARAD headquarters for oversight and management of the academy. With regard to the annual capital improvement plan [CIP], the Committee continues to expect the annual report by March 31, 2022, and expects the report to be provided in the same manner and context as required in previous fiscal years.

COE for Domestic Maritime Workforce Training and Education.—The Committee continues to support MARAD's efforts to designate certain eligible and qualified training entities as centers of excellence for domestic maritime workforce training and education, and to help provide technical education and training programs that will secure the talent pipeline for the Nation's maritime workforce. MARAD may use existing resources to expand their capacity to provide maritime and marine technology workforce training, where permissible under current law.

Secure Composite Shipping Containers.—The Committee is aware of Presidential Determination No. 2017–09, which identifies a critical item shortfall of industrial capacity related to secure composite shipping containers, and concurs with this determination.

Considering that containers are an integral part of maritime operations, and a domestic secure container capability is important to meet secure shipping guidelines established under the SAFE Port Act of 2006, the Committee encourages MARAD to collaborate with the Federal Maritime Commission, Department of Defense, and Department of Homeland Security to support transition of this secure composite shipping container into wider use to provide increased security, shipment visibility, and cargo facilitation. Specifically, the Committee directs MARAD to use the existing America’s Marine Highway Program and the Port Infrastructure Development Program to promote and provide funding for such containers, if available and if eligible.

STATE MARITIME ACADEMY OPERATIONS

Appropriations, 2021	\$432,700,000
Budget estimate, 2022	358,300,000
Committee recommendation	433,300,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$433,300,000 for State Maritime Academy Operations. The following table provides funding levels for activities within this account.

Schoolship Maintenance and Repair	\$30,500,000	\$30,500,000
<i>Training Vessel Sharing</i>	<i>[8,500,000]</i>	<i>[8,500,000]</i>
National Security Multi-Mission Vessel Program	390,000,000	390,600,000
Student Incentive Program	2,400,000	2,400,000
Fuel Assistance Program	3,800,000	3,800,000
Direct Payments for SMAs	6,000,000	6,000,000

National Security Multi-Mission Vessel [NSMV].—The Committee recommendation includes sufficient funds to fully fund the fifth and final NSMV for the SMAs. The Committee is pleased with MARAD’s ability to rectify all recommendations made in a recent report from the DOT OIG related to risk-management and expects the agency to continue vigorous oversight of the vessel construction manager, as well as the shipyard, to ensure that delivery of these vessels comes in on budget and on time. The Committee directs MARAD to continue to provide quarterly updates to the House and Senate Committees on Appropriations on progress of the NSMVs program, and provide immediate notification of any substantial risks to the construction schedule or cost. To the extent that there are remaining balances from fully funding the NSMVs, the recommendation allows these funds to be used for shore-side infrastructure needs for the delivery and use of the NSMVs.

ASSISTANCE TO SMALL SHIPYARDS

Appropriations, 2021	\$20,000,000
Budget estimate, 2022	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 equal to the fiscal year 2021 enacted level and the President's request. Funding for this program is intended to help small shipyards improve the efficiency of their operations by providing funding for equipment and other facility upgrades. The funding recommended by the Committee will help improve the competitiveness of our Nation's small shipyards, as well as workforce training and apprenticeships in communities dependent upon maritime transportation.

SHIP DISPOSAL

Appropriations, 2021	\$4,200,000
Budget estimate, 2022	10,000,000
Committee recommendation	10,000,000

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 \$10,000,000 for MARAD's Ship Disposal program. This level of funding is \$5,800,000 more than the fiscal year 2021 enacted level and equal to the budget request.

National Maritime Heritage Grants Program.—With the increasing cost of scrap steel, the Committee expects MARAD to ensure it is able to secure the highest price possible from vessels recycled through the ship disposal program. Funds received from the sale of scrap metal is deposited into the vessel operations revolving fund [VORF], which periodically distributes funding to the national maritime heritage grants program. The Committee supports use of funding from the VORF for these grants since maritime heritage attractions are vital to local economies and provide educational and engagement opportunities.

MARITIME GUARANTEED LOAN PROGRAM [TITLE XI]
(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2021	\$3,000,000
Budget estimate, 2022	3,000,000
Committee recommendation	3,000,000

PROGRAM DESCRIPTION

The Maritime Guaranteed Loan program was established pursuant to title XI of the Merchant Marine Act of 1936 (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 ship-owners for the purposes of financing or refinancing either U.S.-flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; and (2) U.S. shipyards, for the purpose of financing advanced shipbuilding technology of privately owned general shipyard facilities located in the United States. Under the Federal Credit Reform Act of 1990 (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. This level of funding is equal to the President’s budget request and the fiscal year 2021 enacted level.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Appropriations, 2021	\$230,000,000
Budget estimate, 2022	230,000,000
Committee recommendation	240,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$240,000,000 for the Port Infrastructure Development Program, which is \$10,000,000 above the enacted level and is \$10,000,000 above the budget request.

Prioritization.—The Committee directs MARAD to prioritize eligible Port Infrastructure Development Grants for coastal seaports that had more than a 10 percent loss of revenue during the previous year, as well as for coastal seaports in areas with low- and moderate-income households, as determined by the Department of Housing and Urban Development. The Committee expects MARAD to set aside 18 percent of the funds for small projects, as required by 46 U.S.C. 50302. The Committee expects MARAD to allow Federal cost shares above 80 percent for projects in rural areas, as permitted by 46 U.S.C. 50302.

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

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

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

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

OPERATIONAL EXPENSES

Appropriations, 2021	\$28,715,000
Budget estimate, 2022	29,100,000
Committee recommendation	29,100,000

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 \$29,100,000 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 \$385,000 more than the fiscal year 2021 enacted level.

National Center of Excellence for Liquefied Natural Gas [LNG] Safety.—The Committee supports PHMSA’s work to implement section 111 of the PIPES Act of 2020 (Public Law 116-260) to establish a National Center of Excellence for Liquefied Natural Gas Safety in order to advance research, education and training in LNG production, liquefaction, operations, export, and innovation. Understanding the critical importance of LNG safety, the Committee strongly encourages the Department to expedite the completion of the report required under section 111(c), which should identify the resources necessary to establish the center, as expeditiously as possible. Furthermore, in the implementation of section 111 the Committee recognizes the importance of coordinating with existing training and qualification centers.

Emergency Response Grants.—Local emergency responders are on the frontline of protecting people, property, and the environment from the harmful effects of hazardous pipeline accidents or incidents. According to the International Association of Fire Chiefs, 60

percent of the Nation’s fire departments provide hazmat and pipeline emergency response, but the Committee remains concerned they lack the formal training necessary to safely handle and address pipeline accidents or incidents. The Committee recommendation includes \$2,500,000 for Emergency Response grants to State and local governments to provide safety training programs preparing first responders for hazardous materials and pipeline incident response. The training gap disproportionately affects rural communities, where it is reported that 80 percent of fire departments do not have such training. The Committee continues to direct PHMSA to expand emergency response grants to rural communities, to the extent permissible under current law, and work with relevant authorizing committees to expand grant eligibility to non-profit organizations providing emergency response training and to areas outside of high consequence areas.

HAZARDOUS MATERIALS SAFETY

Appropriations, 2021	\$62,000,000
Budget estimate, 2022	69,029,000
Committee recommendation	66,829,000

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 \$66,829,000 for hazardous materials safety which is \$2,200,000 less than the budget request and \$4,829,000 more than the fiscal year 2021 enacted level. The funding provided supports additional resources for State hazardous materials inspection program as requested. The Committee recommendation includes \$1,000,000 for the Assistance for Local Emergency Response Training [ALERT] grant. The Committee directs PHMSA to prioritize ALERT grants for training in rural areas.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

Appropriations, 2021	\$168,000,000
Budget estimate, 2022	182,650,000
Committee recommendation	182,650,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The OPS has the important responsibility of ensuring the safety and integrity of pipelines, which run through every community in our Nation. Efforts by Congress and the OPS to invest in promising safety technologies, increase civil penalties, and educate communities about the potential risks of pipelines have resulted in a reduction in serious pipeline incidents. It is essential that PHMSA continue to make strides in protecting communities from pipeline failures and incidents. To that end, the Committee recommends an appropriation of \$182,650,000 for the OPS. The amount is \$14,650,000 more than the fiscal year 2021 enacted level and equal to the budget request. Some of the funds recommended for research and development shall be used for the Pipeline Safety Research Competitive Academic Agreement Program to focus on near-term solutions in order to improve the safety and reliability of the Nation’s pipeline transportation system.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2021	\$28,318,000
Budget estimate, 2022	28,318,000
Committee recommendation	28,318,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

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

Enhanced Positive Response [EPR].—EPR is the practice of providing additional commonly collected-enhanced information to excavators in order to improve the accuracy of information of underground pipelines to excavators to prevent pipeline damage. The Committee encourages PHMSA to allow One-Call State Grants to be used for this purpose to advance broader adoption of this innovative technology.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2021	\$98,150,000
Budget estimate, 2022	103,150,000
Committee recommendation	103,150,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$103,150,000 for the activities of the OIG, which is equal to the President’s budget request and \$5,000,000 more than the fiscal year 2021 enacted level.

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

NextGen.—The Committee appreciates the OIG’s report on NextGen benefits (AV2021023) which found that the long-term benefits of NextGen continue to outpace long-term costs. The report also noted that the benefits for individual NextGen programs are challenging to determine, partly due to factors such as weather and changing flight schedules. The report also noted that even with NextGen investments, increasing delays may be attributed to increases in traffic at some large airports. The Committee directs the OIG to continue its work on NextGen implementation, and to also report on the extent to which the costs and benefits of NextGen programs can change due to actions taken by airlines, airports, and other external stakeholders.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

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

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

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

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

Section 184 allows funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training 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 Department of Transportation from travel management center, charge card programs, subleasing of building space, and miscellaneous sources, to be credited to appropriations of the Department of Transportation.

Section 187 allows amounts from improper payments to a third party contractor that are lawfully recovered by the Department of Transportation to be made available until expended to cover expenses incurred in the recovery of such payments.

Section 188 establishes requirements for reprogramming actions by the House and Senate Committees on Appropriations.

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

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

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

Section 192 directs the Secretary of Transportation to work with the Secretary of Homeland Security to ensure that best practices for Industrial Control Systems procurement are up to date and that systems procured with funds provided under this title were procured using such practices.

Section 193 defines areas of persistent poverty and disadvantaged communities for purposes of this act.

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.

Broadband.—Affordable and reliable broadband is critical to accessing education, healthcare, employment and other essential services—a reality that the COVID–19 pandemic has made even more apparent. The Committee urges the Department to use the tools at its disposal to address the existing gap in broadband access prevalent among residents living in public and HUD-assisted housing. These include, but are not limited to: (1) continuing the ConnectHome initiative, which provides a platform for collaboration among local governments, PHAs, Internet service providers, philanthropic foundations, nonprofit organizations, and other relevant stakeholders to collaborate and produce local solutions for narrowing the digital divide in communities across the country which are served by HUD; (2) working in partnership with the U.S. Department of Agriculture [USDA] programs and with the Federal Communications Commission [FCC] to improve broadband connectivity and promote the Lifeline universal service program; and (3) providing relevant data, guidance, and technical assistance to HUD grantees to target resources efficiently to increase broadband connectivity. The Committee encourages the Department to consider the particular accommodations and needs of specific populations, such as elderly residents and residents with disabilities during the development and implementation of these programs and initiatives.

Review of COVID–19 Flexibilities and Participation.—Since 2020, the Committee has provided broad flexibility regarding statutory and regulatory requirements in order to enhance the Secretary’s ability to prevent, address, prepare for, and respond to the COVID–19 pandemic and to reduce the impact on renters, homeowners, people experiencing homelessness, and housing providers. The Committee directs the Secretary to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act outlining: the impact of the statutory and regulatory flexibilities provided; administrative efficiencies gained; the impact on resident and grantee experiences; similarities and differences in implementation between programs; and recommenda-

tions to enhance the effective provision of services to low-income individuals and families.

The Committee is also concerned that renters and homeowners who struggled financially, as a result of the COVID-19 pandemic, were unaware of emergency relief assistance and Federal mortgage forbearance options. The Committee directs HUD, in consultation with Treasury and the Consumer Financial Protection Bureau, to report to the House and Senate Committees on Appropriations, as well as the House Financial Services and Senate Banking Committees, within 120 days of enactment of this act on the estimated number of renters and homeowners who were behind on payments, but did not participate in emergency COVID-19 relief. The Committee also directs HUD to coordinate with the Department of the Treasury to evaluate the effectiveness of Emergency Rental Assistance programs in helping households avoid eviction and homelessness and maintain housing stability.

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

Rural Areas.—The Committee urges the Secretary 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 2022, the Committee continues to fund appropriations attorneys in the Office of the Chief Financial Officer [OCFO] and directs HUD to refer all appropriations law issues to such attorneys within the OCFO. These appropriations law staff routinely provide prompt, accurate and reliable information on various appropriations law matters, and the Committee 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 214 of this act.

Congressional Budget Justifications.—The Committee appreciates the work HUD has undertaken to streamline its budget justification documents. However, the Committee is concerned that the work has gone too far in some cases and critical information that is necessary for the Committee to properly evaluate the budget request is lacking. A prime example is the budget justification for the Information Technology Fund, which is devoid of necessary detail for decision-making, transparency, and accountability. The Committee reminds the Department that word efficiency of budget justification materials should not come at the expense of the materials being useful and sufficiently comprehensive.

Organizational Charts and Staffing Realignments.—The Department is directed to submit, in consultation with the House and Senate Committees on Appropriations, current and accurate organizational charts for each office within the Department as part of the fiscal year 2023 congressional justifications. The Committee further directs the Department to submit any staff realignments or restructuring to the House and Senate Committees on Appropriations consistent with section 234 of the bill accompanying this explanatory statement.

GAO Priority Recommendations.—The Committee notes that GAO serves an important function in helping improve the efficiency and effectiveness of HUD’s programs and operations. As of June 2021, HUD had 125 open GAO recommendations. Of these, 13 are considered priority recommendations in areas including, but not limited to, information technology, lead paint hazards, Government National Mortgage Association [GNMA] risk-management, and the Real Estate Assessment Center’s physical inspection process. Although the Committee recognizes that fully implementing recommended changes can take time, it is concerned that HUD’s implementation rate averages only 56 percent and lags behind the government-wide average of 77 percent. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 30 days after enactment of this act on all priority recommendations, the steps taken in fiscal year 2021 to implement those recommendations, and what additional actions will be undertaken in fiscal year 2022 to address outstanding recommendations.

EXECUTIVE OFFICES

Appropriations, 2021	\$17,292,000
Budget estimate, 2022	16,200,000
Committee recommendation	13,000,000

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 \$13,000,000 for this account, which is \$4,292,000 less than the fiscal year 2021 enacted level and \$3,200,000 less than the budget request. The Committee supports the Department’s efforts to restore staffing capacity across HUD. With the current estimate of nearly \$8,000,000 in anticipated carryover, the Committee recommendation will still enable the Executive Offices to increase staffing levels by nearly 25 percent. The Secretary is directed to outline how budgetary resources will be distributed among the seven offices funded under this heading as part of the Department’s operating plan for fiscal year 2022.

ADMINISTRATIVE SUPPORT OFFICES

Appropriations, 2021	\$576,689,000
Budget estimate, 2022	657,250,000
Committee recommendation	609,666,000

PROGRAM DESCRIPTION

The Administrative Support Offices account is the backbone of HUD’s operations, and consists of several offices that aim to work seamlessly to provide the leadership and support services to ensure the Department performs its core mission and is compliant with all legal, operational, and financial guidelines. This account funds the salaries and expenses of the Office of the General Counsel, the Office of the Chief Financial Officer, the Office of the Chief Procurement Officer, the Office of Departmental Equal Employment Opportunity, the Office of Field Policy and Management, the Office of the Chief Human Capital Officer, the Office of Administration, and the Office of the Chief Information Officer.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$609,666,000 for this account, which is \$32,977,000 more than the fiscal year 2021 enacted level and \$47,584,000 less than the budget request.

Funds are made available as follows:

	Amount
Office of the Chief Financial Officer	\$79,400,000
Office of the General Counsel	115,200,000
Office of Administration	216,400,000
Office of the Chief Human Capital Officer	45,000,000
Office of Field Policy and Management	60,400,000
Office of the Chief Procurement Officer	28,000,000
Office of Departmental Equal Employment Opportunity	4,266,000
Office of the Chief Information Officer	61,000,000

Hiring and Separation Report.—The Committee directs the OCFO and the Office of the Chief Human Capital Officer to submit semiannual reports to the House and Senate Committees on Appropriations on hiring and separations by program office. This report shall include position titles, location, and full time equivalent [FTE] positions, including the Office of the Inspector General and the GNMA.

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 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 \$79,400,000 for the OCFO. The Committee has supported OCFO’s financial transformation initiative since fiscal year 2019, and applauds HUD in achieving the initiative’s goal of remediating material weaknesses and obtaining an unqualified audit opinion for the first time in 8 years. The Committee encourages the OCFO to critically evaluate and identify those ongoing contract costs that are necessary and appropriate to sustain HUD’s unqualified audit opinion and compliance with financial manage-

ment requirements. With the goal of the financial transformation initiative having been achieved, the Committee recommendation does not provide dedicated funding for the financial transformation initiative as the appropriation for the OCFO is sufficient for the continuation of these activities in fiscal year 2022. The Committee does not require HUD to submit an expenditure plan, but directs HUD to detail any contract expenses in its operating plans and congressional justifications and expects transparent communication with the House and Senate Committees on Appropriations on this effort.

The Committee recommendation approves the following proposed reorganizations: the consolidation of the Reports and Control Division with the Payments and Collections Division, as well as additional renaming of multiple branches and divisions as identified in the congressional justification; and the creation of a Financial Data Reporting and Analysis Division within the Assistant CFO [ACFO] for Systems. The Committee does not approve the proposed reorganizations to create a Customer Experience Division within the ACFO for Budget or the creation of an Office of Chief Risk Officer. Additionally, the Committee's recommendation does not include any funding for the creation of a customer experience advisory board or other customer experience activities within the OCFO.

Office of Administration.—The Committee recommendation does not include the proposed consolidation of the Office of Administration, the Office of the Chief Human Capital Officer, and the Office of Procurement into a single funding line or the proposed reorganization to create the Office of Government Information Management. The Committee recommendation does not include approval for the creation of any new Offices within the Office of Administration. The Committee recommendation includes up to \$5,200,000 for critical repairs to the Weaver Building to replace obsolete systems and improve building safety and indoor air quality.

Office of the Chief Procurement Officer [OCPO].—The Committee is concerned that the OCPO is currently insufficiently resourced to successfully meet the needs of the Department. For several years, the HUD OIG has named procurement as a top management challenge, identifying risks due to inadequate staffing levels, improper training, inadequate oversight of vendors, and continued difficulty among program offices in awarding contracts. In response, the Committee recommendation includes \$28,000,000 for the OCPO and directs the Department to prioritize hiring additional staff for this office.

Office of Disaster and Emergency Management [ODEM].—The Committee has supported staffing increases for ODEM to improve the overall Departmental efforts to comprehensively address disaster preparedness, response, recovery and resilience. However, HUD has yet to submit to the Committees a resource allocation plan for the additional hires provided in fiscal year 2021. The Committee stresses the importance of this office to the coordination of disaster-related activities within the Department and between HUD and other agencies. Improved coordination is essential for the efficient delivery of assistance to communities and families. The Committee urges HUD to submit this required report,

operationalize this office, and increase staffing capacity for ODEM as soon as possible.

Office of Field Policy and Management [OFPM].—The Promise Zones designations made by HUD and the USDA partner the Federal Government with local communities to address multiple community revitalization challenges in a collaborative way. The Committee maintains language directing HUD to continue supporting the existing Promise Zone designations for the full length of their agreements. To realize the full potential of these designations, the Committee directs the OFPM to work with designees to ensure the provision of any OMB-requested data for an effective evaluation of the initiative.

PROGRAM OFFICES

Appropriations, 2021	\$904,673,000
Budget estimate, 2022	1,007,500,000
Committee recommendation	972,687,000

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 an appropriation of \$972,687,000 for this account, which is \$68,014,000 more than the fiscal year 2021 enacted level for these offices and \$34,813,000 less than the budget request.

Funds are made available as follows:

	Amount
Office of Public and Indian Housing	\$260,500,000
Office of Community Planning and Development	147,887,000
Office of Housing	434,000,000
Office of Policy Development and Research	35,500,000
Office of Fair Housing and Equal Opportunity	84,100,000
Office of Lead Hazard Control and Healthy Homes	10,700,000

Office of Public and Indian Housing [PIH].—The Committee recommendation includes \$260,500,000 for the salaries and expenses of this office. Within this amount, the Committee has included funding for nearly 100 additional FTE, of which no less than 15 FTE are for the Office of Native American Programs, and no less than 35 FTE are for the Office of Public Housing and Voucher Programs. The Department is directed to inform the House and Senate Committees on Appropriations within 15 days of enactment of this act regarding how it is implementing the Committee’s hiring direction.

Office of Community Planning and Development [CPD].—The Committee recommendation includes funding for an estimated 115 additional FTE, of which not less than 15 FTE are provided to support the workload increase associated with community investments for Economic Development Initiatives. The Department is directed

to inform the House and Senate Committees on Appropriations within 15 days of enactment of this act regarding how it is implementing the Committee's hiring direction.

The Committee approves the Department's proposed reorganization to establish an Office of Disaster Recovery, realign existing functions of the Disaster Recovery and Special Issues Division to this new office, and realign the Office of Grant Programs' Coordinating Officer for Disaster Recovery and associated staff to the newly established Office of Disaster Recovery. This office manages a multi-billion dollar portfolio of complex, long-term disaster recovery grants, and the Committee strongly supports this change which will speed decision-making and improve service to grantees.

Office of Housing.—The Committee recommendation includes approval for the Department's proposed reorganization to relocate the Office of Manufactured Housing Programs [OMHP] to the Office of the Assistant Secretary for Housing—FHA Commissioner. The mission of OMHP is to protect the quality, durability, safety and affordability of manufactured homes, which account for 10 percent of all new single family home starts, and enable access to affordable homeownership for many households.

The Committee is concerned with the growing backlog of applications and delayed underwriting in FHA Multifamily Housing. The Committee also directs the Department to provide an after action report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on the actions taken by the Department in response to recent increased volume, the efficacy of workload sharing as envisioned by the multifamily transformation, consistency of processes between regions, and lessons learned to inform future risk management plans and better prepare for future volume surges.

Office of Lead Hazard Control and Healthy Homes.—The Committee urges this office to prioritize funding for staffing needs to support effective coordination across the Department to improve the oversight of environmental hazard reduction, such as lead-based paint, radon or other hazards, in HUD-assisted housing.

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

WORKING CAPITAL FUND
 (INCLUDING TRANSFER OF FUNDS)
 PROGRAM DESCRIPTION

The Working Capital Fund [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 salaries and expenses, except those for the Office of Inspector General, to this account for the purpose of funding centralized activities, such as shared service agreements executed between HUD and other Federal agencies. The Committee expects that, prior to exercising discretion to centrally fund an activity, the Secretary shall have established transparent and reliable unit cost accounting for the offices and agencies of the Department that use the activity, and shall have adequately trained staff within each affected office and agency on resource planning and accounting processes associated with the centralization of funds to this account.

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

Approved Activities.—For fiscal year 2022, the Department is permitted to only centralize and fund from this account: Federal shared services for financial management, procurement, travel, relocation, and human resources including the Treasury Executive Institute contract, as newly proposed in the budget request; printing; records management; space renovation; furniture; and supply services. The Committee does not expand the authority, as proposed in the budget request, to include information technology [IT] customer devices or financial management services full cost recovery. The Committee encourages the Department to focus its efforts on improving the efficiency and customer satisfaction of the services provided, rather than on developing new business line proposals. The Committee continues to direct HUD to include in its annual operating plan a detailed outline of its plans for transferring budgetary resources to the WCF in fiscal year 2022.

PUBLIC AND INDIAN HOUSING
 TENANT-BASED RENTAL ASSISTANCE

Appropriations, 2021	\$25,777,439,000
Budget estimate, 2022	30,442,000,000
Committee recommendation	27,719,217,000

PROGRAM DESCRIPTION

This account provides funding for the Section 8 tenant-based [voucher] program. Section 8 tenant-based housing assistance is one of the principle appropriations for Federal housing assistance, serving approximately 2.3 million families. The program also funds incremental vouchers for tenants who live in properties where the owner has decided to leave the Section 8 program. The program provides for the replacement of units lost from the assisted housing inventory through its tenant protection vouchers. Under these programs, eligible low-income individuals and families pay 30 percent of their adjusted income for rent, and the Federal Government is responsible for the remainder of the rent, up to the fair market rent or some other payment standard. Finally, this account provides funding for administrative fees for 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 an appropriation of \$27,719,217,000 for fiscal year 2022, including \$4,000,000,000 as an advance appropriation to be made available on October 1, 2022. This amount is \$1,941,778,000 more than the fiscal year 2021 enacted level and \$2,722,783,000 less than the budget request.

Contract Renewals.—The Committee recommends \$24,526,926,000 for the renewal costs of Section 8 vouchers. The Committee recommendation and existing reserves will provide sufficient resources to ensure that no current voucher holders are put at risk of losing their housing assistance. The Committee will continue to monitor leasing data to make sure housing assistance is preserved.

Tenant Protection Vouchers [TPV].—The Committee recommendation includes \$100,000,000 for new tenant protection vouchers, equal to the budget request. Combined with anticipated carryover funds, the Committee recommendation will fully fund the estimated need for TPVs in fiscal year 2022 to help HUD-assisted families relocate and avoid hardship.

Administrative Fees.—The Committee recommends \$2,474,117,000 for administrative fees, which is \$315,117,000 more than the fiscal year 2021 enacted level.

In recent years, funding for administrative fees has only been sufficient to support a prorated allocation around 80 percent to PHAs, and was as low as 70 percent in 2013 due to sequestration. At the same time, due to a continued nationwide shortage of affordable rental housing and low vacancy rates, placing voucher families in homes has become increasingly difficult.

The Committee notes that these funds are critical to the execution and success of the voucher program. These funds are used for a diverse range of activities and critical functions such as: property inspections; case management, including tenant screening, income recertification, and emergency transfers; landlord outreach; the issuance of new vouchers upon program turnover; and assistance for tenants seeking housing.

The formula for allocating administrative fees primarily relies on changes to fair market rents, but as a rigorous 2010 study showed, the formula poorly reflects the cost of operating a high-performing voucher program. While past formula reform efforts have failed, a reexamination of the administrative fee formula is overdue, particularly in light of changes to programmatic policies in recent years and lessons learned through the COVID-19 pandemic. The Committee directs HUD to consult with PHAs, advocates, and researchers, and provide a report to the House and Senate Committees on Appropriations on ways to make the administrative fee formula more relevant to what it costs to administer a high-performing and efficient voucher program today, and report on the findings and recommendations within 180 days of enactment of this act.

Section 811 Mainstream Vouchers.—The Committee recommendation includes \$463,174,000 to fully renew the rental assistance and administrative costs of this program.

Tribal HUD-VASH.—The Committee recommendation includes up to \$5,000,000 for the renewal of rental assistance and associated administrative costs for the Tribal HUD-VASH demonstration. 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 HUD-VASH program, and the partnership between HUD and Department of Veterans Affairs [VA], has been critical to reducing veterans' homelessness by 50 percent since 2010. However, more than 37,000 veterans experienced homelessness in January 2021, and many more have experienced housing instability over the last year. Thus, the Committee again rejects the budget proposal to prematurely end funding for new HUD-VASH vouchers and includes \$50,000,000 for this purpose.

The Committee is encouraged by the reaffirmed commitment between the Secretaries of HUD and the VA to once and for all achieve the goal of ending veteran homelessness. To meet this goal, sustained and focused attention on execution will be required at the national and local level to ensure all resources are effectively put to use, including the over 26,000 HUD-VASH vouchers that remain unleased as of June 2021. For several years, the Committee has supported a wide range of initiatives to improve voucher utilization, including, but not limited to, using PHAs, Continuums of Care, and other local social service organizations to support referrals of homeless veterans, housing search and case management needs; landlord outreach and engagement initiatives; and using HUD's broad waiver authority to address local housing market constraints and the unique needs of homeless veterans. It is vital that all funds directed to this program are accounted for and used efficiently. Therefore, the Committee directs HUD and the VA to work collaboratively to develop performance metrics to track and assess the impact of these flexibilities on utilization, the reasons for unused funds, the effectiveness of the program, and the distribution of resources. These efforts to provide greater transparency to the Committee and public should be reflected through program dashboards and/or performance reports.

The Committee continues to encourage the Department to use existing authority to recapture HUD–VASH voucher assistance from PHAs that voluntarily declare they no longer have a need for that assistance, and to reallocate such HUD–VASH voucher assistance to PHAs with an identified need. The Committee reminds HUD that the fiscal year 2021 Joint Explanatory Statement directed HUD to submit a report to the House and Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies and the Subcommittee on Military Construction, Veterans Affairs, and Related Agencies on methods to reallocate unused HUD–VASH vouchers, which shall include a determination of the feasibility of issuing a new solicitation of participation for unallocated HUD–VASH vouchers, and directs HUD to provide this report expeditiously.

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 continues to allow HUD to provide a portion of the vouchers outside of a competitive NOFA process to PHAs that have partnered with public child welfare agencies [PWCAs] and have identified eligible youth. The housing assistance, as authorized under section 8(x) of the 1937 Housing Act (Public Law 75–412 as amended), combined with access to supportive services through partnerships with the local PCWA, will enable youth to remain stably housed and achieve self-sufficiency. The Committee also continues language permitting the Secretary to recapture voucher assistance from PHAs that no longer have a need for that assistance and reallocate it to PHAs with an identified need.

Incremental Mobility Vouchers.—The Committee provides \$75,000,000 to support over 5,000 new incremental vouchers to enable families with young children to move to low poverty areas. In awarding these funds, the Committee directs HUD to support an initial term of 12 months, and HUD may give preference to PHAs that, as part of their regular voucher program, provide preference for households with urgent housing needs, including individuals and households who are homeless, at-risk of homelessness, or are fleeing or attempting to flee domestic violence. Of the amounts provided, up to \$16,000,000 is provided for additional one-time expenses to facilitate leasing. Research has found that providing the opportunity for families with young children to move to lower-poverty neighborhoods can be instrumental in breaking generational poverty, increasing college attendance and earnings in adulthood. In the design and allocation of funds, the Committee directs HUD to incorporate key lessons learned to date from research, as well as its execution of the Emergency Housing Vouchers provided by the American Rescue Plan (Public Law 116–26) and the mobility demonstration.

Violence Against Women Act [VAWA].—The Committee is disappointed that HUD has yet to submit the report required by Further Consolidated Appropriations Act, 2020 on operationalizing key provisions of the Violence Against Women Act of 2013 (Public Law 113–4). The Committee reminds the Department of the importance of these directives, and looks forward to the outcome of this work.

Limited English Proficiency [LEP].—The lack of meaningful language access can be a significant barrier to accessing and maintaining housing and related supportive services. The Committee directs the Office of Public and Indian Housing to work in collaboration with the Office of Fair Housing and Equal Opportunity to issue guidance to PHAs to clarify the eligibility of PIH program funds for LEP-related activities and identify best practices for language access plans and cost-effective strategies for accessing robust language assistance within 180 days of enactment of this act.

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, 2021	\$7,806,000,000
Budget estimate, 2022	8,575,000,000
Committee recommendation	8,837,774,000

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 960,000 public housing units.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$8,837,774,000 for the Public Housing Fund, which is \$262,774,000 more than the budget request and \$1,031,774,000 more than the fiscal year 2021 enacted level.

Operating Expenses.—The Committee recommendation includes \$5,019,000,000 for allocations to PHAs through the operating fund formula to fully fund public housing operations in 2022.

Capital Expenses.—The Committee recommendation includes \$3,615,774,000 for allocations to PHAs through the capital fund formula, which is \$850,774,000 more than the fiscal year 2021 enacted level.

In 2010, the national Public Housing Capital Needs Assessment estimated a total backlog of \$26,000,000,000 in public housing capital needs. Due to budget constraints, public housing capital funding has been severely underfunded over the past decade, and the

backlog has grown. This backlog of capital needs manifests not just in the poor physical conditions of some properties, but also as environmental hazards, including mold, lead, radon and other contaminants that put HUD-assisted households at risk. This significant increase of flexible capital funding will provide all PHAs with much-needed resources to not only address accrued maintenance needs but also address priority capital improvements, including remediation of housing-related health hazards and energy efficiency improvements.

Shortfall Funding.—The Committee recommendation includes \$25,000,000 to mitigate the risk of financial shortfalls among PHAs. The Committee continues to direct that the allocation of these funds shall first be prioritized to PHAs with 249 or fewer public housing units that are determined to be experiencing shortfalls and have less than 1 month of reserves before allocating funds to larger PHAs.

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 report quarterly during fiscal year 2022 to the House and Senate Committees on Appropriations on the status of PHAs under receivership, including factors that informed the receivership, such as physical and financial scores, deficiencies with internal controls, and other information demonstrating why HUD believes PHAs are unable to effectively oversee their business operations. This report shall also include an identification of funding resources and technical assistance provided to 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.

Physical Inspections and Financial Assessments.—The Committee recommendation includes \$23,000,000 to support ongoing physical and financial assessment activities performed by the Real Estate Assessment Center [REAC], including implementation of the National Standards for the Physical Inspection of Real Estate [NSPIRE] model and standardizing the inspection protocol for HUD-assisted units.

The Committee remains concerned about the physical quality of some HUD-subsidized properties, including incidences of unaddressed or untimely responses to residential health hazards in HUD-assisted housing. At the direction of the Committee, the GAO reviewed REAC's physical inspection processes and published a report in March 2019. In the report, GAO identifies several weaknesses and makes 14 recommendations to improve REAC's physical inspection process as well as its selection, training, and monitoring of contract and quality assurance inspectors. All recommendations remain open, including the GAO's priority recommendation for HUD to conduct a comprehensive review of the process. The ongoing NSPIRE effort places greater focus on safeguarding the health and safety of HUD-assisted residents, and the Committee directs HUD to brief the House and Senate Committees on Appropriations during fiscal year 2022 at key milestones in implementation and

rulemaking, and include in such briefings details on how the open GAO recommendations are being addressed and HUD's progress in addressing its inspection backlog.

The Committee directs the Department to identify how funds provided for REAC, including any carryover balances, will be utilized during fiscal year 2022 as part of the operating plan required by section 235.

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

Emergency and Safety and Security Grants.—The Committee recommendation includes \$75,000,000 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 the level of funding recommended 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. Of the \$75,000,000 for emergency capital needs, the Committee recommendation includes \$45,000,000 for PHAs under receivership or under the control of a Federal monitor, and directs HUD to award these funds based on need and not be subject to a cap on individual grant award amounts.

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 reminds the Department that the intent of this funding is to help PHAs come into compliance with Federal statutes and regulations in order to improve the living conditions of public housing residents. The Committee prohibits the Department from deeming any PHA that is under the direction of a monitor to be ineligible to apply for or receive funding, provided that the PHA is in compliance with any current Memorandum of Agreement or Recovery Agreements. The Committee also prohibits HUD from deeming 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 and who present documentation establishing it is working in good faith to resolve such findings by meeting any deadlines it was required to reach under the terms of a settlement agreement, consent decree, voluntary agreement, or similar document as of the date of applica-

tion. The Department is also prohibited from precluding funds from being used to carry out work to settle an outstanding violation. The Committee continues to expect the Department to work with PHAs to ensure that the initiative reflects the unique needs of the industry and strongly encourages HUD to work with PHAs, their maintenance staff, and tenants to help ensure potential lead-based paint risks are identified and addressed expeditiously.

The Committee directs the Office of Public and Indian Housing to continue to work with the Office of Lead-Hazard Control and Healthy Homes to improve its monitoring processes and develop procedures to ensure that HUD staff take consistent and timely steps to address health hazards, as recommended by the GAO.

Physical Needs and Energy Conservation.—The Committee recognizes that the lack of sufficient information on the physical needs and energy audits may hinder HUD’s ability to proactively manage risk as well as its ability to better target and measure the performance of investments in energy efficiency and capital needs. However, any data collection must be balanced against the administrative burden of such collections. The Committee encourages HUD to consult with stakeholders to identify the most critical data gaps and ways to limit PHA burden in collection in addressing those gaps.

Public Housing Agency Accreditation.—The Committee reminds HUD that the fiscal year 2021 Joint Explanatory Statement directed HUD to report to the House and Senate Committees on Appropriations on the feasibility of partnerships between HUD and entities that provide accreditation services to PHAs to improve PHA governance and financial management.

Public Housing Data Dashboard.—The Committee appreciates the work HUD has undertaken to provide publicly available data on the voucher program through the Housing Choice Voucher Data Dashboard. The Committee urges the Department to swiftly put in place a similar dashboard for the public housing program.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriations, 2021	\$200,000,000
Budget estimate, 2022	250,000,000
Committee recommendation	200,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$200,000,000 for the Choice Neighborhoods Initiative. This amount is equal to the fiscal year 2021 enacted level and \$50,000,000 less than the budget request. Of the total amount provided, not less than \$100,000,000 shall be awarded to projects where PHAs are the lead applicant, and no more than \$5,000,000 may be used for planning, including planning and action, grants. The Committee continues to direct the Secretary to give priority consideration to grantees that have been previously awarded planning grants when making implementation grant awards.

SELF-SUFFICIENCY PROGRAMS

Appropriations, 2021	\$155,000,000
Budget estimate, 2022	175,000,000
Committee recommendation	170,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$170,000,000 for self-sufficiency programs in fiscal year 2022, which is \$15,000,000 more than the fiscal year 2021 enacted level, and \$5,000,000 less than the budget request. This includes \$120,000,000 for the FSS program, \$35,000,000 for the ROSS program, and \$15,000,000 for the Jobs Plus initiative.

Family Self-Sufficiency Program.—The Committee strongly supports the FSS program, which provides public housing and Section 8 residents with the tools to improve their economic stability and financial management skills, and ultimately to achieve self-sufficiency. When awarding these funds, the Committee directs HUD to first prioritize the renewal of all existing coordinators and secondly to prioritize funding additional coordinators for current grantees whose program sizes qualify for additional coordinators before awarding funding to new grantees. As the program expands, the Committee expects HUD to continue to provide technical assistance and training as appropriate in order to share best-practices. Further, the Committee strongly encourages the Department to continue working with PHAs and property owners, including those converting existing FSS programs through the Rental Assistance

Demonstration, to ensure compliance with reporting and other programmatic requirements.

Easing Barriers to FSS Participation.—In order to facilitate the increased participation of families, the Committee seeks to reduce barriers that can arise from understaffed FSS programs or delays in family enrollment. For the purposes of the NOFO for this program, the Committee directs HUD to use the PIH information center data from the 12-month period immediately preceding the issuance of the NOFO when calculating the number of new or additional FSS coordinators for which a PHA is eligible to apply. The Committee further directs that for new families enrolling in the FSS program in 2022, the income and rent amounts to be used in the “Program Contract of Participation” shall be taken from the amounts on the last reexamination or interim determination before the family’s initial participation in the FSS program.

FSS Performance Metrics.—The Committee recognizes the important role that the FSS program can play in the lives of families receiving HUD rental assistance. The Committee has also advocated for effective performance measures that will enable the Department to promote best practices across programs and maximize the number of families that achieve self-sufficiency. To that end, the Committee supports efforts to update performance metrics for FSS, and notes that HUD is in the process of improving the quality of the data and the analysis of FSS programs. The Committee expects HUD to inform the public on the proposed improvements through the regulatory process before such metrics are applied to the program, and the Committees will continue to review the Department’s work in this area.

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

NATIVE AMERICAN PROGRAMS

Appropriations, 2021	\$825,000,000
Budget estimate, 2022	1,000,000,000
Committee recommendation	1,000,000,000

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 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 \$175,000,000 more than the amount provided in fiscal

year 2021 and equal to the budget request. The table below provides funding levels for activities within this account.

	Request	Recommendation
Native American Housing Block Grants-Formula	\$723,000,000	\$772,000,000
Native American Housing Block Grants-Competitive	100,000,000	150,000,000
Title VI Loan Program		1,000,000
Indian Community Development Block Grants	70,000,000	70,000,000
Climate Initiative	100,000,000	
Training and Technical Assistance	7,000,000	7,000,000
Total	1,000,000,000	1,000,000,000

Competitive Grants.—IHBG is a vital resource for Tribal governments to address the dire housing conditions in Indian Country, as the quality of and access to affordable housing remains in a critical state for many Tribes across the country. Native Americans living in Tribal areas are nearly twice as likely to live in poverty compared to the rest of the Nation. As a result, the housing challenges on Tribal lands are daunting. According to the American Housing Survey data for 2013, 16 percent of homes on American Indian reservations and off-reservation trust land are overcrowded, compared to two percent of households nationwide. In addition to being overcrowded, 34 percent of Native American housing units suffer from one or more physical deficiencies compared to only seven percent for U.S. households, on average. To assist Tribes with these daunting housing challenges, the Committee recommendation includes \$150,000,000 for competitive grants in addition to the formula funding in order to assist areas with greater need. The Committee directs HUD staff to review and score each application in its entirety. Additionally, the fiscal year 2022 appropriation shall be administered as a stand-alone competition and may not be combined with prior or future year appropriations, although any remaining balances from the fiscal year 2021 competition may be included in the fiscal year 2022 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. To better inform the Committee on the effectiveness of the competitive grants, HUD is directed to solicit feedback from Tribes on the competition process and challenges and to brief the House and Senate Committees on Appropriations within 180 days of enactment of this act on the results of that outreach.

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. The Committee expects routine reports to the House and Senate Committees on Appropriations on task force meetings, action items, goals, and recommendations.

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

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2021	\$2,000,000	\$1,000,000,000
Budget estimate, 2022	3,500,000	1,400,000,000
Committee recommendation	3,500,000	1,400,000,000

PROGRAM DESCRIPTION

This program provides access to private financing for Indian families, Indian Tribes, and their tribally designated housing entities that otherwise could not acquire housing financing because of the unique status of Indian trust land. HUD continues to be the largest single source of financing for housing in Tribal communities. This program makes it possible to promote sustainable reservation communities by providing access to financing for higher income Native Americans to achieve homeownership within their Native communities. As required by the Federal Credit Reform Act of 1990 (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 \$3,000,000 in credit subsidy to support a loan level of \$1,400,000,000. In addition the recommendation provides an additional \$500,000 for administrative contract expenses, for a total appropriation of \$3,500,000. This funding level is \$1,500,000 more than the fiscal year 2021 enacted level and equal to the budget request.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriations, 2021	\$2,000,000
Budget estimate, 2022	7,000,000
Committee recommendation	15,000,000

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 \$15,000,000 for the Native Hawaiian Housing Block Grant Program, which is \$13,000,000 more than the fiscal year 2021 enacted level and \$8,000,000 more than the budget request.

The Committee encourages DHHL to address the rehabilitation of unsafe and unsanitary housing conditions of low-income Kapuna housing on Hawaiian homelands for which there is also great need.

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

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriation, 2021		
Budget estimate, 2022	— \$5,926,000	\$28,000,000
Committee recommendation	— 5,926,000	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 home lands. The 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, the Department of 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, and rescinds \$5,926,000 in previously appropriated credit subsidy that is no longer viable in order to align credit pro-

grams with an annual loan limitation based on estimated demand as recommended in the budget request. Since the 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, 2021	\$430,000,000
Budget estimate, 2022	450,000,000
Committee recommendation	450,000,000

PROGRAM DESCRIPTION

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

By statute, 90 percent of 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 \$450,000,000 for the HOPWA program, which is equal to the budget request and \$20,000,000 more than the fiscal year 2021 enacted level. The Committee continues to include language requiring HUD to allocate these funds in a manner that preserves existing HOPWA programs, to the extent that those programs are determined to be meeting the needs of persons with HIV/AIDS.

Meeting the Current Needs of Communities.—It is critical that people in every State have access to funding to support 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 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.

Formula Modernization Implementation.—Under the Housing Opportunities Through Modernization Act of 2016 [HOTMA] (Public Law 114-201), the formula for HOPWA grants was changed from cumulative AIDS cases to the number of people living with HIV/AIDS, which more accurately captures the geographic trends of the global epidemic and provides resources targeted to communities experiencing higher caseloads. HOTMA included a 5-year adjustment period, wherein grantees would not lose more than five

percent or gain more than 10 percent of their allocation in any one year. In order to prevent service disruptions that could put vulnerable individuals at risk of experiencing homelessness, the Committee provided sufficient resources to prevent grantees from losing any portion of their allocation during this transition period. Over that time period, HUD identified highly impacted grantees and provided extensive technical assistance to help transition to the revised formula. HUD has informed the Committee that all impacted grantees are prepared for full implementation of the modernized formula in fiscal year 2022.

Improved Coordination Between HOPWA and the Ryan White HIV/AIDS Programs.—Housing is the strongest predictor for positive health outcomes for people living with HIV/AIDS. People living with HIV/AIDS that have permanent housing are more likely to have consistent access to health and medical services, which contribute to viral suppression and reduced mortality. Life saving and stabilizing programs like HOPWA and the Department of Health and Human Services’ [HHS] Ryan White HIV/AIDS Program [RWHAP] provide medical, health, and housing services to low-income persons living with HIV/AIDS. The Committee understands that a lack of effective coordination between these programs can cause inefficiencies in service delivery for those facing emergencies or experiencing a crisis, like eviction. Therefore, the Committee directs HUD and HHS to provide a joint briefing to the House and Senate Committees on Appropriations not later than 90 days after enactment of this act. The briefing should address challenges and identify opportunities for better collaboration, including, but not limited to, data sharing, duplication of efforts, and grantee capacity to determine what best practices exist that could inform improved service delivery for all grantees.

COMMUNITY DEVELOPMENT FUND

Appropriations, 2021	\$3,475,000,000
Budget estimate, 2022	3,770,000,000
Committee recommendation	4,190,444,000

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, but the law enumerates general objectives which the block grants are designed to fulfill, including adequate housing, a suitable living environment, and expanded economic opportunities, principally for persons of low- and moderate-income. Grant recipients are required to use at least 70 percent of their block grant funds for activities that benefit low- and moderate-income persons.

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

ment 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 \$3,575,000,000 for the Community Development Fund, of which \$3,550,000,000 is for Community Development Block Grants and \$25,000,000 is for the Recovery Housing Pilot. The Committee recommendation is \$100,000,000 above the budget request and the fiscal year 2021 enacted level. In addition, the Committee recommendation includes \$615,444,000 for CDS for Economic Development Initiatives [EDIs].

Since 2005, CDBG has assisted nearly 1.5 million homeowners with services such as housing rehabilitation, down payment assistance, and lead abatement; helped create or retain over 400,000 jobs; and has benefited over 45 million people through infrastructure improvements. Every dollar of CDBG Federal investment leverages four additional dollars in non-CDBG funding. Urban and rural communities, including communities in which residents experience economic hardship, rely on this funding to serve their most vulnerable residents. This program is vital to our Nation's downtown and neighborhood revitalization efforts, and the Committee believes that every effort must be made to sustain this essential funding source.

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 [ACS] data is considered by the CDBG applicant to be unreliable.

To ensure the program remains flexible, but also accountable and transparent, the Committee recommendation continues provisions in the accompanying bill 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. The Committee has included these provisions to address concerns raised about how program dollars have been used and to mitigate risks associated with these concerns.

Recovery Housing Pilot.—The Committee recommendation includes \$25,000,000 for grants to States to enable communities to assist individuals recovering from substance abuse building on the \$50,000,000 provided since fiscal year 2020.

CDBG Timely Performance Reviews.—For fiscal year 2021, the Committee encouraged HUD to review its timely expenditure regulations for entitlement grantees to ensure HUD's regulations allow

for an appropriate number of days needed to effectively allocate funds to projects after receiving the annual grant award. During the COVID-19 pandemic, enforcement of timely performance reviews was suspended to allow grantees flexibility to address the impacts of the virus. As grantees return to normal operations, we encourage the Department to issue guidance on timeliness review requirements so that grantees are better able to meet deadlines in the future.

CDBG Disaster Recovery [CDBG-DR].—CDBG-DR is a major part of the Federal framework for disaster recovery, especially after particularly severe disasters and for lower income households. There are ongoing discussions regarding permanent authorization of the program, but regardless of codification, the Committee directs HUD to continue to take appropriate actions to streamline and improve program operations.

The Committee directs HUD to brief the House and Senate Committees on Appropriations, within 90 days of enactment of this act, on recent and planned improvements to the Disaster Recovery Grant Reporting system, best practices in IT systems by past CDBG-DR grantees, and options for HUD deployment of shared IT systems or modules to limit grantee costs and burden.

Given the number of Federal agencies and programs involved in disaster recovery, CDBG-DR grantees rely on multiple sources of data to inform programs and decision-making. Although this is a well-known need, the process of setting up the requisite data sharing agreements can be a disjointed and months-long process for CDBG-DR grantees. The Committee directs HUD, in coordination with Federal Emergency Management Agency [FEMA], to provide a joint briefing to the House and Senate Appropriations Committees, within 180 days of enactment of this act, on: (1) actions the agencies are taking to improve data sharing and integration, (2) how such efforts are staffed, coordinated, and monitored across the agencies to ensure continual progress, (3) how such efforts can reduce redundant and burdensome data collection from survivors, (4) known challenges and barriers to advancing data sharing, (5) safeguards to protect survivor privacy, and (6) key lessons learned from prior efforts. Improved collaboration is essential to rapidly deploying assistance, preventing duplication, and ensuring funds go where they are needed most. The Committee expects HUD and FEMA to pay careful attention to the recovery needs of low income and other vulnerable households, who are most likely to be displaced.

Disaster Recovery Acceleration Funds.—Lower income disaster survivors often face the longest timelines and the most significant barriers to recovery. The Committee is aware that organizations, like SBP in New Orleans, Louisiana, are working to help these survivors rebuild faster through the use of recovery acceleration funds, which use private capital to help low- and moderate-income households finance the upfront costs to repair their homes while waiting for reimbursement from Federal funding. The Committee urges HUD to continue working with organizations, like SBP, to speed the recovery of low- and moderate-income households.

Economic Development Initiatives [EDIs].—The Committee recommends \$615,444,000 for EDIs, which is CDS for projects that

support community revitalization for low- and moderate-income areas and people. The Committee directs HUD to provide funding for those projects listed in the table below in the corresponding amounts.

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT INITIATIVES

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
AK	Alaska Housing Finance Corporation.	Housing for Essential Professionals In Alaska's Small Communities.	\$2,000,000	Murkowski
AK	First City Homeless Services (FCHS).	Park Avenue Safe Shelter	250,000	Murkowski
AK	Mat-Su Youth Housing (MYHouse).	The Carson Cottle Center	23,000,000	Murkowski
AK	Nome Community Center	From Hardship to Home: The Housing First Project of Nome.	1,500,000	Murkowski
AK	United Human Services of SE Alaska.	Teal Street Center	2,500,000	Murkowski
AK	Women in Safe Homes (WISH) ..	New Domestic Violence Shelter in Ketchikan.	236,000	Murkowski
AK	Youth Advocates of Sitka	Coastal Haven	2,000,000	Murkowski
AL	Alabama State Port Authority ...	Alabama State Port Authority Facilities and Improvements.	132,700,000	Shelby
AZ	City of Mesa, AZ	Mesa Downtown Small Business Revitalization and Rehabilitation Program.	300,000	Kelly, Sinema
AZ	City of Tucson	City of Tucson Willard Apartments Improvement Project.	800,000	Kelly, Sinema
AZ	Pascua Yaqui Tribe	Pascua Yaqui Educational & Cultural Center.	840,000	Kelly, Sinema
AZ	Pascua Yaqui Tribe	San Ignacio Health Center Improvement Project.	890,000	Kelly, Sinema
AZ	Pinal County	Copper Corridor Broadband Project	1,000,000	Kelly
AZ	Pinal County	West Pinal County Broadband Project	1,000,000	Kelly
AZ	Tohono O'odham Nation	Tohono O'odham Nation Permanent Children's Home Project.	750,000	Kelly, Sinema
CA	City of Alameda	Transitional Housing Project	500,000	Feinstein, Padilla
CA	City of Fresno	Urban Heat Island Mitigation and Edible Food Rescue and Distribution Project.	665,000	Feinstein, Padilla
CA	City of Torrance	Pathway Torrance, A Community Resource and Response Center.	1,000,000	Padilla
CA	County of Monterey	Homeless Youth Housing Campus	2,000,000	Padilla
CA	Covenant House California	Covenant House California Homeless Youth Services Center.	250,000	Feinstein, Padilla
CA	Downtown Women's Center	Historic Preservation and Infrastructure Repairs at the Downtown Women's Center.	500,000	Feinstein
CA	San Gabriel Valley Regional Housing Trust.	San Gabriel Valley Affordable Housing Project Pipeline.	500,000	Feinstein, Padilla
CA	SOMOS Mayfair, Inc.	SOMOS Mayfair Community Center	500,000	Feinstein, Padilla
CO	Adams County Government	Adams County Food Bank Building Purchase.	525,000	Hickenlooper
CO	Boys & Girls Clubs of Larimer County.	Boys and Girls Club of Larimer County collaborative childcare campus and community hub.	1,500,000	Bennet
CO	Centennial Mental Health Center, Inc..	Sterling Permanent Supportive Housing	550,000	Bennet
CO	City of Aurora	Safe Outdoor Spaces	1,224,000	Bennet, Hickenlooper
CO	City of Craig	Craig Affordable Housing Infrastructure Project.	979,000	Bennet
CO	City of Durango	Durango Affordable Housing Development	3,000,000	Bennet, Hickenlooper
CO	Colorado West Healthcare System.	Design, engineering, and construction for early childhood education center.	2,000,000	Bennet

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
CO	Douglas County	Housing program expansion for families experiencing homelessness.	1,000,000	Bennet, Hickenlooper
CO	Easterseals Colorado	Easterseals Colorado Center for Inclusive Employment and Programs.	980,000	Bennet, Hickenlooper
CO	Grand Junction Housing Authority.	Grand Junction Affordable Housing Development.	1,400,000	Hickenlooper
CO	Montbello Organizing Committee	Montbello FreshLo community hub	1,455,000	Hickenlooper
CO	Pikes Peak United Way	Pikes Peak United Way Family Success Center.	250,000	Bennet
CO	TGTHR	Permanent supportive housing	2,000,000	Bennet
CO	Town of Hayden	Hayden Entrepreneurial Center	2,867,000	Bennet
CO	Ute Mountain Ute Tribe	Ute Mountain Ute Housing Improvement Project.	2,000,000	Bennet, Hickenlooper
CO	West Mountain Regional Health Alliance.	Roaring Fork Valley Permanent Supportive Housing Project.	750,000	Bennet
CO	YMCA of Northern Colorado	YMCA of Northern Colorado Childcare Programming and Site Consolidation.	1,000,000	Hickenlooper
CT	Annie C Courtney Foundation, Inc.	Housing for foster youth	75,000	Blumenthal, Murphy
CT	Beulah Land Development Corporation.	Affordable housing development	2,996,000	Blumenthal, Murphy
CT	Capitol Region Council of Government.	Crumbling Foundation Remediation Assistance.	2,000,000	Blumenthal, Murphy
CT	City of Milford	City of Milford Recreational Enhancements and Milford Boys and Girls Club Expansion.	2,500,000	Blumenthal, Murphy
CT	Connecticut Foundation Solutions Indemnity Company.	Public Buildings Crumbling Foundations Analysis Study.	175,000	Blumenthal, Murphy
CT	Economic Development Corporation of New Haven.	Construct Evergreen Cooperative Laundry ..	2,000,000	Blumenthal, Murphy
CT	Mothers United Against Violence	Mothers United Against Violence impact project.	200,000	Blumenthal, Murphy
CT	The Nature Conservancy in Connecticut.	Esker Point and Palmer Cove Coastal Resilience Project.	725,000	Blumenthal, Murphy
CT	Town of New Milford	Butter Brook Senior Housing Accessibility Improvements.	1,720,000	Blumenthal, Murphy
CT	Windham Region No Freeze Project, Inc.	Windham Region No Freeze Project	500,000	Blumenthal, Murphy
CT	Youth Continuum	Homeless Youth Services Center	500,000	Blumenthal, Murphy
DE	Aetna Hose Hook and Ladder Company.	Aetna Hose Hook and Ladder Company	3,000,000	Coons
DE	CHEER, Inc.	Gateway East Senior Residential Village ...	100,000	Carper, Coons
DE	City of Wilmington	Park Improvements in Wilmington	1,200,000	Coons
DE	Delaware Community Reinvestment Action Council.	Advancing Minority Homeownership	500,000	Coons
DE	Friends of Hockessin Colored School 107, Inc..	Transforming the former Hockessin Colored School #107 into a Center for Diversity, Inclusion, and Social Equity.	750,000	Carper, Coons
DE	Habitat for Humanity of New Castle County.	New Castle County Affordable Homeownership Program.	1,500,000	Carper, Coons
DE	Habitat for Humanity of Sussex County.	Sussex County Affordable Housing Construction.	500,000	Carper, Coons
DE	Nanticoke Indian Association	Nanticoke Indian Association Cultural Community Center and Food Bank Capital Improvements.	750,000	Carper, Coons
DE	REACH Riverside	Kingswood Community Center	10,000,000	Carper, Coons
DE	Salvation Army Delaware	Restoration Now Security Project to Combat Human Trafficking.	485,000	Carper, Coons
DE	Todmorden Foundation	Affordable Housing for Senior Citizens at The Flats.	2,000,000	Carper, Coons
GA	Twin Cedars Youth and Family Services, Inc..	Twin Cedars Youth and Family Services	1,150,000	Warnock

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
HI	City and County of Honolulu	City and County of Honolulu—Affordable Housing for Abused Women and their Children Project.	2,698,000	Schatz
HI	City and County of Honolulu	City and County of Honolulu—Crisis Outreach Response & Engagement (C.O.R.E.).	3,500,000	Schatz
HI	County of Kauai	Lima Ola Economic Development Initiative Affordable Housing Development.	8,495,000	Hirono, Schatz
HI	Hawaii County Office of Housing and Community Dev..	Kukuiola Village long-term affordable housing—Phase I and II.	10,000,000	Hirono, Schatz
HI	Self-Help Housing Corporation of Hawaii.	Nanaikeola Self-Help Housing Project	1,000,000	Hirono, Schatz
IL	CASA Kendall County	Court Appointed Special Advocates (CASA) Kendall County.	200,000	Durbin
IL	Chicago Park District	Chicago Park District Washington Park Framework Plan Projects.	500,000	Durbin
IL	City of East Saint Louis	The New Broadview Senior Living Facility ..	2,000,000	Duckworth
IL	Cook County Bureau of Asset Management.	Rosemont Blue Line Redevelopment Project	300,000	Durbin
IL	Covenant House Illinois	Covenant House Illinois—Helping Chicago's Homeless Youth Build Lives of Sustainable Independence.	1,000,000	Duckworth
IL	Jackie Joyner-Kersey Foundation	Jackie Joyner-Kersey Foundation Community Capital Improvement Project.	350,000	Durbin
IL	Margaret's Village	Margaret's Village Restoring to Renew	478,000	Durbin
IL	Saint Anthony Hospital	Saint Anthony Hospital Planning and Design Phase, Chicago.	450,000	Durbin
IL	United Cerebral Palsy Seguin of Greater Chicago.	Community Day Services Center Improvement Project for Adults with Intellectual or Developmental Disabilities.	287,000	Durbin
IL	Village of Oak Park	North Avenue Safety Improvements Project	200,000	Durbin
LA	Sewerage & Water Board of New Orleans.	New Orleans Sewerage and Water Board Wastewater and Stormwater Improvements.	6,000,000	Cassidy
MA	City of Somerville	Interstate 93 Public Housing Environmental Health Equity Project.	1,873,000	Markey, Warren
MA	Lawrence CommunityWorks, Inc.	DyeWorks Building Redevelopment at Union Crossing in Lawrence, MA.	1,000,000	Markey, Warren
MA	New Garden Park, Inc.	Greendale Revitalization Initiative	1,000,000	Markey, Warren
MA	Revitalize Community Development Corporation.	GreenNFit Neighborhood Revitalization Program.	250,000	Markey, Warren
MA	Roxbury Community College	Dudley House—Reclaim, Rename, Repurpose.	4,000,000	Markey, Warren
MA	The Food Bank of Western Massachusetts, Inc..	The Food Bank of Western Massachusetts Distribution Center and Headquarters.	3,000,000	Markey, Warren
MA	The Trustees of Reservations	Piers Park III, Creating a Climate Resilient Community Park in East Boston.	2,000,000	Markey, Warren
MA	Wampanoag Tribe of Gay Head Aquinnah.	Wampanoag Tribe of Gay Head Aquinnah Affordable Housing.	1,800,000	Markey, Warren
MA	Worcester Regional Strategic Opportunities Foundat.	Worcester Station Improvements and food hub.	3,000,000	Markey, Warren
MD	1000 Friends of Pikesville	Pikesville Armory Renovation	2,400,000	Cardin
MD	Baltimore City	Revitalization of Pennsylvania Avenue Market: Creating A Community Hub of Healthy Food Living.	250,000	Van Hollen
MD	Beloved Community Services Corporation.	P.S. 103 Thurgood Marshall Center	1,000,000	Cardin, Van Hollen
MD	Bethel Empowerment and Wellness Center.	Bethel Empowerment and Wellness Center	251,000	Cardin
MD	Caroline County Public Schools	Greensboro Judy Center Early Learning Hub Facility.	500,000	Van Hollen
MD	City of Hyattsville	City of Hyattsville David C. Driscoll Community Park Master Plan.	400,000	Cardin

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
MD	Clergy United for the Transformation of Sandtown.	Sandtown Center revitalization	250,000	Cardin
MD	Cross Street Partners	Constructing commercial kitchen to increase access to healthy food.	1,400,000	Cardin
MD	Girl Scouts of Central Maryland, Inc..	Girl Scouts of Central Maryland Inc. Outdoor Programs.	500,000	Van Hollen
MD	Green & Healthy Homes Initiative.	Baltimore Healthy Housing to Advance Health and Racial Equity Project.	1,000,000	Van Hollen
MD	Kingdom Global Community Development Corporation.	Kingdom Cares Center	2,000,000	Van Hollen
MD	Liberty's Promise	Helping the Immigrant Youth of Maryland Succeed.	435,000	Van Hollen
MD	Mission First Housing Development Corporation.	Patuxent Commons Affordable Housing Development.	250,000	Van Hollen
MD	Office of the Baltimore County Executive.	Sparrows Point Park Project in Baltimore County.	3,000,000	Cardin
MD	Town of Bladensburg	Bladensburg Trade School	1,000,000	Cardin
ME	Bath Area Family YMCA	Early Childhood Education Expansion—Bath Area Family YMCA.	1,456,000	King
ME	Boys & Girls Clubs of Kennebec Valley.	Boys & Girls Clubs of Kennebec Valley Youth Center.	650,000	Collins
ME	City of Auburn	Auburn Public Safety Building	2,500,000	Collins
ME	City of Bangor	Bangor Commercial Kitchen Incubator	1,010,000	Collins, King
ME	City of Belfast	Belfast Street Improvements	972,000	Collins
ME	City of Lewiston	Bates Mill #5 Brownfields Cleanup and renovations.	1,000,000	Collins, King
ME	City of Rockland	Rockland Fish Pier Redevelopment	1,500,000	Collins
ME	Committee to Restore Abyssinian Meeting House.	Abyssinian Meeting House Restoration	1,700,000	Collins, King
ME	Town of Danforth	Town of Danforth Downtown Revitalization	120,000	Collins
ME	Eastern Maine Community College.	To expand and renovate the Katahdin Higher Education Center to increase access to childcare.	4,000,000	Collins, King
ME	Eastern Trail Management District.	Eastern Trail Engineering Design	700,000	Collins
ME	Greater Franklin Development Council.	Carthage Group Critical Internet Infrastructure.	514,000	King
ME	Johnson Hall, Inc.	Renovation of Johnson Hall	350,000	Collins
ME	Loring Development Authority of Maine.	Loring Economic Development Infrastructure Project.	3,100,000	Collins, King
ME	Main Street Skowhegan	Skowhegan Run of River Project	2,000,000	Collins
ME	Our Katahdin	Millinocket—Remediation and Reuse Study of former Wastewater Treatment Plant.	671,000	Collins, King
ME	Safe Voices	Safe Voices Building Improvements	394,000	Collins, King
ME	Town of Berwick	Downtown Berwick Safety Improvements and Revitalization.	3,142,000	Collins
ME	Town of East Millinocket	East Millinocket Industrial Complex Redevelopment.	2,851,000	Collins, King
ME	Town of Gorham	Gorham Industrial Park—West Campus Phase One.	1,000,000	King
ME	Town of Houlton	Walkable Houlton Project	732,000	Collins
ME	Town of Madison	Town of Madison Forest Products Hub Economic Revitalization.	1,000,000	Collins, King
ME	Town of Ogunquit	Perkins Cove Revitalization Project	2,850,000	Collins
ME	Town of Rumford	Rumford Fire Station	1,000,000	Collins
ME	Town of Stonington	Land Acquisition for Stonington Water District Development.	394,000	Collins
ME	Town of Waldoboro	Waldoboro Community Center and Medical Arts Facility.	1,000,000	King
ME	York County Shelter Programs ..	York County Shelter Programs Community Resource Center.	325,000	King
MI	City of Dowagiac	Dowagiac Housing Initiative	100,000	Peters

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
MI	City of Pontiac	Phoenix Center Renovation	1,000,000	Peters
MI	City of Sterling Heights	Corridor Revitalization Project—City of Sterling Heights.	850,000	Peters
MI	Eastern Market Corporation	Eastern Market Regional Food Business Accelerator.	1,000,000	Stabenow
MI	Grand Rapids Youth Commonwealth Inc..	Renovating the Boys & Girls Clubs of Grand Rapids Youth Commonwealth Buildings and Facilities.	1,000,000	Stabenow
MI	Grand Traverse Band of Ottawa and Chippewa Indians.	Traverse City Sewer and Water Facility Improvements to Support Affordable Housing Development.	750,000	Peters, Stabenow
MI	Jackson YMCA	Jackson YMCA Healthy Living Campus	500,000	Stabenow
MI	Kent County Youth Agriculture Association (KCYAA).	The Grand Agricultural Center of West Michigan.	2,100,000	Stabenow
MI	North Flint Reinvestment Corporation.	North Flint Food Market	650,000	Stabenow
MN	City of Brooklyn Park Economic Development Auth..	Brooklyn Park Small Business Development and Acceleration Center.	600,000	Klobuchar
MN	City of Little Falls	Little Falls Child Care Facility	1,500,000	Klobuchar
MN	City of South St. Paul	Wakota Crossing Economic Development Initiative.	2,000,000	Klobuchar, Smith
MN	Hennepin County	Emergency Shelter Program	500,000	Klobuchar, Smith
MN	Mille Lacs Corporate Ventures (MLCV).	Mille Lacs Tribal Economy Business Incubator.	1,300,000	Klobuchar, Smith
MN	Minneapolis Public Housing Authority.	Fire Protection Upgrades in High-Rise Public Housing.	2,000,000	Klobuchar, Smith
MN	ReConnect Rondo	Rondo Net-Zero Community Center	1,500,000	Smith
MN	Sabathani Community Center	Sabathani Community Center Building Revitalization and Renewable Energy Project.	127,000	Klobuchar
MN	St. Peter Housing and Redevelopment Authority.	St. Peter HRA—Parkview Manor Restoration.	300,000	Smith
MS	City of Greenville	Greenville Federal Courthouse Greenspace	500,000	Wicker
MS	City of Long Beach	Gateway Harbor, Long Beach, Mississippi	4,300,000	Wicker
MS	Mississippi Rural Water Association.	Mississippi Water and Wastewater Workforce and Public Safety Training Center.	500,000	Wicker
MS	Mississippi State University	Capacity Development Initiative	815,000	Hyde-Smith
MS	Mississippi State University	Comprehensive Community Revitalization ..	1,000,000	Hyde-Smith
MS	Rust College	Ida B. Wells Social Justice and Interpretive Center at Rust College.	1,000,000	Wicker
NC	City of Bermuda Run, NC	Bermuda Run Recreational Infrastructure and Safety Improvements.	3,650,000	Burr
NC	City of Cherryville, NC	City of Cherryville City Hall ADA Project	810,000	Burr
NC	City of Ranlo, NC	South Ranlo Water System Improvement Project.	2,000,000	Burr
NC	Fayetteville Cumberland County	HR Talent Portal for Transitioning Military Personnel, Military Spouses, and Veterans, Fayetteville, NC.	4,000,000	Burr, Tillis
NC	Innovation Quarter	Innovation Quarter 2 Masterplan Road and Bridge Improvements.	7,210,000	Burr
NC	Innovation Quarter	Innovation Quarter 2 Masterplan Urban Greenway Extension.	1,721,000	Burr
NH	Affordable Housing, Education and Development, Inc.	Littleton Regional Community Housing and Economic Empowerment Initiative.	970,000	Shaheen
NH	CATCH Neighborhood Housing ..	Rosemary's Way Penacook Affordable Housing.	250,000	Shaheen
NH	Community Action Partnership of Strafford County.	Community Action Partnership of Strafford County Innovation Center.	1,000,000	Shaheen
NH	Easter Seals New Hampshire, Inc..	Champlin House Improvements	1,000,000	Shaheen
NH	Manchester Housing and Redevelopment Authority.	Kelley Falls Affordable Housing Redevelopment.	1,000,000	Shaheen
NH	Nashua Soup Kitchen & Shelter	Spring Street Forward	900,000	Shaheen

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
NH	New Hampshire Judicial Branch	Landlord-Tenant Mediation Program	556,000	Shaheen
NH	NH Community Loan Fund	Affordable Housing in Portsmouth	343,000	Shaheen
NH	Seacoast Family Promise	Increased Housing for Low to Moderate In- come Families with Children.	1,000,000	Shaheen
NH	Strafford Regional Planning Commission (SRPC).	New Hampshire Regional Housing Needs and Comprehensive Planning.	950,000	Shaheen
NH	Waypoint	Shelter and Housing for Youth and Young Adults Who are Homeless.	771,000	Shaheen
NJ	Beth Medrash Govoha of Amer- ica.	BMG Lakewood, NJ Childcare Expansion Initiative.	3,000,000	Booker, Menen- dez
NJ	Borough of Bound Brook	Hamilton Street Plaza Project	2,200,000	Booker
NJ	Borough of Cliffside Park	West Grantwood Park Improvements Project.	250,000	Menendez
NJ	Borough of Woodland Park	Diane Grimes Memorial Park Improvement	95,000	Booker, Menen- dez
NJ	City of Burlington	Riverfront Promenade Bandshell project ...	400,000	Menendez
NJ	City of Newark	Affordable housing opportunities	8,000,000	Booker
NJ	City of Newark	Homelessness prevention services	500,000	Booker
NJ	City of Passaic	City of Passaic Pedestrian Greenway Project.	883,000	Booker, Menen- dez
NJ	City of Paterson—Paterson, NJ	Wrigley Park rehabilitation	360,000	Booker, Menen- dez
NJ	City of Trenton	Mixed use recreational facility	1,000,000	Booker, Menen- dez
NJ	City of Union City	Union City Soccer Field and recreational complex.	500,000	Booker
NJ	Community Loan Fund of New Jersey, Inc..	Permanent affordable housing	800,000	Booker
NJ	Guttenberg Housing Authority ...	Modernization of the Golden Gardens Apartment Complex Elevator.	232,000	Menendez
NJ	Township of Brick	Brick Township Senior Services	400,000	Menendez
NJ	Township of North Bergen	Municipal Traffic Calming Program	488,000	Booker, Menen- dez
NJ	Township of Woodbridge	Woodbridge Township Cypress Park	1,000,000	Booker, Menen- dez
NJ	Union County College	Plainfield Professional Trades Training Center.	1,500,000	Menendez
NJ	Winslow Township	Improvements to West Atco Community Center.	3,000,000	Menendez
NJ	YWCA Eastern Union County	YWCA Union County Headquarters Rebuild- ing Project.	500,000	Booker
NM	City of Albuquerque	Inclusive Children's Park	750,000	Heinrich, Luján
NM	Pueblo of Acoma	Acoma Business Park	1,500,000	Heinrich
NM	Street Food Institute	Barelas Central Kitchen Street Food Insti- tute.	2,000,000	Heinrich, Luján
NV	City of Henderson	Nevada State College Flood Control	2,000,000	Cortez Masto, Rosen
NV	City of North Las Vegas	Cheyenne Sports Complex Improvement Project.	750,000	Cortez Masto, Rosen
NV	City of Reno	City of Reno—ADA Upgrades	1,056,000	Cortez Masto, Rosen
NV	Clark County	Mixed-Used Micro-Business Park & Afford- able Housing.	1,000,000	Cortez Masto, Rosen
NV	Nye County	Nye Civic Center	1,000,000	Cortez Masto, Rosen
NV	Washoe County	Nevada Cares Campus	12,000,000	Cortez Masto, Rosen
NY	ARC XVI Fort Washington Cen- ter, Inc..	Equip and build the ARC Community Kitchen.	400,000	Gillibrand, Schu- mer
NY	CAMBA, Inc.	CAMBA Capital Improvements for Winthrop Street Buildings.	2,006,000	Gillibrand, Schu- mer
NY	Capital Roots, Inc.	Urban Grow Center Expansion	750,000	Schumer, Gilli- brand

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
NY	CenterState Corporation for Economic Opportunity.	Small business loans for underserved communities.	500,000	Gillibrand
NY	Chhaya Community Development Corporation.	Chhaya Community Development Corporation's Capacity Building.	250,000	Gillibrand, Schumer
NY	Churches United For Fair Housing.	Affordable Housing Services	1,200,000	Gillibrand, Schumer
NY	City of Binghamton	Youth Recreation Center for the City of Binghamton.	1,000,000	Gillibrand, Schumer
NY	City of Cohoes, New York	City of Cohoes, NY Municipal Floating Solar Demonstration Project.	1,788,000	Schumer
NY	City of Ithaca	Downtown Ithaca Conference Center and affordable housing.	2,000,000	Schumer
NY	City of Newburgh	Food Security in the City of Newburgh	300,000	Schumer
NY	City of Syracuse	Resurgent Neighborhoods Initiative New Home Construction.	1,000,000	Gillibrand, Schumer
NY	Covenant House New York	Covenant House's Purpose-Built Flagship Facility.	2,500,000	Gillibrand, Schumer
NY	Foodlink, Inc.	Foodlink Expansion Project	750,000	Gillibrand, Schumer
NY	Greater Ithaca Activities Center, Inc..	Greater Ithaca Activities Center Programs Expansion.	800,000	Schumer
NY	Green Door Management	Greenhouse Shelter	450,000	Schumer
NY	Ibero-American Action League Inc..	Equitable Home Ownership Program (EHOP).	400,000	Schumer
NY	Long Island Coalition for the Homeless.	Veterans Community Resource Center	900,000	Schumer
NY	Michigan Street African American Heritage Corridor.	The Michigan Street African American Heritage Corridor Commission Strategic Action Plan Project Phase II.	300,000	Schumer
NY	National Urban League, Inc.	Urban League Empowerment Center, LLC ..	3,000,000	Schumer, Gillibrand
NY	North Brooklyn Angels	North Brooklyn Food Hub	676,000	Gillibrand, Schumer
NY	Ohel Children's Home and Family Services.	Capital Improvements to Ohel's Camp Kaylie in Wurtsboro, NY.	495,000	Schumer, Gillibrand
NY	Port of Albany, NY	South end Albany Workforce Training Center.	1,500,000	Schumer
NY	The Bronx Community Foundation, Inc..	The Bronx Digital Equity Coalition Project	650,000	Gillibrand, Schumer
NY	The Campaign Against Hunger	The Campaign Against Hunger Community Food Hub—Warehouse Acquisition.	100,000	Schumer
NY	The Trust for Public Land	Long Island Greenway	2,500,000	Gillibrand, Schumer
NY	Town of North Hempstead	New Cassel Community Building Renovation Project.	480,000	Schumer
NY	UCAN City Mission	Women and Women with Families Emergency Homeless Shelter.	1,000,000	Gillibrand
NY	United Way of the Greater Capital Region.	The Blake Annex by United Way of the Greater Capital Region.	1,075,000	Schumer, Gillibrand
NY	Young Men's Christian Association of Long Island.	YMCA of Long Island—Wyandanch Wellness Center.	2,000,000	Schumer
OH	City of Dayton	Kitchen At The Arcade Business support services.	1,300,000	Brown
OH	Community Development for All People.	Employment and job training services	250,000	Brown
OH	Dayton Children's Hospital	Health and Housing Facility	2,000,000	Brown
OH	Lead Safe Cleveland Coalition ..	Lead Safe Home Fund	1,000,000	Brown
OH	United Way of Youngstown and the Mahoning Valley.	United Way of Youngstown and the Mahoning Valley Volunteer Response Center.	1,500,000	Brown
OR	Center for Hope and Safety	HOPE Plaza Housing and Economic Development Project.	2,000,000	Merkley, Wyden
OR	City of Hillsboro	53rd Avenue Park West Inclusive Park	3,000,000	Merkley, Wyden

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
OR	Confederated Tribes of Grand Ronde.	Blue Heron Infrastructure Improvements ...	2,000,000	Merkley, Wyden
OR	Creating Housing Coalition	Hub City Village	800,000	Merkley, Wyden
OR	DevNW—Community Land Trust Affordable Housing.	Community Land Trust Developments in Corvallis, and Clackamas County.	550,000	Merkley, Wyden
OR	Habitat for Humanity Portland Region.	Foster Townhomes: Habitat's 40-Home Community in East Portland.	2,000,000	Merkley, Wyden
OR	Hacienda Community Development Corporation.	Portland Mercado Plaza Repairs & Upgrades.	529,000	Merkley, Wyden
OR	Kid Time Discovery Experience ..	Kid Time Early Learning/Childcare Expansion.	1,172,000	Merkley, Wyden
OR	Mid-Willamette Valley Community Action Agency.	Acquisition of property for permanent Veterans' homeless shelter.	1,200,000	Merkley, Wyden
OR	Mid-Willamette Valley Community Action Agency.	Brian's Place: Community Action Sheltering Services.	1,000,000	Merkley, Wyden
OR	Multnomah County	Behavioral Health Resource Center Outdoor Plaza.	1,355,000	Merkley, Wyden
OR	North Willamette Valley Habitat for Humanity.	Rural Resident Development	1,000,000	Merkley, Wyden
OR	Northwest Coastal Housing	Golden Eagle II in Tillamook	500,000	Merkley, Wyden
OR	Oregon Housing and Community Services.	Harbor Village RV Park	2,000,000	Merkley, Wyden
OR	Oregon Housing and Community Services.	Lazy Days Mobile Home and RV Park	1,000,000	Merkley, Wyden
OR	Oregon Housing and Community Services.	Salem YMCA Veteran Housing	2,000,000	Merkley, Wyden
OR	Proud Ground	Expanding Permanently Affordable Homeownership Opportunities.	1,000,000	Merkley, Wyden
PA	ACTION-Housing, Inc.	Affordable Housing in Pittsburgh	500,000	Casey
PA	Borough of Jim Thorpe	Jim Thorpe Community Facility	1,468,000	Casey
PA	Covenant House Pennsylvania ..	Covenant House PA Transition Housing	750,000	Casey
PA	Liberty Resources Inc.	Delaware County Long-Term Care Relocation Services.	1,000,000	Casey
PA	McKees Rocks Community Development Corporation.	Remediation of hazardous materials and downtown renewal.	500,000	Casey
PA	Philadelphia Housing Authority	Sharswood Ridge mixed use project	500,000	Casey
PA	Philadelphia Youth Basketball ..	Youth Development and Community Empowerment Center.	100,000	Casey
PA	The Big SandBox	Dr. Tanner G. Duckrey Schoolyard Redevelopment.	650,000	Casey
PA	Urban League of Philadelphia ..	A Home for Returning Citizens	950,000	Casey
RI	City of Pawtucket	Public plaza site remediation and infrastructure improvements.	3,000,000	Reed, Whitehouse
RI	City of Warwick	Warwick City Plaza infrastructure improvements.	5,000,000	Reed, Whitehouse
RI	Crossroads Rhode Island	Summer Street Affordable Housing Phase 1.	2,000,000	Reed, Whitehouse
RI	Dorcas International Institute of Rhode Island.	Dorcas International Institute Funding for Refugee Housing.	1,000,000	Whitehouse
RI	Farm Fresh	Farm Fresh Rhode Island Food Hub: Building Fit Out and Improvements.	581,000	Whitehouse
RI	NeighborWorks Blackstone River Valley.	NeighborWorks Blackstone River Valley affordable housing development.	1,082,000	Reed
RI	Newport County YMCA	Newport County YMCA Renovation and Expansion Project.	1,000,000	Whitehouse
RI	Providence Redevelopment Agency.	Upper South Providence Community Hub ...	1,000,000	Whitehouse
RI	RI Minority Business Development Institute.	Minority Business Development Hub	500,000	Whitehouse
RI	Sojourner House, Inc.	Affordable Housing for Victims of Abuse in Rhode Island.	850,000	Whitehouse
RI	Southside Community Land Trust.	Healthy Food Hub Commercial Kitchen	190,000	Whitehouse

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
RI	The City of Cranston	Knightsville Revitalization Project	300,000	Reed
RI	Town of Burrillville	Improve pedestrian safety	200,000	Reed
SC	City of Sumter	Sumter Pride	750,000	Graham
SC	Dorchester County	Greater St. George Wastewater Project	4,288,000	Graham
SD	Mitchell Area Development Corporation.	Avera Queen of Peace and City of Mitchell Workforce Housing Project.	2,406,000	Rounds
VA	City of Norfolk	Historic Hunton YMCA in the St. Paul's Community.	400,000	Kaine, Warner
VA	Fairfax County	Fair Ridge at West Ox Residential	1,700,000	Kaine, Warner
VA	Fairfax County	Residences at Government Center II—Community Facility.	150,000	Warner
VA	Habitat for Humanity of Greater Charlottesville.	The Redevelopment of Southwood Mobile Home Park.	1,015,000	Kaine
VA	Loudoun County	Loudoun View Senior Living Project	500,000	Kaine, Warner
VA	People Incorporated of Virginia	Trammel Community Revitalization Project	250,000	Warner
VT	Broad Brook Community Center, Inc.	Broad Brook Community Center Renovation	315,000	Leahy
VT	Champlain Housing Trust	Veterans Service Center	1,000,000	Sanders
VT	Cooperative Development Institute.	Resident Acquisition and Preservation of Breezy Acres and Hillcrest.	1,300,000	Sanders
VT	Flynn Center for the Performing Arts, Ltd.	Facility Improvements to Address Public Health Concerns.	995,000	Leahy
VT	Friends of Vernon Center, Inc. ..	Vernon Center Community Hub	318,000	Leahy
VT	Preservation Trust of Vermont ..	Community Supported Enterprises	1,000,000	Leahy
VT	Springfield Regional Development Corporation.	Park Street School:Business Incubator & Accelerator.	3,000,000	Leahy
VT	United Church of Underhill	Inclusive and Affordable Homeownership Project.	200,000	Sanders
VT	Vermont Center for Emerging Technologies (VCET).	Recovery and Economic Resiliency Loans ..	9,000,000	Leahy
VT	Vermont Housing & Conservation Board.	Housing Redevelopment in Historic Brattleboro High School.	750,000	Leahy
VT	Vermont Housing and Conservation Board.	Expanding and Improving Vermont's Shared Equity Homeownership Program.	1,575,000	Sanders
VT	Vermont Housing and Conservation Board.	Improving the Resiliency of the Tri-Park Cooperative.	1,277,000	Sanders
WA	American Legion Post 150	Veteran Housing and Resource Center	1,000,000	Cantwell
WA	Chief Seattle Club	"Home" Housing Project	1,670,000	Murray
WA	City of Lacey	Lacey Veterans Service Hub Access Enhancements.	500,000	Cantwell
WA	City of Pasco	Martin Luther King Community Center	3,000,000	Cantwell, Murray
WA	HomeSight	Othello Square Homeownership Development.	1,000,000	Murray
WA	LifeWire	Emergency and Transitional Housing for Survivors of Domestic Violence.	1,000,000	Murray
WA	Makah Tribe	Makah Reservation Housing	675,000	Murray
WA	Renton Housing Authority	Sunset Gardens Affordable Housing Project	2,500,000	Murray
WA	Samish Indian Nation	Samish Indian Nation Early Childhood Learning Center.	1,975,000	Murray
WA	Seven Acres Foundation	Community Center at Lake Chelan	900,000	Murray
WA	Shelton Youth Connection	Shelton Young Adult Transitional Housing	500,000	Cantwell
WA	Tacoma Housing Authority	Hilltop Affordable Housing and BIPOC Commercial Space.	1,000,000	Cantwell
WA	Western Washington University	Western Washington University Child Development Center.	250,000	Murray
WI	Bayview Foundation, Inc.	Affordable housing improvements and re-development.	1,000,000	Baldwin
WI	Boys and Girls Clubs of West-Central Wisconsin.	Boys & Girls Club renovation	800,000	Baldwin
WI	Brown County United Way	Neighborhood Community House	1,000,000	Baldwin
WI	Coulecap	Day center and supportive services for individuals experiencing homelessness.	1,000,000	Baldwin
WI	Little John's Restaurant	Food access and community event space	500,000	Baldwin

INCORPORATION OF CONGRESSIONALLY DIRECTED SPENDING FOR ECONOMIC DEVELOPMENT
INITIATIVES—Continued

State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
WI	United Way of Greater Milwaukee & Waukesha County.	Supportive services for eviction prevention	1,000,000	Baldwin
WI	Urban League of Greater Madison.	Development and construction of Madison Black Business Hub.	1,000,000	Baldwin
WV	Village of Beech Bottom	Beech Bottom Industrial Park Water Infrastructure Expansion.	1,957,000	Capito
WV	Appalachia Service Project	Appalachia Service Project Rural Home Repair.	400,000	Capito
WV	Bluefield WV Economic Development Authority.	Bluefield Historic District Restoration	600,000	Manchin
WV	Braxton County Commission	Blighted, Abandoned, and Dilapidated Buildings Upgrade & Removal Fund.	500,000	Capito, Manchin
WV	Charleston Urban Renewal Authority.	City Center Business Improvement District—Opportunity Zone.	600,000	Capito
WV	City of Charles Town	Revive Downtown Charles Town Project	250,000	Capito
WV	City of Charleston	Charleston Low Barrier Shelter	1,000,000	Capito, Manchin
WV	City of Mount Hope	Mount Hope Community Improvements	788,000	Capito
WV	City of Mount Hope	Mount Hope Facilities upgrade	2,393,000	Capito
WV	City of Ronceverte	Design Report for Ronceverte Railroad Bridge Restoration.	100,000	Capito
WV	City of Smithers	Smithers Integrated Trail System	4,688,000	Capito, Manchin
WV	City of Wheeling	Wheeling Artisan Center Upgrade	1,000,000	Capito
WV	Fairmont Community Development Partnership, Inc..	Fairmont Regional Tech Hub	1,000,000	Capito, Manchin
WV	Grow Ohio Valley, Inc.	Wheeling Food Hub	620,000	Capito, Manchin
WV	Hardy County Rural Development Authority.	Crites Industrial Park	2,268,000	Capito
WV	Jefferson County Parks and Recreation Commission.	Phase II of the Amphitheatre at Sam Michaels Park.	925,000	Capito
WV	Keith Albee Performing Arts Center, Inc.	Fire Sprinkler System at the Keith Albee Performing Arts Center.	250,000	Capito
WV	Morgantown Community Resources.	Hazel's House of Hope	1,194,000	Capito
WV	National Coal Heritage Area Authority.	Coal Heritage Discovery Facility	415,000	Capito
WV	Pleasants County Development Authority.	St. Marys Business Park	473,000	Capito
WV	RiffRaff Arts Collective	Lonnie Gunter, Jr. Center for Culture & History.	637,000	Capito
WV	Semper Liberi	Mountaineer Recovery Village—Phase 1 ...	1,500,000	Capito
WV	Shepherd University	Shepherd University East Loop: Environmental Remediation and Demolition.	1,475,000	Capito
WV	Shepherd University	Shepherd University East Loop: Gateway Entrance.	936,000	Capito
WV	West Virginia Community Development Hub.	WV Community Development Hub Community Skill Training.	150,000	Manchin
WV	West Virginia Land Stewardship Corporation.	RAISE Pilot Program	1,000,000	Manchin
WV	West Virginia Municipal League	WV Municipal League Cities Forward	300,000	Manchin
WV	West Virginia University	Ascend WV Morgantown Working Space	850,000	Capito
WV	West Virginia University	Combating WV Food Deserts through Economic Development and Mobile Markets.	990,000	Capito
WV	Woodlands Development Group	Elkins Building Redevelopment	1,750,000	Capito, Manchin
WV	Woodlands Development Group	Thomas Multi-Use Co-Working and Small Business Center.	622,000	Capito, Manchin
WV	WV Coalition to End Homelessness.	Homeless Housing in Barbour & Harrison Counties.	2,000,000	Manchin
WV	Wyoming County Economic Development Authority.	The Barkers Creek Industrial Park Power Expansion.	835,000	Capito
WV	Wyoming County Economic Development Authority.	The Barkers Creek Industrial Park, Access Bridge.	850,000	Capito

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2021	\$300,000,000
Budget estimate, 2022	300,000,000
Committee recommendation	300,000,000

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 \$300,000,000 which is equal to the fiscal year 2021 enacted level and equal to 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, 2021	\$1,350,000,000
Budget estimate, 2022	1,850,000,000
Committee recommendation	1,450,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,450,000,000 for the HOME program. This amount is \$100,000,000 more than the fiscal year 2021 enacted level and \$400,000,000 less than the budget request.

Affordable Housing Needs.—Communities across the country are facing an affordable housing crisis as rents are on the rise nationally, low and moderate incomes are relatively stagnant, and the production of affordable housing units lags far behind the need. Before the outbreak of COVID–19, 37.1 million households were cost burdened in 2019, spending over 30 percent of their incomes on housing. Of this total, 17.6 million households were severely cost burdened, spending over 50 percent of their income on housing. Low-income households have seen minimal improvement in affordability over the last decade, as 62 percent of the lowest-income renter households paid more than half of their incomes on housing-related expenses in 2019. Additionally, 49 percent of renter households reported lost employment income between mid-March and September of 2020 in light of the COVID–19 pandemic. The HOME program is the largest Federal assistance program at HUD targeted to help State and local participating jurisdictions leverage public and private resources to develop and sustain affordable housing opportunities for low-income individuals and families. The program is an essential tool to address the shortfall of a market-driven economy that is ill-equipped to bridge the lack of profitability in affordable housing development and with traditional private sector housing financing. In most cases, the HOME program provides the necessary public gap financing to facilitate private sector investment in affordable housing, enabling significant leverage capacity of public and private resources. Over the life of the program, HOME has leveraged \$158,600,000,000 of other funding sources for affordable housing, yielding \$4.50 of outside sources invested in rental and homebuyer project for every HOME dollar invested. The Committee supports innovative projects that combine public and private capital, and directs HUD to continue to work to expand the supply and affordability of housing for low- and very low-income people.

Reconciling Income Guidelines for Disabled Veterans.—There are 4.7 million veterans with disabilities and 1.2 million veterans living in poverty in the United States. However, connecting veterans to affordable housing based on their disability and/or income status can be difficult. Many multifamily affordable housing developments are financed with a combination of HOME funds and the Department of the Treasury’s Low Income Housing Tax Credits [LIHTC]. However, the income guidelines for HUD’s HOME program and LIHTC vary, and reconciling the two program’s requirements can be challenging. As such, the Committee directs the Department to work with the Department of Treasury to determine policies that align HUD and LIHTC guidelines to address the housing needs of low-income disabled veterans.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriations, 2021	\$60,000,000
Budget estimate, 2022	60,000,000
Committee recommendation	65,000,000

PROGRAM DESCRIPTION

The Self-Help and Assisted Homeownership Opportunity Program provides funding for several programs, including the Self-

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

COMMITTEE RECOMMENDATION

The Committee recommends \$65,000,000 for the Self-Help and Assisted Homeownership Opportunity Program, which is \$5,000,000 more than the fiscal year 2021 enacted level and \$5,000,000 more than the budget request. The Committee recommendation includes \$15,000,000 for SHOP, as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996 of Public Law 104–120; \$41,000,000 for capacity building, as authorized by section 4(a) of the HUD Demonstration Act of 1993 Public Law 104–120; \$5,000,000 to carry out capacity building activities in rural communities; and \$4,000,000 for a program to rehabilitate and modify housing for veterans, who are low-income or disabled. The Committee notes that funding for technical assistance is being provided under the Office of Policy Development and Research and directs that funds available for the Section 4 program be used solely for capacity building activities.

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

Capacity Building to Address the Housing Needs of Native Communities.—The Section 4 Capacity Building for Community Development and Affordable Housing Program provides Federal funding to national nonprofit intermediaries to carry out affordable housing and community development activities, including increasing access to safe and affordable housing and supporting income and asset building opportunities. Native American, Native Hawaiian, and Alaskan Native communities and populations, much like other communities, face rising housing cost burdens, barriers to homeownership, and disproportionate physical housing and system deficiencies. Therefore, the Committee encourages targeted capacity building activities to address housing affordability and physical needs in Tribal communities and populations.

Assistance for Low-Income and Disabled Veterans.—The Veterans Housing Rehabilitation and Modification pilot program awards

grants to nonprofit organizations to rehabilitate or modify the primary residences of disabled, low-income veterans in order to improve accessibility and to assist some of the 4.7 million veterans in the United States with a service-connected disability and the nearly 1.2 million living in poverty. The Committee is pleased that HUD is now processing the NOFO and awards process in a timely manner and expects additional funding in this and any future year appropriations to receive similar due diligence.

Multi-year Agreements.—The Committee includes the Department’s request to allow HUD to enter into multi-year agreements, subject to the availability of appropriations, in order to streamline the awards and implementation process for eligible grant recipients.

Land Acquisition Costs.—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 items for local nonprofits to finance and that building affordable homes and providing first-time homeownership opportunities, is more important than ever. Therefore, the Committee encourages HUD to consider increasing the cap for the combined cost of land acquisition and infrastructure improvements per SHOP unit for the fiscal year 2022 NOFO.

HOMELESS ASSISTANCE GRANTS

Appropriations, 2021	\$3,000,000,000
Budget estimate, 2022	3,500,000,000
Committee recommendation	3,260,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$3,260,000,000 for Homeless Assistance Grants in fiscal year 2022. This amount is \$240,000,000 below the budget request, and \$260,000,000 above the fiscal year 2021 enacted level.

The Committee recommendation includes \$2,856,000,000 to support the CoC program, including the renewal of existing projects, and the Rural Housing Stability Assistance Program. Based on the

renewal costs, HUD may also support planning and other activities authorized by the Homeless Emergency Assistance and Rapid Transition to Housing [HEARTH] Act of 2009 (Public Law 111–22). The Committee recommendation also includes \$290,000,000 for the Emergency Solutions Grants Program.

Chronic and Unsheltered Homelessness.—According to HUD’s Annual Homeless Assessment Report [AHAR], the Nation has seen a 15 percent increase in chronic homelessness, and a 7 percent increase in unsheltered homelessness over the period of a single year. To address these alarming increases, the Committee recommendation includes \$50,000,000 for new CoC projects to provide permanent supportive housing activities for individuals and families experiencing chronic and/or unsheltered homelessness.

Addressing the Needs of Victims and Survivors of Domestic Violence.—The Committee recommendation includes 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.

Comprehensive Interventions to Prevent and End 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 not less than \$25,000,000 shall be for Youth Homelessness System Improvement Grants. These competitive grants to CoCs are intended to improve youth homelessness systems on a local level and help implement successful, evidence-based intervention methods for this population. The Committee directs HUD to ensure that sufficient technical assistance resources and equal consideration for Youth Homelessness System Improvement Grants are provided to rural areas. When determining grant awards, the Committee encourages HUD to incorporate the following components as objectives for 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 prohibits utilization of these funds for direct services or housing.

The Committee applauds HUD’s decision to use a portion of its technical assistance funding to support the 100-day challenge initiative, a program that helps communities accelerate efforts to prevent and end youth homelessness. By offering local service providers the opportunity to come together to identify impediments and establish goals, the 100-day challenge leaves communities better prepared to confront youth homelessness in a comprehensive manner. The program also lays the groundwork for participants seeking to apply for a Youth Homelessness Demonstration Program [YHDP] grant award. Ensuring timely correspondence between the Department and grantees is important to overall grantee performance and success, therefore the Committee reminds HUD to process

and deliver all responses to technical assistance requests in an expedient manner.

The Committee reminds the Department and CoCs that renewal funding provided for YHDP projects may only be used for eligible youth-specific activities upon reaching renewal status. HUD is encouraged to provide public-facing information to grantees regarding the YHDP renewal process.

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 strongly believes documentation requirements should not be a basis for denying access to necessary services. The Committee believes the Department shares the goal of effectively addressing youth homelessness and ensuring that no eligible youth go unserved where there is the local capacity to house and/or provide services. Therefore, the Committee encourages the Department to continue to clarify program requirements through guidance, notice, and webcasts as appropriate.

Coordinated Entry and Youth Homelessness.—The Committee encourages the use of coordinated entry as a process to ensure that youth experiencing a housing crisis have access to and are quickly identified, assessed for, referred, and connected to housing and assistance based on their strengths and needs. Coordinated entry is a key component of the coordinated community response to prevent and end youth homelessness. A successful youth-inclusive coordinated entry process includes implementation of a systems-level, youth-focused approach for youth access, screening, and assessment, prioritization, and referral to housing and supportive services. The Committee reminds HUD and service providers that transitional housing is an effective and successful housing strategy for homeless youth. The Committee directs HUD to provide information on successful youth transitional housing models on its website. The Committee also reminds HUD of the important role schools can play in identifying students experiencing homelessness and connecting youth with key community resources.

Services for Youth Experiencing Homelessness.—The Committee recognizes that the Department's successful targeting of YHDP resources has contributed to reducing the rate of youth experiencing homelessness from approximately 38,000 in 2017 to 34,000 in 2020 according to the latest AHAR report—a 10.7 percent decrease over the last four years. Supportive services in conjunction with housing assistance is essential to providing housing stability and decreasing the likelihood of youth re-entering unstable living conditions. Access to, and the provision of, supportive services is heavily contingent on CoC collaboration at the local level. It is crucial that service providers understand how subgroups can be overrepresented among homeless youth. For instance, up to 40 percent of youth experiencing homelessness identify as LGBTQ and report higher rates of discrimination and physical threats or harm. In addition, 50 percent of homeless youth report having involvement with the juvenile justice system, and nearly 70 percent report mental health needs. The strain of housing instability on youth results in signifi-

cantly more youth considering or attempting suicide than those with stable housing.

The Committee encourages HUD to facilitate collaboration between CoCs and specialty partners that provide mental health services, including suicide prevention, for youth experiencing homelessness. The Department is further encouraged to inform grantees of methods to strategically provide educational and outreach resources to secure the necessary mechanisms and technologies to assist youth in confidentially accessing mental health services in times of crisis.

Tribal Inclusion in YHDP.—The Consolidated Appropriations Act of 2021 (Public Law 116–159) expanded CoC grantee eligibility allowing federally-recognized Indian Tribes and Tribally Designated Housing Entities [TDHEs] to be recipients of CoC funds. However, in order for Tribes and TDHEs to receive a demonstration grant within the CoC program, such as YHDP awards, HUD has to clearly indicate their eligibility in the NOFO. This did not take place for the fiscal year 2021 YHDP competition, leaving these entities ineligible to receive funding for new youth homeless assistance projects. The Committee encourages HUD to include Tribes and TDHEs as eligible recipients in the fiscal year 2022 YHDP NOFO.

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. The Committee has included \$7,000,000 to support continued AHAR data collection and analysis. The Department shall submit the AHAR report to the House and Senate Committees on Appropriations by August 29, 2022.

HOUSING PROGRAMS

PROJECT–BASED RENTAL ASSISTANCE

Appropriations, 2021	\$13,465,000,000
Budget estimate, 2022	14,060,000,000
Committee recommendation	13,970,000,000

PROGRAM DESCRIPTION

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

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

rates with large rent increases that current tenants would be unable to afford.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$13,970,000,000 for the annual renewal of project-based contracts, of which up to \$355,000,000 is for the cost of contract administrators. The recommended level of funding is \$505,000,000 above the amount provided in fiscal year 2021 and \$90,000,000 below the budget request.

Performance-Based Contract Administrators.—Performance-based contract administrators [PBCAs] are typically PHAs or State housing finance agencies [HFAs]. They are responsible for conducting on-site management reviews of assisted properties; adjusting contract rents; and reviewing, processing, and paying monthly vouchers submitted by owners, among other tasks. The Committee notes that PBCAs are integral to the Department's efforts to be more effective and efficient in the oversight and monitoring of this program, reduce improper payments, protect tenants, and ensure properties are well maintained. The Committee remains concerned that proposals to reduce the scope of work performed by PBCAs, diminish the applicability of Federal law, or consolidate PBCAs into regional awards versus State-by-State will have a detrimental effect on the oversight of these HUD-assisted properties and the individuals and families that rely on this critical source of affordable housing. The Committee recognizes that as HUD continues the complicated task of developing a PBCA procurement solicitation, it has been able to engage with PBCAs to renegotiate current contracts lowering fees while ensuring all important tasks are included. The Committee directs HUD to ensure that the solicitation does not impede HFAs from bidding on State-based contracts. 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 performance-based contract administrators 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 explicit actions if an owner fails to maintain its property, including imposing civil monetary penalties, securing a different owner for the property, or transferring the Section 8 contract to another property.

Managing Troubled Properties.—The Committee 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 appreciates HUD's diligence in issuing guidance to local field staff to improve local and regional coordination to better manage troubled properties. The

Committee continues to include a provision requiring HUD to report on properties with Uniform Condition Standards Protocol physical inspection scores of less than 60 or have received an unsatisfactory management and occupancy review within the past 36 months to the House and Senate Committees on Appropriations. For fiscal year 2022, the Committee also directs HUD to submit a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act regarding the status, results, and enforcement actions, if any, of all physical inspections over the last five years of properties that received funding under this heading. If a property had not been inspected under the inspection timeline set by 24 C.F.R. 200.857(b), the report shall a detailed explanation for why Uniform Physical Condition Standards were not applied.

HOUSING FOR THE ELDERLY

Appropriations, 2021	\$855,000,000
Budget estimate, 2022	928,000,000
Committee recommendation	956,000,000

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 \$956,000,000 for the Section 202 program. This amount is \$101,000,000 more than the amount provided in fiscal year 2021 and \$28,000,000 more than the budget request. The Committee’s recommendation includes: \$700,000,000 for the costs associated with fully funding all annual PRAC renewals and amendments; \$78,000,000 to enable the Department to shift contract renewal funding to a calendar year basis, consistent with other rental assistance programs within the Department; up to \$6,000,000 to support preservation transactions originally developed with a capital advance and assisted by a PRAC; \$44,000,000 for new capital advances; and \$125,000,000 for service coordinators and the continuation of existing congregate service grants.

Service Coordinators.—Service coordinators are responsible for connecting senior residents to supportive services offered by community agencies in order to further those seniors’ independence and to assist them with aging in place. The service coordinator grant program pays the salaries and fringe benefits of service coordinators, as well as related program administrative costs. Retention rates for service coordinators have declined as educational requirements for the position have increased, but salaries have remained stagnant. This turnover not only disrupts the ability of the

Department to provide grants that are utilized each year, but also breaks needed continuity in low-income elderly households’ access to supportive services. The Committee encourages the Department to continue its ongoing work to improve retention rates by allowing grantees to increase salaries for service coordinators to market-appropriate rates, where justified. To assist with these efforts, the Committee provides \$125,000,000 for the renewal of service coordinator grants. This additional funding shall be used to minimize dependence on annual offsets to maintain the program.

The Committee remains concerned that the Department is unable to identify or locate service coordinators who serve assisted elderly housing developments, but are compensated through the operational budgets of the property rather than a service coordinator grant. The Committee is disappointed that the Department has not fully addressed the recommendations identified in the 2016 GAO report entitled “Elderly Housing: HUD Should Do More to Oversee Efforts to Link Residents to Services” (GAO–16–758), that found the Department’s data identifying budget-based service coordinators is substandard. The Committee again directs HUD to implement the following recommendations from the GAO: (1) continue to improve the accuracy of the Department’s data on Section 202 properties with service coordination; (2) develop and make available written guidance on assessing compliance with supportive services requirements; and (3) develop and implement procedures for verifying and analyzing performance data. Additionally, to ensure compliance, the Committee directs the Department to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act an action plan to implement these outstanding GAO recommendations.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriations, 2021	\$227,000,000
Budget estimate, 2022	272,000,000
Committee recommendation	227,000,000

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 project-based rental assistance contracts [PRACs] to support the operational costs of such units. Since fiscal year 2012, HUD has transitioned to providing project rental assistance to State housing finance agencies or other appropriate entities, which act in partnership with State health and human services agencies to provide supportive services, as authorized by the Frank Melville Supportive Housing Investment Act of 2010 (Public Law 111–374).

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$227,000,000 for the Section 811 program. This amount is \$45,000,000 less than the budget request and equal to the fiscal year 2021 enacted level. This

level of funding, in addition to residual receipts, recaptures, and other unobligated balances, will support all PRAC renewals and amendments while also providing up to \$35,000,000 for the creation of new affordable housing for persons with disabilities through project rental assistance [PRA].

Individuals with Intellectual and Developmental Disabilities [I/DD].—As a result of deinstitutionalization, the vast majority of people with I/DD now live in their local communities. This is an important step toward full inclusion for persons with disabilities, but it has also resulted in placing the primary caregiving responsibility on parents and other unpaid family members. As these caregivers continue to age, ensuring continued care and support becomes a growing challenge. Today, about 75 percent of adults with I/DD live with their parents or other family members, and there are nearly one million households in which an adult with I/DD is living with caregivers 60 or older. Nationwide, half of these caregivers are older than 50, and 10 percent are 75 or older. To help respond to this growing need, the Committee directs HUD to continue to prioritize projects targeting and serving individuals with I/DD who have been receiving care through family members when awarding the new PRA funds provided in this act. Additionally, HUD is directed to coordinate with Federal partners, including HHS, and other public, private, and non-profit stakeholders, to thoroughly review existing programs and regulations that address the needs of this population, and identify gaps in services and existing barriers to stable housing. HUD shall provide a briefing to the House and Senate Committees on Appropriations with the findings and recommendations within 280 days of enactment of this act.

HOUSING COUNSELING ASSISTANCE

Appropriations, 2021	\$77,500,000
Budget estimate, 2022	85,900,000
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 the housing counseling assistance program. This level of funding is \$28,400,000 below the budget request and \$20,000,000 below the fiscal year 2021 enacted level. This funding will provide individuals and families across the country with counseling services designed to help improve their finances with the goal of attaining homeownership and maintaining their home over time. Specifically, this funding will provide competitive grants and trainings to a network of HUD-approved housing counseling organizations that make a

wide variety of counseling services available to individuals and families seeking to make more informed housing decisions, including assistance with preventing foreclosure and homelessness. In addition, administrative contract support funding is provided to help achieve the goals of the housing counseling assistance program and includes assistance for conducting financial audits and providing technical assistance to housing counseling agencies. The Committee continues language requiring HUD to obligate housing counseling grants within 180 days of enactment of this act, as well as permitting HUD to publish multi-year NOFOs, contingent on annual appropriations. This should result in administrative savings for both HUD and its grantees.

Real Estate Wire Fraud.—The Committee is concerned about the increasing threat of real estate wire fraud in homeownership and rental housing markets. The Committee notes that HUD develops materials for housing counseling agencies and stakeholders to address this growing threat and encourages HUD to continue working with its agency partners in developing tools, guidelines, and educational materials. For fiscal year 2021 the Committee directed HUD to brief the House and Senate Committees on Appropriations on the efforts of HUD, interagency partners, and housing counseling agencies to educate consumers on real estate wire fraud. The Committee reiterates the requirement to brief the House and Senate Committees on Appropriations on the efforts of HUD, interagency partners, and counseling agencies on educating consumers on real estate wire fraud.

Housing Counseling Agency Partnerships with Minority-Serving Institutions [MSIs].—The Committee continues to direct 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.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriations, 2021	\$13,000,000
Budget estimate, 2022	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 [Trust Fund]. No direct appropriation is provided. The total amount recommended is

equal to the budget request and \$1,000,000 more than the fiscal year 2021 enacted level. The Committee recommendation directs that not more than \$4,500,000 shall be for monitoring of manufacturers' compliance with construction and safety standards by third-party inspection agencies.

The Committee continues to permit the Department to collect fees from program participants in the dispute resolution and installment programs, as mandated by the Manufactured Housing Improvement Act of 2000 (Public Law 106-569). These fees are to be deposited into the Trust Fund and may be used to support the manufactured housing standards programs, subject to the overall funding limitation placed on this account.

Manufactured Housing Consensus Committee Construction and Safety Standards Backlog.—Over 20 million people live in manufactured housing, making it the largest source of unsubsidized affordable housing in the country. HUD is the sole regulatory source for construction and safety standards adopted by the manufactured housing industry. The Manufactured Housing Improvement Act of 2000 (Public Law 106-569) required that HUD establish a Manufactured Housing Consensus Committee [MHCC] to propose regulations and act within 120 days to review, approve, and publish recommendations. The MHCC is also required to provide their recommendations to HUD in a proposed rule or final rule format and provide an economic analysis in accordance with the act. However, in recent years, the MHCC and HUD have missed this deadline and created a significant and unacceptable backlog of unpublished construction and safety standards, some of which are over 10 years old. This backlog of unpublished standards puts the quality of these homes at risk and stifles manufactured housing production. HUD recently published its third set of standards, some of which date back 8 years. The fourth and fifth sets of standards are currently outstanding. Therefore, the Committee directs HUD to prioritize clearing the backlog of unpublished MHCC recommendations and to publish the fourth and fifth sets of standards no later than 1 year after enactment of this act.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2021	\$1,000,000	\$400,000,000,000	\$130,000,000
Budget estimate, 2022	1,000,000	400,000,000,000	180,000,000
Committee recommendation	1,000,000	400,000,000,000	150,000,000

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2021	\$1,000,000	\$30,000,000,000
Budget estimate, 2022	1,000,000	30,000,000,000
Committee recommendation	1,000,000	30,000,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee has included the following amounts for the MMI Program account: a limitation on guaranteed loans of \$400,000,000,000, a limitation on direct loans of \$1,000,000, and \$150,000,000 for administrative contract expenses. This amount for administrative contract expenses is a \$20,000,000 increase above the fiscal year 2021 enacted level for increased costs for mortgage servicing, including Home Equity Conversation Mortgage servicing and Real-Estate Owned case management. For the GI/SRI account, the Committee recommends \$30,000,000,000 as a limitation on guaranteed loans and a limitation on direct loans of \$1,000,000. The Committee supports the goal of improving FHA's system automation, risk management, and quality control efforts, and has included funding in the Information Technology Fund account for these purposes.

Good Neighbor Next Door [GNND] and Home Equity Accelerator Loan [HEAL] Pilot.—The Committee does not include additional credit subsidy for GNND program modifications or the newly proposed HEAL pilot, as requested in the budget request. However, the Committee encourages the Department to take appropriate actions to further promote and increase awareness of the existing GNND program to enable law enforcement officers, teachers, firefighters and emergency medical technicians to purchase HUD-owned homes at a discount.

Federal Financing Bank [FFB] Risk Share.—The Committee supports the recently relaunched interagency partnership with the Department of Treasury's FFB for the Section 542 Risk Sharing program with Housing Finance Agencies. The Committee encourages the Department to continue supporting financing solutions such as this one to spur construction, reduce costs, and increase access to affordable housing.

FHA Financing Guidelines for Manufactured Housing.—The Committee directs the Department to review its financing guidelines for all of its manufactured housing mortgage programs to modernize policies to reflect today's market and improve the availability of this housing financing option.

Institutional Investment in Single-Family Housing.—The Committee is concerned by the increasing concentration of institutional financial investment in single-family housing in a number of geographic markets. Such concentration could distort local real estate

markets and create barriers to affordable homeownership. The Committee notes the Administration recently announced actions FHA intends to take over the next year to encourage more owner occupants, governmental entities, and non-profit organizations to purchase HUD-insured and HUD-owned properties, rather than institutional investors. The Committee directs the Department to brief the House and Senate Committees on Appropriations on its progress in implementing these actions within 180 days of enactment of this act.

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, 2021	\$1,300,000,000,000	\$33,500,000
Budget estimate, 2022	900,000,000,000	40,350,000
Committee recommendation	900,000,000,000	36,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on new commitments on mortgage-backed securities of \$900,000,000,000. This level is the same as the budget request and \$400,000,000,000 below the fiscal year 2021 enacted level. The bill allows Ginnie Mae to use \$36,000,000 for salaries and expenses. This is \$2,500,000 more than the fiscal year 2021 enacted level and \$4,350,000 less than the budget request.

Hiring.—In 2019, GAO released a report on Ginnie Mae's Risk Management and Staffing-Related Challenges (GAO-19-191), which found that Ginnie Mae overwhelmingly relies on contractors to fulfill its mission critical functions. The Committee has consistently supported efforts at Ginnie Mae to ensure adequate staffing capacity, and is pleased to see the office successfully increased the number of government employees between 2019 and 2020. The

Committee encourages Ginnie Mae to make continued progress on its insourcing efforts and address the four priority recommendations related to the GAO–19–191 report that remain open. The Committee urges Ginnie Mae to expeditiously complete the analysis underway regarding the optimal mix of contractor and insourced government employees, as well as its review of critical pay needs. The Committee does not approve Ginnie Mae’s proposed reorganization included in the budget request at this time, but will revisit the proposal once Ginnie Mae completes the above analysis and can provide a comprehensive briefing to the Committee on the results and recommendations for future workforce needs and structure. Further, the Committee encourages the Department to continue to work with the House Committee on Financial Services and the Senate Committee on Banking, Housing, and Urban Affairs on the report findings and any recommendations related to the statutory flexibilities necessary to improve employee hiring and employee retention.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriations, 2021	\$105,000,000
Budget estimate, 2022	145,000,000
Committee recommendation	105,000,000

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 \$105,000,000 for the Research and Technology account in fiscal year 2022. This level is equal to the fiscal year 2021 enacted level and \$40,000,000 less than the budget request.

The Committee recommends \$61,150,000 for core research and technology, including: market surveys; research support and dissemination; data acquisition; housing finance studies; research partnerships; housing technology; \$500,000 for innovation activities; and up to \$5,500,000 for cooperative agreements and research partnerships with historically black colleges and universities. The Committee recommendation also includes \$26,000,000 for Department-wide technical assistance and \$17,850,000 for critical research, demonstrations, and evaluations.

Of the amount provided for critical research beyond the core studies, the recommendation includes:

- Funding for continuing evaluations of the Moving-to-Work program and its expansion, the mobility demonstration, Choice Neighborhoods, and long-term tracking for the Family Options Study; and
- Funding for new evaluations, including: PHA use of COVID–19 waivers and effects on PHAs and tenants; broadband access for HUD-assisted households; the exposure of HUD-assisted properties to flood damage; the impact of natural disaster and flood risk on FHA loan performance; and the effectiveness of emergency rental assistance programs during COVID–19. The Committee encourages HUD to pursue COVID–19 funding related evaluations as joint efforts with other agencies, including the Department of Treasury, to allow for cost sharing and greater efficiencies.

HUD shall include details on its allocation of these resources in its operating plan.

Fair Market Rents [FMRs].—The Committee remains concerned that HUD’s published FMRs have not always reflected the increased need in rental subsidy and the associated operating costs. Inaccurate FMR calculations can result in significant housing search challenges for vulnerable populations, including disabled and homeless individuals, in rental markets with low vacancy rates or a lack of landlords participating in rental assistance programs. This is especially true when HUD’s FMR calculation results in a decrease from the previous year. The Committee encourages the Department to continue its progress towards ensuring that FMRs adequately reflect the conditions of local markets. HUD is strongly encouraged, 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. Upon completion of current studies underway to improve FMR estimates, HUD shall brief the House and Senate Committees on Appropriations on the findings, including any lessons related to alternative data sources and methods to decrease PHA cost burden.

Regulatory Barriers Clearinghouse.—The Committee supports HUD’s continued efforts to collect, assess, and disseminate information on State and local regulations and policies affecting the creation and maintenance of affordable housing, including through the publication of regular articles and other policy guidance through the Department’s Regulatory Barriers Clearinghouse.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriations, 2021	\$72,555,000
Budget estimate, 2022	85,000,000
Committee recommendation	85,000,000

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 \$85,000,000 for the Office of Fair Housing and Equal Opportunity. This amount is equal to the budget request and \$12,445,000 more than the fiscal year 2021 enacted level. Of the amounts provided: (1) \$25,000,000 is for the fair housing assistance program; (2) \$56,000,000 is for the fair housing initiatives program, 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. The Committee encourages the Department to pursue ways to make the Academy self-sustaining.

Test Coordinator Training.—Testing remains one of the most effective investigative tools for the successful enforcement of fair housing laws. Those who coordinate testing investigations need specialized training from skilled, experienced professionals in this field. The Committee directs the Department to continue to operate a comprehensive program which provides ongoing training, technical assistance, and resources to test coordinators working in fair housing organizations throughout the country. The Committee directs the Department not to 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

Appropriations, 2021	\$360,000,000
Budget estimate, 2022	400,000,000
Committee recommendation	400,000,000

PROGRAM DESCRIPTION

Title X of the Housing and Community Development Act of 1992 (Public Law 102–550) established the Residential Lead-Based Paint Hazard Reduction Act, under which HUD is authorized to make grants to States, localities, and Native American Tribes in order to conduct lead-based paint hazard remediation and abatement activities in private, low-income housing. Lead is a significant environmental health hazard, particularly for young children and pregnant women, and exposure can result in neurological damage, learning disabilities, and impaired growth. The healthy homes initiative, which was authorized under sections 501 and 502 of the Housing and Urban Development Act of 1970 (Public Law 91–609), provides grants to remediate hazards in housing that have been scientifically shown to negatively impact occupant health and safety.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$400,000,000 for lead-based paint hazard reduction and abatement activities, of which \$90,000,000 is for the healthy homes initiative, which includes research, studies, testing, and demonstration efforts. This appropriation is equal to the President’s budget request and \$40,000,000 more than the fiscal year 2021 enacted level.

The Committee remains committed to protecting children in communities with the highest rates of childhood lead poisoning and the oldest housing stock. Lead-based paint hazards are far more prevalent in older homes and in low-income housing in particular, where maintenance is less robust and paint surfaces are more likely to deteriorate and release lead-contaminated dust into the air. In order to target funding to those communities, the Committee directs HUD to award no less than \$95,000,000 in grants to those jurisdictions with the highest lead-based paint abatement needs. The Committee notes that this set-aside is a minimum floor and encourages HUD to exceed this threshold.

Ageing-in-Place Home Modification Grants.—The Committee recommendation includes \$15,000,000 within the healthy homes initiative for ageing-in-place home modification grants in order to enable low-income seniors to remain in their homes through low-cost, high-impact home modifications. The intended beneficiaries of these grants have always been low-income senior homeowners, and HUD shall ensure the use of funds appropriated in this and previous fiscal years will reflect that intent. In designing the NOFO for this program, HUD is directed to continue to take into account successful models of low-barrier, participant-led, holistic approaches to aging in place, including Johns Hopkins University’s community aging in place-advancing better living for elders program and the community aging in place program of the Maine State Housing Authority. The Committee 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.

Radon Testing and Mitigation Resident Safety Demonstration.—The Committee supports the radon testing and mitigation resident safety demonstration as proposed in the fiscal year 2022 congressional budget justification, and includes \$5,000,000 for radon testing and mitigation activities in public housing units with radon levels at or above the Environmental Protection Agency’s [EPA] radon action level located in areas identified by the EPA or a State or local government as having high potential for elevated indoor radon levels. The Office of Lead Hazard Control and Healthy Homes [OLHCHH] shall coordinate with the Office of Public and Indian Housing throughout the length of the demonstration to ensure proper engagement and communication with the impacted PHAs.

The Committee expects HUD to issue a broad, agency-wide radon policy in response to the HUD Office of Inspector General’s [OIG] 2021 evaluation of HUD Program Offices’ Policies and Approaches for Radon (Report Number: 2020–OE–0003). The Committee is pleased by HUD’s proactive responses to the OIG’s recommendations to ensure housing residents and beneficiaries of other HUD programs are safe from radon exposure.

Additionally, in the fiscal year 2021 Joint Explanatory Statement, the Department was directed to complete the objectives outlined in the multi-agency Federal Radon Action Plan [FRAP]. According to the EPA’s final FRAP Scorecard issued in 2016, HUD failed to complete the following commitments assigned to the agency in regards to healthy homes activities: (1) collaborating with EPA, HHS, and USDA on an interagency radon outreach initiative; and (2) working with EPA and USDA to engage the philanthropic community to support radon risk reduction. These objectives have been subsumed into a subsequent, broader public-private National Radon Action Plan led by the American Lung Association. The Committee continues to direct HUD to complete these objectives.

Improving the Lead Grant Application Process.—Successful remediation of lead-based paint hazards within affected communities can be challenging. Some of the challenges come from the nature of the remediation work itself, while other challenges can arise from the grant application process. This can result in smaller, and more rural, communities opting not to apply altogether. In recognizing limitations such as a lack of initial capacity to apply for a grant or an inability to meet matching requirements which may dissuade some communities from applying, HUD has undertaken efforts to simplify the application process. Through utilizing the technical assistance and NOFO improvements provided by the Department, applicants and grantees are encouraged to develop and utilize public-private partnerships as a means to leverage capital, as well as assist with grant and project management. The Committee appreciates the efforts undertaken by the Department, and directs HUD to continue to improve the NOFOs to encourage more grantees to apply, especially those that may not have access to professional grant writers. Additionally, HUD shall continue to clearly state in the NOFO that an application may include non-profit co-applicants, provided that an eligible city, county/parish, other unit of local government, or eligible State or Native American Tribe are identified as the lead or co-applicant.

In addition to challenges faced during the grant application process, many communities have identified issues with synchronizing successive grants that allow for sustained and consistent investment in the remediation of lead-based paint hazards. The construction workforce that participates in mitigating lead-based paint hazards in housing is very specialized with costly training and certification requirements that are necessary to limit lead exposure in the surrounding community and protect employee occupational safety. Allowing communities to overlap grants will help to preserve the workforce, sustain experienced grant managers, and result in increased efficiency and production. Therefore, the Committee continues to direct HUD to allow for an overlap in grant cycles in order to ensure continuity and improved program management at the local level. Further, HUD is directed to continue the weighting of criteria that ensures proper consideration is given to applicants that demonstrate previous successful completion of lead grants.

Weatherization Assistance Program.—Funding from HUD’s lead-based paint hazard control grant program is often used to replace windows in homes that generate lead dust that is harmful to children. These homes are also often eligible for assistance under the Department of Energy’s [DOE’s] weatherization assistance program [WAP], which will replace those same windows with more energy efficient ones. However, even with the establishment of DOE’s lead-safe weatherization program, many WAP contractors are hesitant to work in units where lead-based paint hazards may be present because of the additional time and cost involved with each project. There is a tremendous opportunity for these programs to complement one another in a manner that saves grantees money and allows for more work to be completed.

The Committee also supports OLHCHH’s continued participation in the interagency working group on healthy homes and energy. OLHCHH is encouraged to continue to leverage partnerships between DOE, WAP grantees, and sub-grantees to perform window removal and installation work in older low-income housing. HUD is directed to collect information on how many units benefit from this coordination and how much this coordination has reduced costs for hardware and labor. HUD is directed to provide this information to the House and Senate Committees on Appropriations no later than 180 days after the end of each grant cycle on an annual basis.

Lead Inspection Standards Report.—The Committee is awaiting the submission of the report required by the fiscal year 2021 Joint Explanatory Statement, outlining recommendations to strengthen lead inspection standards beyond a visual lead assessment in federally-assisted housing, HCV units, and households with a child under age six. This report is now overdue, and continued delay hinders the deliverance of key data that can be used to address the severe in-home hazards facing families with young children living in HCV units. HUD is directed to submit this report to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

INFORMATION TECHNOLOGY FUND

Appropriations, 2021	\$300,000,000
Budget estimate, 2022	323,200,000
Committee recommendation	300,000,000

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 \$300,000,000 for the Information Technology Fund for fiscal year 2022, which is \$23,200,000 less than the budget request and equal to the fiscal year 2021 enacted level.

IT Fund Reporting and Oversight.—The level of detail contained in HUD’s IT Fund budget request has significantly diminished in recent years. To better inform decisions and avoid unnecessary delays between appropriation and execution, the Committee directs HUD to include greater detail in its congressional justifications to: (1) delineate between funding for operations and maintenance and development, modernization, and enhancement [DME], including planning; (2) consistent with OMB guidance, summarize spending by major, non-major, and standard IT investments; and (3) include plain language summaries of proposed DME projects, total costs and savings potential, and target functionality and mission benefits. The bill includes language requiring HUD to provide updated reports on a quarterly basis to the House and Senate Committees on Appropriations on all DME projects, with additional detail on major modernization projects. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on its plans to comply with this directive to ensure the format and clarity of such reports meets the Committees’ needs. For fiscal year 2022, major modernization projects are those projects that are part of the FHA and PIH IT Modernization efforts.

FHA IT Modernization.—The Committee recommendation includes \$20,000,000 to continue the modernization of FHA’s IT systems, which the Committee designates as a major modernization project. These funds are to be used for improving single-family insured mortgage processing, underwriting and delivery, modernizing the single-family asset management and claims systems, and addressing lender management activities and program compliance. These funds may also be used for more immediate IT needs including improvements to FHA’s system interface with the Department of Treasury’s Do Not Pay System, FHA’s origination systems for HUD IT security policy compliance, and the reverse mortgage system. Up to \$5,000,000 of these funds may also be used toward modernizing FHA Multifamily Housing IT systems, but are limited to planning activities and development of the automated underwriting system. The Committee expects the Department to provide timely updates on the project scope, total costs, savings, timeline, and

major milestones as FHA Multifamily planning efforts conclude. The Committee is disappointed that the FHA modernization project has been delayed, and has serious concerns with the gaps in funds control, contract oversight, staffing, and training potentially associated with those delays. The Committee expects the Department to continue to provide updates on corrective actions to put this project on track, including actions to ensure capacity gaps are addressed so that other development projects are not similarly affected.

Office of Public and Indian Housing IT Modernization.—The Committee recommendation includes \$20,000,000 to make critical investments in the modernization and development of PIH IT systems, which the Committee designates as a major modernization project. The Committee directs these funds to be used for development, modernization, and enhancement work related to the public housing information center, voucher management systems, the operating fund web portal, property inspections, and loan guarantee programs. The Committee expects HUD to prioritize completion of already identified projects to achieve full functionality and/or targeted decommissioning of outdated systems prior to proposing any new additional projects.

Non-Major Modernization Project Priorities.—Within the total amounts available for the development, modernization, and enhancement of HUD IT system, the Committee directs HUD to prioritize the Disaster Recovery Data Portal and modifications needed to accommodate the Economic Development Initiatives if funding for such projects are not already approved by the date of the enactment of this act.

Improving IT Modernization Management and Cybersecurity.—IT investments to enhance systems and infrastructure can help agencies deliver services more effectively and achieve cost savings and operational efficiencies. HUD has long struggled with its IT management capabilities, and the Committee is concerned with HUD’s ability to implement modernization projects that successfully result in the replacement of costly antiquated systems and improve program data and operations. The Committee urges the OCIO to address the following priority GAO recommendations that remain open: (1) to establish an enterprise-wide view of cost savings and operational efficiencies generated by investments and governance processes and (2) to identify and correctly categorize critical cybersecurity staffing needs.

OFFICE OF INSPECTOR GENERAL

Appropriations, 2021	\$137,200,000
Budget estimate, 2022	147,000,000
Committee recommendation	140,000,000

PROGRAM DESCRIPTION

The Office of Inspector General [OIG] conducts independent investigations, audits, and evaluations not only to prevent and detect fraud, waste, and abuse, but also to promote efficiency and effectiveness in the programs and operations of the Department of Housing and Urban Development. This appropriation will finance all salaries and related expenses associated with the operation of the OIG.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$140,000,000 for the OIG, which is \$7,000,000 below the budget request and \$2,800,000 above the fiscal year 2021 enacted level.

Audit Reports.—The Committee expects the OIG to continue providing copies of all audit reports to the Committee immediately after they are issued and to make the Committee aware immediately of any review which recommends significant budgetary savings.

Contracting Audits of Annual Financial Statements.—The fiscal year 2020 and 2021 Appropriations Acts established the requirement for the OIG to procure and rely upon the services of an independent external auditor, or auditors, to audit the fiscal year 2020 and subsequent fiscal years financial statements of the Department, including the financial statements of FHA and GNMA. The Committee directs the OIG to continue to adhere to this requirement.

GENERAL PROVISIONS—SDEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

(INCLUDING RESCISSION)

The Committee recommends administrative provisions. A brief description follows.

Sec. 201. This section promotes the refinancing of certain housing bonds.

Sec. 202. This section clarifies a limitation on the use of funds under the Fair Housing Act (Public Law 90–284).

Sec. 203. This section requires HUD to award funds on a competitive basis unless otherwise provided.

Sec. 204. This section allows funds to be used to reimburse Government-Sponsored Enterprises and other Federal entities for various administrative expenses, and clarifies expenditure authority for entities subject to the Government Corporation Control Act.

Sec. 205. This section limits HUD’s spending to amounts set out in the budget justification.

Sec. 206. This section requires quarterly reports on all uncommitted, unobligated, and excess funds associated with HUD programs.

Sec. 207. This section exempts GNMA from certain requirements of the Federal Credit Reform Act of 1990 (Public Law 101–508).

Sec. 208. This section allows HUD to authorize the transfer of existing project-based subsidies and liabilities from obsolete housing to housing that better meets the needs of the assisted tenants.

Sec. 209. This section sets forth certain requirements for section 8 eligibility and rent calculations.

Sec. 210. This section provides allocation requirements for Native Alaskans under the Indian Housing Block Grant program.

Sec. 211. This section requires HUD to maintain section 8 assistance on HUD-held or owned multifamily housing.

Sec. 212. This section allows PHAs with less than 400 units to be exempt from management requirements in the operating fund rule.

Sec. 213. This section restricts the Secretary from imposing any requirement or guideline relating to asset management that restricts or limits the use of capital funds for central office costs, up to the limit established in law.

Sec. 214. This section requires that no employee of the Department shall be designated as an allotment holder unless the CFO determines that such employee has received certain training.

Sec. 215. This section requires the Secretary to publish all notices of funding opportunity that are competitively awarded on the Internet.

Sec. 216. This section limits attorney fees.

Sec. 217. This section allows the Secretary to transfer up to 10 percent of funds or \$5,000,000, whichever is less, appropriated under the headings "Administrative Support Offices" or "Program Offices" to any other office funded under such headings.

Sec. 218. This section requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Sec. 219. This section places limits on PHA compensation.

Sec. 220. This section requires the Secretary to provide the Committee with advance notification before discretionary awards are made.

Sec. 221. This section prohibits funds to be used to require or enforce the Physical Needs Assessment.

Sec. 222. This section prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Sec. 223. This section prohibits funds from being used to terminate the status of a unit of local government as a metropolitan city, with respect to Community Development Block Grants.

Sec. 224. This section allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be reobligated for additional research.

Sec. 225. This section prohibits funds to be used for financial awards for employees subject to administrative discipline.

Sec. 226. This section allows program income to be used as an eligible match for Continuum of Care funds.

Sec. 227. This section permits HUD to provide 1 year transition grants under the continuum of care program.

Sec. 228. This section prohibits the use of funds to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out the final rule entitled, "Affirmatively Furthering Fair Housing" or the notice entitled, "Affirmatively Further Fair Housing Assessment Tool".

Sec. 229. This section maintains current Promise Zone designations and agreements.

Sec. 230. This section clarifies the use of funds for the Family Self-Sufficiency program.

Sec. 231. This section addresses the establishment of reserves for public housing agencies designated as Moving to Work agencies.

Sec. 232. This section prohibits funds from being used to make certain eligibility limitations as part of a Notice of Fund Opportunity for competitive grant awards under the Public Housing Capital Fund.

Sec. 233. This section prohibits funds from being used to issue rules or guidance in contravention of specified disaster-related laws.

Sec. 234. This section specifies requirements for the reprogramming of funds.

Sec. 235. This section requires HUD to submit a report in order to establish the baseline for application of reprogramming and transfer authorities.

Sec. 236. This section makes changes to the Rental Assistance Demonstration.

Sec. 237. This section addresses the manner in which HUD makes adjustments for formula allocation corrections.

Sec. 238. This section extends the time period certain disaster recovery funds from the Disaster Relief Appropriations Act, 2013 (Public Law 113–2, division A; 127 Stat 36) are available for the liquidation of valid obligations.

Sec. 239. This section amends the eligible use of funds provided in Public Law 110–252.

Sec. 240. This section places limitations on mortgages that are insured or guaranteed by HUD.

Sec. 241. This section governs the participation of Indian tribes and tribally designated housing entities in the Continuum of Care program.

TITLE III
INDEPENDENT AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriations, 2021	\$9,200,000
Budget estimate, 2022	9,750,000
Committee recommendation	9,750,000

PROGRAM DESCRIPTION

The Access Board, formerly known as the Architectural and Transportation Barriers Compliance Board, was established by section 502 of the Rehabilitation Act of 1973 (Public Law 93–112). The Access Board is responsible for developing guidelines under the Americans with Disabilities Act of 1990 (Public Law 101–336), the Architectural Barriers Act of 1968 (Public Law 90–480), and the Telecommunications Act of 1996 (Public Law 104–104). These guidelines ensure that buildings and facilities, transportation vehicles, and telecommunications equipment covered by these laws are readily accessible to and usable by people with disabilities. The Access Board is also responsible for developing standards for accessible electronics and information technology used by Federal agencies under section 508 of the Rehabilitation Act (Public Law 93–112) and for medical diagnostic equipment under section 510 of the Rehabilitation Act. The Access Board also enforces the Architectural Barriers Act, ensuring accessibility to a wide range of Federal agencies, including national parks, post offices, social security offices, and prisons. In addition, the Access Board provides training and technical assistance on its guidelines and standards regarding the removal of accessibility barriers to Government agencies, public and private organizations, individuals, and businesses.

The Access Board was given additional responsibilities under the Help America Vote Act of 2002 (Public Law 107–252). The Access Board now serves on the Board of Advisors and the Technical Guidelines Development Committee, which helps the Election Assistance Commission to develop voluntary guidelines and guidance for voting systems, including for accessibility for people with disabilities.

COMMITTEE RECOMMENDATION

The Committee recommends \$9,750,000 for the operations of the Access Board. This level of funding is equal to the budget request and \$550,000 more than the fiscal year 2021 enacted level.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriations, 2021	\$30,300,000
Budget estimate, 2022	30,873,000
Committee recommendation	32,869,000

PROGRAM DESCRIPTION

The Federal Maritime Commission [FMC] is an independent regulatory agency, which administers the Shipping Act of 1984 (Public Law 98–237), as amended by the Ocean Shipping Reform Act of 1998 (Public Law 105–258); section 19 of the Merchant Marine Act of 1920 (41 Stat. 998); the Foreign Shipping Practices Act of 1988 (Public Law 100–418); and Public Law 89–777.

FMC's mission is to foster a fair, efficient, and reliable international ocean transportation system and to protect the public from unfair and deceptive practices. To accomplish this mission, FMC regulates the international waterborne commerce of the United States. In addition, FMC has responsibility for licensing and bonding ocean transportation intermediaries and for ensuring that vessel owners or operators establish financial responsibility to pay judgments for death or injury to passengers, or nonperformance of a cruise, on voyages from United States ports.

COMMITTEE RECOMMENDATION

The Committee recommends \$32,869,000 for the salaries and expenses of FMC for fiscal year 2022. This amount is \$1,996,000 more than the budget request and \$2,569,000 more than the fiscal year 2021 enacted level.

Shipping Practices.—The FMC recently authorized a formal investigation to examine issues related to detention and demurrage practices, container return practices, and the availability of containers for export cargo, and to determine if the policies and practices of vessel-operating common carriers [VOCCs] violate section 44102(c) of title 46, United States Code. The FMC is also reviewing information provided by VOCCs and marine terminal operators [MTOs] on their current practices. The FMC has also established a national shipper advisory committee for exporters and importers to advise the FMC on policies relating to the competitiveness, reliability, integrity, and fairness of the international ocean freight delivery system. Funding provided in the Committee recommendation above the budget request should be used for these activities. The Committee also directs the FMC to brief the House and Senate Committees on Appropriations no later than 90 days after enactment of this act on the progress of fact finding number 29 and its investigation, any subsequent enforcement actions, and an analysis on any additional resources and authorities the FMC may deem necessary as a result of the findings from fact finding number 29. The Committee also encourages the FMC to use its existing authorities and enforcement tools to investigate and address instances in which VOCCs that are regulated under the Shipping Act of 1984 are engaging in unfair or unjust discriminatory practices, giving undue or unreasonable preferences, or unreasonably refusing to deal or negotiate. The FMC should continue to assist U.S.

exporters and importers, ocean transportation intermediaries [OTIs], and truckers in engaging with VOCCs and MTOs, and, as requested, intercede on their behalf in disputes with such entities. In submitting the report required by section 46106 of title 46, United States Code, the FMC should provide a summary of its efforts to protect U.S. exporters and importers, OTIs, and truckers against unfair and unjust discriminatory practices.

NATIONAL RAILROAD PASSENGER CORPORATION
 OFFICE OF INSPECTOR GENERAL
 SALARIES AND EXPENSES

Appropriations, 2021	\$25,274,000
Budget estimate, 2022	26,248,000
Committee recommendation	26,248,000

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 making corrective action.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$26,248,000 for the Amtrak Office of Inspector General [OIG]. This funding level is equal to the budget request and \$974,000 more than the fiscal year 2021 enacted level. The Committee retains language that requires the Amtrak OIG to submit a budget request in similar format and substance to those submitted by other executive agencies in the Federal Government.

NATIONAL TRANSPORTATION SAFETY BOARD
 SALARIES AND EXPENSES

Appropriations, 2021	\$118,400,000
Budget estimate, 2022	121,400,000
Committee recommendation	123,400,000

PROGRAM DESCRIPTION

Initially established along with the Department of Transportation, the National Transportation Safety Board [NTSB] commenced operations on April 1, 1967, as an independent Federal agency. The Board is charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in the other modes of transportation-railroad, highway, marine, and pipeline-and issuing safety recommendations aimed at preventing future accidents. Although it has always operated inde-

pendently, 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 \$123,400,000 for the National Transportation Safety Board, which is \$2,000,000 more than the budget request and \$5,000,000 more than the fiscal year 2021 enacted level.

Recommendations to the Department of Transportation.—The Committee appreciates the NTSB’s “most wanted list” of safety recommendations for DOT and directs the NTSB to continue to provide the compliance report required under section 1135(e) of title 49, United States Code.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriations, 2021	\$165,000,000
Budget estimate, 2022	170,000,000
Committee recommendation	166,000,000

PROGRAM DESCRIPTION

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (Title VI of the Housing and Community Development Amendments of 1978, Public Law 95-557). The Neighborhood Reinvestment Corporation, operating under the trade name “NeighborWorks America,” helps local communities to establish efficient, effective partnerships between residents and representatives of the public and private sectors. These partnership-based organizations are independent, tax-exempt, non-profit entities, collectively known as the “NeighborWorks Network.” Nearly 250 NeighborWorks organizations serve almost 3,000 urban, suburban, and rural communities in every State, the District of Columbia, and Puerto Rico.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$166,000,000 for NeighborWorks America, which includes \$3,000,000 for the promotion and development of shared equity housing models. This total amount is \$4,000,000 less than the budget request and \$1,000,000 greater than the fiscal year 2021 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.—The Committee directs NeighborWorks to continue in the surveying of the NeighborWorks Network to determine whether there is sufficient need for additional professional development and certification training courses for non-profit community development staff to be offered in additional languages. NeighborWorks is encouraged to develop new courses, including translated materials, to meet those needs.

Shared Equity Homeownership.—The Committee recommendation includes \$3,000,000 for the promotion and development of shared equity housing portfolios among its affiliates. NeighborWorks is directed to invest \$1,000,000 in technical assistance and \$2,000,000 for capital grants for affiliates to bring new homes into their existing shared equity portfolios. When awarding capital grants, the committee encourages NeighborWorks to invest in at least one recipient that serves a rural area or a city of under 50,000 people that has demonstrated success in managing a shared equity portfolio. NeighborWorks is directed to work with affiliated organizations with extensive experience in offering shared equity homeownership opportunities as technical assistance providers.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2021	\$37,500,000	\$1,250,000
Budget estimate, 2022	39,152,000	1,250,000
Committee recommendation	39,152,000	1,250,000

PROGRAM DESCRIPTION

The Surface Transportation Board [STB] was created on January 1, 1996, by the Interstate Commerce Commission Termination Act of 1995 [ICCTA] (Public Law 104–88). The Board is a five-member, bipartisan, decisionally independent adjudicatory body, and is responsible for the regulation of the rail and pipeline industries and certain non-licensing regulations of motor carriers and water carriers.

STB's rail oversight activities include rate reasonableness, car service and interchange, mergers, line acquisitions, line constructions, and abandonments. STB's jurisdiction also includes certain oversight of the intercity bus industry, pipeline carriers, intercity passenger train service, rate regulation involving noncontiguous domestic water transportation, household goods carriers, and collectively determined motor carrier rates.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$39,152,000. This funding level is equal to the budget request and \$1,652,000 more than the fiscal year 2021 enacted level. Included in the recommendation is \$1,250,000 in fees, which will offset the appropriated funding, resulting in final appropriation from the general fund estimated at no more than \$37,902,000.

Regulatory Proceedings.—There remain a number of pending regulatory proceedings that would reform existing regulations at the STB. The Committee continues to encourage the STB to provide a timely and decisive regulatory process.

Cost-Benefit Analysis.—In November 2019, the Board issued a solicitation of information to request comments from stakeholders on whether, and how, particular cost-benefit analysis approaches might be more formally integrated into the Board’s rulemaking process. The Committee continues to encourage the Board to thoroughly review and consider all comments received, including those from independent agencies that are not statutorily required to have cost-benefit analysis procedural rules, in response to that solicitation of information. If the Board decides to adopt a cost-benefit analysis procedure for significant rulemakings, the Committee encourages the Board to request additional resources, as necessary, to ensure the Board has the necessary staffing and expertise to undertake such cost-benefit analysis.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriations, 2021	\$3,800,000
Budget estimate, 2022	4,000,000
Committee recommendation	3,800,000

PROGRAM DESCRIPTION

The United States Interagency Council on Homelessness [USICH] is an independent agency created by the McKinney-Vento Homeless Assistance Act of 1987 (Public Law 100–77) to coordinate and direct the multiple efforts of Federal agencies and other designated groups. USICH was authorized to review Federal programs that assist homeless persons and to take necessary actions to reduce duplication. USICH can recommend improvements in programs and activities conducted by Federal, State, and local governments, as well as local volunteer organizations. USICH consists of the heads of 19 Federal agencies, including the Departments of Housing and Urban Development [HUD], Health and Human Services, Veterans Affairs [VA], Agriculture, Commerce, Defense [DoD], Education, Labor [DOL], Transportation, and other entities as deemed appropriate.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$3,800,000 for USICH. This amount is \$200,000 less than the budget request and equal to the fiscal year 2021 enacted level. The Committee reminds USICH of its obligations pursuant to section 405 of this act, includ-

ing the need to receive Committee approval prior to any reorganization.

Supporting Transitioning Service Members.—As a part of interagency collaborative efforts in response to congressional directives and facilitated by USICH, DoD was tasked to ensure transitioning service members are effectively referred to employment and housing services, a process referred to as a “warm handover”. Service members are discharged with the assistance from DoD support staff and referred to VA and DOL liaisons for a seamless transition into civilian life. To evaluate the impact of these programmatic changes, specific data points are necessary to determine the outcomes of this transition initiative. The Committee applauds USICH’s collaborative efforts in forming an interagency working group in response to these directives, and encourages the agency to continue coordinating with DoD and other Federal partners in generating the necessary data to ensure an effective “warm handover” process for this population.

The Committee understands USICH’s concerted efforts in coordinating with DoD and other Federal partners yielded the improved availability of necessary data, ensuring an effective warm handover, positively impacting the rate of veterans being stably housed after discharge. USICH is thereby directed, within 180 days of enactment of this act, to provide a briefing to the House and Senate Committees on Appropriations, summarizing the progress of this data sharing effort, identifying metrics noting an improvement to the warm handover process, providing a direct comparison of warm handovers before 2018 when USICH identified the need for data transparency and each year thereafter, as well as include any other relevant deliverables noting the progress of this interagency collaboration. The briefing shall also include next steps USICH intends to take to continue on this progress, and, if applicable, outline areas of further improvement to continue decreasing rates of veteran homelessness.

Homelessness Among Veterans.—Since 2010, the Nation has seen a 50 percent decrease in the number of veterans experiencing homelessness. Building on this success and ending veterans’ homelessness requires cross-agency collaboration to ensure existing HUD–VASH vouchers are successfully leased, new vouchers are allocated and implemented efficiently, and transitioning service members can readily access services upon discharge. The Committee is concerned that HUD’s 2020 AHAR identified 37,353 veterans experienced homelessness on a single night in January 2020, while HUD’s Office of Public and Indian Housing reports over 26,000 HUD–VASH vouchers unleased as of June 2021. The administration must do more to connect veterans experiencing homelessness with unleased vouchers. The Committee notes that the current chair of USICH is the HUD Secretary and that the vice-chair is the VA Secretary. The Committee believes that this arrangement provides USICH the unique opportunity to be a means of facilitating not just collaboration, but also solutions and improved performance of Federal programs. The Committee urges USICH to take full advantage of this opportunity.

Technical Assistance in Providing Transitional Housing for Survivors of Domestic Violence.—Survivors fleeing domestic violence

have a significant risk of homelessness. Providing safe and stable housing requires specialized training for CoCs due to the traumatic and high-risk situations survivors face. The Committee supports USICH and their efforts in providing data, technical assistance, and best practices for CoCs administering housing services through their partnership with the Domestic Violence and Housing Technical Assistance Consortium. In working with local entities, USICH can be a resource for advocates and service providers, and help ensure that the safety and stability of domestic violence survivors remain a high priority during the CoC intake process. The Committee directs USICH to continue collaborating with affected stakeholders to improve the intake methodology and practices for at-risk populations by providing necessary technical assistance that CoCs can efficiently implement. USICH shall continue providing periodic updates to the Committee as they progress with this directive.

Housing and Supportive Services.—The combination of housing and supportive services is critical to successfully addressing, reducing, and ending homelessness. The Committee supports the Housing First framework and the importance of low-barrier access to housing. The Committee also understands that the success of Housing First depends on the availability of supportive services to help transition individuals and families from homelessness to stably housed. The Committee is aware of disconnects between housing and the provision of supportive services, either through a lack of service connections or a level of supportive services that are insufficient to meet the needs of formerly chronically homeless individuals living with substance use disorders or mental and/ or behavioral health issues. To better inform the Committee’s policy and funding decisions, the Committee directs USICH to submit to the House and Senate Committees on Appropriations within 270 days of enactment of this act a report identifying current federally funded supportive service programs, how those programs interact with federally funded housing programs, and challenges or barriers that hinder improved performance.

Annual Reporting Requirements.—Section 203(c) of the McKinney-Vento Homeless Assistance Act (42 U.S.C. 11313(c)) requires the head of each member agency to submit an annual report to Congress and the council. The report is required to describe: each program assisting homeless individuals administered by each member agency of the council; the number of homeless individuals served by such program; impediments, including any statutory and regulatory restrictions, to the use by individuals experiencing homelessness of each program; any barriers individuals experiencing homelessness may encounter to obtaining services and benefits under each program; and efforts made by such agency to increase the opportunities for homeless individuals to obtain shelter, food, and supportive services. USICH shall compile all information required by section 203(c) and summarize into an annual report, to be submitted to the House and Senate Committees on Appropriations. USICH is further directed to identify any challenges in obtaining the required data, the rationale behind any incomplete data, and shall include discussion on these matters in the annual report. For fiscal year 2022, this report shall be submitted no later than September 30, 2022.

Federal Agency Data Collection of Homeless Individuals and Grantees.—Homeless assistance programs are spread across multiple Federal agencies as evidenced by the 19 agencies that comprise the USICH. The Committee is concerned that the numerous data collection efforts across agencies are not being leveraged to their full potential. Disconnects in data sharing undermine comprehensive understandings of the causes, scale, and solutions to homelessness at both the Federal and local levels. The Committee directs USICH to submit to the House and Senate Committees on Appropriations within 270 days of enactment of this act a report identifying the homeless data collection systems being used by the member agencies of USICH including the identification of which systems interact with, or are accessible by, multiple agencies.

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 directs USICH to ensure best practices and evidence-based conclusions are central to any technical assistance and recommendations released by the agency.

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 title I and III of this act.

Section 406 ensures that 50 percent of unobligated balances may remain available for certain purposes.

Section 407 prohibits the use of funds for eminent domain unless such taking is employed for public use.

Section 408 prohibits funds in this act to be transferred without express authority.

Section 409 protects employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 410 prohibits the use of funds for activities not in compliance with the Buy American Act.

Section 411 prohibits funding for any person or entity convicted of violating the Buy American Act.

Section 412 prohibits funds for first-class airline accommodation in contravention of section 301–10.122 and 301–10.123 of title 41 CFR.

Section 413 prohibits funds from being used for the approval of a new foreign air carrier permit or exemption application if that approval would contravene United States law or article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement and specifies that nothing in this section shall prohibit, restrict, or preclude the Secretary of DOT from granting a permit or exemption where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Treaty and the U.S. law.

Section 414 restricts the number of employees that agencies funded in this act may send to international conferences.

Section 415 prohibits the Surface Transportation Board from charging filing fees for rate or practice complaints that are greater than the fees authorized for district court civil suits.

Section 416 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 417 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 418 prohibits funds from being used to pay awards or fees for contractors with poor performance.

Section 419 extends the period of authorization of the Native American Housing and Self-Determination Act [NAHASDA] through fiscal year 2023.

TITLE V

REFORMING DISASTER RECOVERY ACT

HUD Community Development Block Grant Disaster Recovery [CDBG-DR].—The CDBG-DR program was first deployed by Congress in 1993. Since then, nearly \$90,000,000,000 has been appropriated for CDBG-DR and allocated to almost every State. Despite being a major component of the Federal long-term disaster recovery framework for almost three decades, the CDBG-DR program lacks permanent authorization, which creates confusion and frustration for disaster-impacted communities and survivors. Due to the lack of predictable funding and program regulations, implementation of CDBG-DR funds is uneven and slow, taking anywhere from 8 months to multiple years to reach impacted households.

The Reforming Disaster Recovery Act included in title V of this act will accelerate assistance to disaster-impacted communities by: (1) creating a Long-Term Disaster Recovery Fund to make funding more predictable; (2) permanently authorizing CDBG-DR, which will allow HUD to issue regulations in a way that supports resilience, reduces administrative burden, and reduces conflicts between Federal agency requirements; and (3) quickly supporting grantee capacity following major disasters.

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 2022:

TITLE I—DEPARTMENT OF TRANSPORTATION

National Infrastructure Investments
Building Resilient Infrastructure Through Innovative Solutions
Safe and Accessible Roadways for All
Federal Highway Administration
Federal Motor Carrier Safety Administration
National Highway Traffic Safety Administration
Federal Railroad Administration
Federal Transit Administration
Washington Metropolitan Area Transit Authority
Pipeline and Hazardous Materials Safety Administration—Hazardous Materials Safety
Maritime Administration

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rental Assistance Programs
Indian Housing Block Grants
Indian Housing Loan Guarantee Fund
Native Hawaiian Housing Block Grant
Housing Opportunities for Persons with AIDS
Community Development Fund
Community Development Loan Guarantee
Home Investment Partnerships Program
Choice Neighborhoods Initiatives
Self-Help Homeownership Opportunity Program
Homeless Assistance
Housing for the Elderly
Housing for Persons with Disabilities
FHA General and Special Risk Program Account
GNMA Mortgage Backed Securities Loan Guarantee Program Account
Policy Development and Research

Fair Housing Activities, Fair Housing Program
 Lead Hazard Reduction Program
 Salaries and Expenses

TITLE III—RELATED AGENCIES

Access Board
 Federal Maritime Commission
 Neighborhood Reinvestment Corporation
 Surface Transportation Board

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI, OF THE
 STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include “(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the Committee.”

In compliance with this rule, 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

* * * * *

(i) Indian Housing Loan Guarantee Fund

(1) Establishment

* * * * *

(5) Limitation on commitments to guarantee loans and mortgages

(A) Requirement of appropriations

* * * * *

(C) Limitation on outstanding aggregate principal amount

Subject to the limitations in subparagraphs (A) and (B), the Secretary may enter into commitments to guarantee loans under this section in each of fiscal years 2008 through **[2012]**

2023 with an aggregate outstanding principal amount not exceeding such amount as may be provided in appropriation Acts for such fiscal year.

* * * * *

§ 1715z-13b. Loan guarantees for Native Hawaiian housing

(a) Definitions

* * * * *

(j) Hawaiian Housing Loan Guarantee Fund

(1) Establishment

* * * * *

(5) Limitation on commitments to guarantee loans and mortgages

(A) Requirement of appropriations

* * * * *

(C) Limitation on outstanding aggregate principal amount

Subject to the limitations in subparagraphs (A) and (B), the Secretary may enter into commitments to guarantee loans under this section for each of fiscal years 2001[, 2002, 2003, 2004, and 2005] *through 2023* with an aggregate outstanding principal amount not exceeding \$100,000,000 for each such fiscal year.

* * * * *

(7) Authorization of appropriations

There are authorized to be appropriated to the Guarantee Fund to carry out this section such sums as may be necessary for each of fiscal years 2001[, 2002, 2003, 2004, and 2005] *through 2023*.

TITLE 25—INDIANS

CHAPTER 43—NATIVE AMERICAN HOUSING ASSISTANCE AND SELF-DETERMINATION

SUBCHAPTER I—BLOCK GRANTS AND GRANT REQUIREMENTS

§ 4117. Authorization of appropriations

There are authorized to be appropriated for grants under this subchapter such sums as may be necessary for each of fiscal years 2009 through [2013] 2023. This section shall take effect on October 26, 1996.

* * * * *

SUBCHAPTER VI—FEDERAL GUARANTEES FOR FINANCING FOR TRIBAL HOUSING ACTIVITIES

§ 4195. Limitations on amount of guarantees

(a) Aggregate fiscal year limitation

Notwithstanding any other provision of law and subject only to the absence of qualified applicants or proposed activities and to the authority provided in this subchapter, to the extent approved or provided in appropriations Acts, the Secretary may enter into commitments to guarantee notes and obligations under this subchapter with an aggregate principal amount not to exceed \$400,000,000 for each of fiscal years 2009 through [2013] 2023.

(b) Authorization of appropriations for credit subsidy

There are authorized to be appropriated to cover the costs (as such term is defined in section 661a of title 2) of guarantees under this subchapter such sums as may be necessary for each of fiscal years 2009 through [2013] 2023.

* * * * *

SUBCHAPTER VIII—HOUSING ASSISTANCE FOR NATIVE HAWAIIANS

§ 4243. Authorization of appropriations

There are authorized to be appropriated to the Department of Housing and Urban Development for grants under this subchapter such sums as may be necessary for each of fiscal years 2001[, 2002, 2003, 2004, and 2005] through 2023.

TITLE 42—THE PUBLIC HEALTH AND WELFARE

CHAPTER 8—LOW-INCOME HOUSING

SUBCHAPTER I—GENERAL PROGRAM OF ASSISTED HOUSING

§ 1437a. Rental payments

* * * * *

(f) Availability of income matching information

* * * * *

(g) Restrictions on Assistance and Eligibility.—

(1) No assistance shall be provided under section 8 of this Act to any individual who—

(A) is enrolled as a student at an institution of higher education (as defined under section 102 of the Higher Education Act of 1965 (20 U.S.C. 1002));

(B) is under 24 years of age;

(C) is not a veteran;

(D) is unmarried;

(E) does not have a dependent child;

(F) is not a person with disabilities, as such term is defined in subsection (b)(3)(E) of this section and was not receiving assistance under such section 8 as of November 30, 2005;

(G) is not a youth who left foster care at age 14 or older and is at risk of becoming homeless; and

(H) is not otherwise individually eligible, or has parents who, individually or jointly, are not eligible, to receive assistance under section 8 of this Act.

(2) For purposes of determining the income of a person under section 8 of this Act, any financial assistance (in excess of amounts received for tuition and any other required fees and charges) that an individual receives under the Higher Education Act of 1965 (20 U.S.C. 1001 et seq.), from private sources, or from an institution of higher education (as defined under section 102 of the Higher Education Act of 1965 (20 U.S.C. 1002)), shall be considered income to that individual, except for a person over the age of 23 with dependent children.

* * * * *

§ 1437f. Low-income housing assistance

* * * * *

RENTAL ASSISTANCE DEMONSTRATION

To conduct a demonstration designed to preserve and improve public housing and certain other multifamily housing through the voluntary conversion of properties with assistance under section 9 of the United States Housing Act of 1937, (hereinafter, “the Act”), or the moderate rehabilitation program under section 8(e)(2) of the Act, to properties with assistance under a project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, or assistance under section 8(o)(13) of the Act, the Secretary may transfer amounts provided through contracts under section 8(e)(2) of the Act or under the headings “Public Housing Capital Fund” [and “Public Housing Operating Fund”], “Public Housing Operating Fund”, and “Public Housing Fund” to the headings “Tenant-Based Rental Assistance” or “Project-Based Rental Assistance” (herein the “First Component”): *Provided*, That the initial long-term contract under which converted assistance is made available may allow for rental adjustments only by an operating cost factor established by the Secretary, and shall be subject to the availability of appropriations for each year of such term: *Provided further*, That project applications may be received under this demonstration until September 30, [2024]2028: *Provided further*, That any increase in cost for “Tenant-Based Rental Assistance” or “Project-Based Rental Assistance” associated with such conversion in excess of amounts made available under this heading shall be equal to amounts transferred from “Public Housing Capital Fund” and “Public Housing Operating Fund” or other account from which it was transferred: *Provided further*, That not more than [455,000]500,000 units currently receiving assistance under section 9 or section 8(e)(2) of the Act shall be converted under the authority provided under this heading: *Provided further*, That at properties with assistance under section 9 of the Act requesting to partially convert such assistance, and where an event under section 18 of the Act occurs that results in the eligi-

bility for tenant protection vouchers under section 8(o) of the Act, the Secretary may convert the tenant protection voucher assistance to assistance under a project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, or assistance under section 8(o)(13) of the Act, so long as the property meets any additional requirements established by the Secretary to facilitate conversion: Provided further, That to facilitate the conversion of assistance under the preceding proviso, the Secretary may transfer an amount equal to the total amount that would have been allocated for tenant protection voucher assistance for properties that have requested such conversions from amounts made available for tenant protection voucher assistance under the heading "Tenant-Based Rental Assistance" to the heading "Project-Based Rental Assistance": Provided further, That tenants of such properties with assistance converted from assistance under section 9 shall, at a minimum, maintain the same rights under such conversion as those provided under sections 6 and 9 of the Act: Provided further, That the Secretary shall select properties from applications for conversion as part of this demonstration through a competitive process: Provided further, That in establishing criteria for such competition, the Secretary shall seek to demonstrate the feasibility of this conversion model to recapitalize and operate public housing properties (1) in different markets and geographic areas, (2) within portfolios managed by public housing agencies of varying sizes, and (3) by leveraging other sources of funding to recapitalize properties: Provided further, That the Secretary shall provide an opportunity for public comment on draft eligibility and selection criteria and procedures that will apply to the selection of properties that will participate in the demonstration: Provided further, That the Secretary shall provide an opportunity for comment from residents of properties to be proposed for participation in the demonstration to the owners or public housing agencies responsible for such properties: Provided further, That the Secretary may waive or specify alternative requirements for (except for requirements related to fair housing, nondiscrimination, labor standards, and the environment) any provision of section 8(o)(13) or any provision that governs the use of assistance from which a property is converted under the demonstration or funds made available under the headings of "Public Housing Capital Fund", "Public Housing Operating Fund", "Public Housing Fund", "Self-Sufficiency Programs", "Family Self-Sufficiency" and "Project-Based Rental Assistance", under this Act or any prior Act or any Act enacted during the period of conversion of assistance under the demonstration for properties with assistance converted under the demonstration, upon a finding by the Secretary that any such waivers or alternative requirements are necessary for the effective conversion of assistance under the demonstration or the ongoing availability of services for residents: Provided further, That the Secretary shall publish by notice in the Federal Register any waivers or alternative requirements pursuant to the previous proviso no later than 10 days before the effective date of such notice: Provided further, That the demonstration may proceed after the Secretary publishes notice of its terms in the Federal Register: Provided further, That notwithstanding sections 3

and 16 of the Act, the conversion of assistance under the demonstration shall not be the basis for re-screening or termination of assistance or eviction of any tenant family in a property participating in the demonstration, and such a family shall not be considered a new admission for any purpose, including compliance with income targeting requirements: *Provided further*, That in the case of a property with assistance converted under the demonstration from assistance under section 9 of the Act, section 18 of the Act shall not apply to a property converting assistance under the demonstration for all or substantially all of its units, the Secretary shall require ownership or control of assisted units by a public or nonprofit entity except as determined by the Secretary to be necessary pursuant to foreclosure, bankruptcy, or termination and transfer of assistance for material violations or substantial default, in which case the priority for ownership or control shall be provided to a capable public or nonprofit entity, then a capable entity, as determined by the Secretary, shall require long-term renewable use and affordability restrictions for assisted units, and may allow ownership to be transferred to a for-profit entity to facilitate the use of tax credits only if the public housing agency or a nonprofit entity preserves an interest in the property in a manner approved by the Secretary, and upon expiration of the initial contract and each renewal contract, the Secretary shall offer and the owner of the property shall accept renewal of the contract subject to the terms and conditions applicable at the time of renewal and the availability of appropriations each year of such renewal: *Provided further*, That the Secretary may permit transfer of assistance at or after conversion under the demonstration to replacement units subject to the requirements in the previous proviso: *Provided further*, That the Secretary may establish the requirements for converted assistance under the demonstration through contracts, use agreements, regulations, or other means: *Provided further*, That the Secretary shall assess and publish findings regarding the impact of the conversion of assistance under the demonstration on the preservation and improvement of public housing, the amount of private sector leveraging as a result of such conversion, and the effect of such conversion on tenants: *Provided further*, *That conversions of assistance under the following provisos herein shall be considered as the "Second Component" and shall be authorized for fiscal year 2012 and thereafter:* [Provided further, That for fiscal year 2012 and hereafter, owners of properties assisted under section 101 of the Housing and Urban Development Act of 1965, section 236(f)(2) of the National Housing Act, or section 8(e)(2) of the United States Housing Act of 1937, for which an event after October 1, 2006 has caused or results in the termination of rental assistance or affordability restrictions and the issuance of tenant protection vouchers under section 8(o) of the Act, or with a project rental assistance contract under section 202(c)(2) of the Housing Act of 1959, shall be eligible, subject to requirements established by the Secretary, including but not limited to the subordination, restructuring, or both, of any capital advance documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a capital advance previously provided by the Secretary under section 202(c)(1) of the Housing Act of 1959 as necessary to facili-

tate the conversion of assistance while maintaining the affordability period and the designation of the property as serving elderly persons, and, tenant consultation procedures, for conversion of assistance available for such vouchers or assistance contracts to assistance under a long-term project-based subsidy contract under section 8 of the Act, which shall have a term of no less than 20 years, with rent adjustments only by an operating cost factor established by the Secretary, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997 (42 U.S.C. 1437f note), or, subject to agreement of the administering public housing agency, to assistance under section 8(o)(13) of the Act, to which the limitation under subsection (B) of section 8(o)(13) of the Act shall not apply and for which the Secretary may waive or alter the provisions of subparagraphs (C) and (D) of section 8(o)(13) of the Act (herein the "Second Component"):】 *Provided further, That owners of properties assisted under section 101 of the Housing and Urban Development Act of 1965, section 236(f)(2) of the National Housing Act, or section 8(e)(2) of the United States Housing Act of 1937, for which an event after October 1, 2006 has caused or results in the termination of rental assistance or affordability restrictions and the issuance of tenant protection vouchers under section 8(o) of the Act shall be eligible, subject to requirements established by the Secretary, for conversion of assistance available for such vouchers or assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: Provided further, That owners of properties with a project rental assistance contract under section 202(c)(2) of the Housing Act of 1959 shall be eligible, subject to requirements established by the Secretary, including but not limited to the subordination, restructuring, or both, of any capital advance documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a capital advance previously provided by the Secretary under section 202(c)(1) of the Housing Act of 1959 as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving elderly persons, and tenant consultation procedures, for conversion of assistance available for such assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: Provided further, That owners of properties with a project rental assistance contract under section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act, shall be eligible, subject to requirements established by the Secretary, including but not limited to the subordination, restructuring, or both, of any capital advance documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a capital advance previously provided by the Secretary under section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving persons with disabilities, and tenant consultation procedures, for conversion of assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: Provided further, That long term project-based subsidy contracts under section 8 of the Act which are established under this Second*

Component shall have a term of no less than 20 years, with rent adjustments only by an operating cost factor established by the Secretary, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997 (42 U.S.C. 1437f note), or, subject to agreement of the administering public housing agency, to assistance under section 8(o)(13) of the Act, to which the limitation under subsection (B) of section 8(o)(13) of the Act shall not apply and for which the Secretary may waive or alter the provisions of subparagraphs (C) and (D) of section 8(o)(13) of the Act: Provided further, That contracts provided to properties converting assistance from section 101 of the Housing and Urban Development Act of 1965 or section 236(f)(2) of the National Housing Act located in high-cost areas shall have initial rents set at comparable market rents for the market area: Provided further, That the Secretary may waive or alter the requirements of section 8(c)(1)(A) of the Act for contracts provided to properties converting assistance from section 202(c)(2) of the Housing Act of 1959 or section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act as necessary to ensure the ongoing provision and coordination of services or to avoid a reduction in project subsidy: Provided further, That conversions of assistance under the Second Component may not be the basis for re-screening or termination of assistance or eviction of any tenant family in a property participating in the demonstration and such a family shall not be considered a new admission for any purpose, including compliance with income targeting: Provided further, That amounts made available under the heading "Rental Housing Assistance" during the period of conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, shall be available for project-based subsidy contracts entered into pursuant to the Second Component: Provided further, That amounts, including contract authority, recaptured from contracts following a conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, are hereby rescinded and an amount of additional new budget authority, equivalent to the amount rescinded is hereby appropriated, to remain available until expended for such conversions: Provided further, That the Secretary may transfer amounts made available under the heading "Rental Housing Assistance", amounts made available for tenant protection vouchers under the heading "Tenant-Based Rental Assistance" and specifically associated with any such conversions, and amounts made available under the previous proviso as needed to the account under the "Project-Based Rental Assistance" heading to facilitate conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, and any increase in cost for "Project-Based Rental Assistance" associated with such conversion shall be equal to amounts so transferred: Provided further, That the Secretary may transfer amounts made available under the [heading "Housing for the Elderly"] headings "Housing for the Elderly" and "Housing for Persons with Disabilities" to the accounts under the headings "Project-Based Rental Assistance" or "Tenant-Based Rental Assistance" to facilitate any section 202 project rental assistance contract or section 811 project rental assistance contract conversions under the Second Compo-

ment, and any increase in cost for “Project-Based Rental Assistance” or “Tenant-Based Rental Assistance” associated with such conversion shall be equal to amounts so transferred: *Provided further*, That with respect to the previous four provisos, the Comptroller General of the United States shall conduct a study of the long-term impact of the fiscal year 2012 and 2013 conversion of tenant protection vouchers to assistance under section 8(o)(13) of the Act on the ratio of tenant-based vouchers to project-based vouchers.

* * * * *

(k) Verification of income

* * * * *

(l) Authority to Transfer Project-Based Assistance and Debt.—

(1) *IN GENERAL.—Notwithstanding any other provision of law, subject to the conditions listed under this section, the Secretary may authorize the transfer of some or all project-based assistance, debt held or insured by the Secretary and statutorily required low-income and very low-income use restrictions if any, associated with one or more multifamily housing project or projects to another multifamily housing project or projects.*

(2) *PHASED TRANSFERS.—Transfers of project-based assistance under this section may be done in phases to accommodate the financing and other requirements related to rehabilitating or constructing the project or projects to which the assistance is transferred, to ensure that such project or projects meet the standards under paragraph (3).*

(3) *CONDITIONS.—The transfer authorized in paragraph (1) is subject to the following conditions:*

(A) NUMBER AND BEDROOM SIZE OF UNITS.—

(i) *For occupied units in the transferring project: The number of low-income and very low-income units and the configuration (i.e., bedroom size) provided by the transferring project shall be no less than when transferred to the receiving project or projects and the net dollar amount of Federal assistance provided to the transferring project shall remain the same in the receiving project or projects.*

(ii) *For unoccupied units in the transferring project: The Secretary may authorize a reduction in the number of dwelling units in the receiving project or projects to allow for a reconfiguration of bedroom sizes to meet current market demands, as determined by the Secretary and provided there is no increase in the project-based assistance budget authority.*

(B) *The transferring project shall, as determined by the Secretary, be either physically obsolete or economically nonviable, or be reasonably expected to become economically nonviable when complying with state or Federal requirements for community integration and reduced concentration of individuals with disabilities.*

(C) *The receiving project or projects shall meet or exceed applicable physical standards established by the Secretary.*

(D) *The owner or mortgagor of the transferring project shall notify and consult with the tenants residing in the transferring project and provide a certification of approval by all appropriate local governmental officials.*

(E) *The tenants of the transferring project who remain eligible for assistance to be provided by the receiving project or projects shall not be required to vacate their units in the transferring project or projects until new units in the receiving project are available for occupancy.*

(F) *The Secretary determines that this transfer is in the best interest of the tenants.*

(G) *If either the transferring project or the receiving project or projects meets the condition specified in paragraph (4)(B)(i), any lien on the receiving project resulting from additional financing obtained by the owner shall be subordinate to any lien insured by the Federal Housing Administration transferred to, or placed on, such project by the Secretary, except that the Secretary may waive this requirement upon determination that such a waiver is necessary to facilitate the financing of acquisition, construction, and/or rehabilitation of the receiving project or projects.*

(H) *If the transferring project meets the requirements of paragraph (4)(A), the owner or mortgagor of the receiving project or projects shall execute and record either a continuation of the existing use agreement or a new use agreement for the project where, in either case, any use restrictions in such agreement are of no lesser duration than the existing use restrictions; and*

(I) *The transfer does not increase the cost (as defined in section 502 of the Congressional Budget Act of 1974 (2 U.S.C. 661a)) of any FHA-insured mortgage, except to the extent that appropriations are provided in advance for the amount of any such increased cost.*

(4) *For purposes of this section—*

(A) *the terms “low-income” and “very low-income” shall have the meanings provided in section 3 of this Act;*

(B) *the term “multifamily housing project” means housing that meets one of the following conditions—*

(i) *housing that is subject to a mortgage insured under the National Housing Act;*

(ii) *housing that has project-based assistance attached to the structure including projects undergoing mark to market debt restructuring under the Multifamily Assisted Housing Reform and Affordability Housing Act;*

(iii) *housing that is assisted under section 202 of the Housing Act of 1959 (12 U.S.C. 1701q);*

(iv) *housing that is assisted under section 202 of the Housing Act of 1959 (12 U.S.C. 1701q), as such sec-*

tion existed before the enactment of the Cranston-Gonzales National Affordable Housing Act;

(v) housing that is assisted under section 811 of the Cranston-Gonzales National Affordable Housing Act (42 U.S.C. 8013); or

(vi) housing or vacant land that is subject to a use agreement;

(C) the term “project-based assistance” means—

(i) assistance provided under subsection (b) of this section;

(ii) assistance for housing constructed or substantially rehabilitated pursuant to assistance provided under subsection (b)(2) of this section (as such section existed immediately before October 1, 1983);

(iii) rent supplement payments under section 101 of the Housing and Urban Development Act of 1965 (12 U.S.C. 1701s);

(iv) interest reduction payments under section 236 and/or additional assistance payments under section 236(f)(2) of the National Housing Act (12 U.S.C. 1715z-1);

(v) assistance payments made under section 202(c)(2) of the Housing Act of 1959 (12 U.S.C. 1701q(c)(2)); and

(vi) assistance payments made under section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act (42 U.S.C. 8013(d)(2));

(D) the term “receiving project or projects” means the multifamily housing project or projects to which some or all of the project-based assistance, debt, and statutorily required low-income and very low-income use restrictions are to be transferred; and

(E) the term “transferring project” means the multifamily housing project which is transferring some or all of the project-based assistance, debt, and the statutorily required low-income and very low-income use restrictions to the receiving project or projects.

(5) IMPLEMENTATION.—The Secretary shall implement this subsection by publishing notice in the Federal Register.

(m) Maintaining Rental Assistance Programs During the Disposition of Multifamily Property.—

(1) AUTHORITY.—Notwithstanding any other provision of law, in managing and disposing of any multifamily property that is owned or has a mortgage held by the Secretary, and during the process of foreclosure on any property with a contract for rental assistance payments under this section or other programs administered by the Secretary, the Secretary shall maintain any rental assistance payments under this section and other programs that are attached to any dwelling units in the property.

(2) COST CONSIDERATIONS.—To the extent the Secretary determines, in consultation with the tenants and the local government that such a multifamily property owned or having a mortgage held by the Secretary is not feasible for continued rental

assistance payments under such section 8 or other programs, based on consideration of—

(A) the costs of rehabilitating and operating the property and all available Federal, State, and local resources, including rent adjustments, if applicable, under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997 (“MAHRAA”) (42 U.S.C. 1437f note); and

(B) environmental conditions that cannot be remedied in a cost-effective fashion, the Secretary may, in consultation with the tenants of that property, contract for project-based rental assistance payments with an owner or owners of other existing housing properties, or provide other rental assistance.

(3) CONTINUATION OF CONTRACT.—The Secretary shall also take appropriate steps to ensure that project-based contracts remain in effect prior to foreclosure, subject to the exercise of contractual abatement remedies to assist relocation of tenants for imminent major threats to health and safety after written notice to and informed consent of the affected tenants and use of other available remedies, such as partial abatements or receivership.

(4) POST-DISPOSITION.—After disposition of any multifamily property described under this subsection, the contract and allowable rent levels on such properties shall be subject to the requirements of MAHRAA.

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CHAPTER 44—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

§ 3533. Officers of Department

(a) Deputy Secretary, Assistant Secretaries, and General Counsel

* * * * *

(i) Office of Disaster Management and Resiliency.—

(1) ESTABLISHMENT.—There is established, in the Office of the Secretary, the Office of Disaster Management and Resiliency.

(2) DUTIES.—The Office of Disaster Management and Resiliency shall—

(A) be responsible for oversight and coordination of all departmental disaster preparedness and response responsibilities; and

(B) coordinate with the Federal Emergency Management Agency, the Small Business Administration, and the Office of Community Planning and Development and other offices of the Department in supporting recovery and resilience activities to provide a comprehensive approach in working with communities.

* * * * *

§ 3535. Administrative provisions

* * * * *

(u)(1) Funds of the Department of Housing and Urban Development subject to the Government Corporation Control Act or section 402 of the Housing Act of 1950 shall be available, without regard to the limitations on administrative expenses, for legal services on a contract or fee basis, and for utilizing and making payment for services and facilities of the Federal National Mortgage Association, Government National Mortgage Association, Federal Home Loan Mortgage Corporation, Federal Financing Bank, Federal Reserve banks or any member thereof, Federal Home Loan banks, and any insured bank within the meaning of the Federal Deposit Insurance Corporation Act, as amended (12 U.S.C. 1811-1).

(2) Corporations and agencies of the Department of Housing and Urban Development which are subject to the Government Corporation Control Act are hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to each such corporation or agency and in accordance with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of such Act as may be necessary in carrying out the programs set forth in the budget for such corporation or agency except as hereinafter provided: Provided, That collections of these corporations and agencies may be used for new loan or mortgage purchase commitments only to the extent expressly provided for in an appropriations Act (unless such loans are in support of other forms of assistance provided for in appropriations Acts), except that this proviso shall not apply to the mortgage insurance or guaranty operations of these corporations, or where loans or mortgage purchases are necessary to protect the financial interest of the United States Government.

* * * * *

CHAPTER 69—COMMUNITY DEVELOPMENT

§ 5302. General provisions

(a) Definitions

* * * * *

(20)(A) The terms “persons of low and moderate income” and “low- and moderate-income persons” mean families and individuals whose incomes do not exceed 80 percent of the median income of the area involved, as determined by the Secretary with adjustments for smaller and larger families. The term “persons of low income” means families and individuals whose incomes do not exceed 50 percent of the median income of the area involved, as determined by the Secretary with adjustments for smaller and larger families. The term “persons of moderate income” means families and individuals whose incomes exceed 50 percent, but do not exceed 80 percent, of the median income of the area involved, as determined by the Secretary with adjustments for smaller and larger families. For purposes of such terms, the area involved shall be determined in the same manner as such area is determined for purposes of assistance under section 1437f of this title.

(B) The term “persons of extremely low income” means families and individuals whose income levels do not exceed house-

hold income levels determined by the Secretary under section 3(b)(2) of the United States Housing Act of 1937 (42 U.S.C. 1437a(b)(2)(C)), except that the Secretary may provide alternative definitions for the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Mariana Islands, the United States Virgin Islands, and American Samoa.

[(B)](C) The Secretary may establish percentages of median income for any area that are higher or lower than the percentages set forth in subparagraph (A) or (B), if the Secretary finds such variations to be necessary because of unusually high or low family incomes in such area.

* * * * *
(25) *The term “major disaster” has the meaning given the term in section 102 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5122).;*

§ 5306. Allocation and distribution of funds

(a) Amounts allocated to Indian tribes, discretionary fund, and metropolitan cities and urban counties; limitations on amount of annual grants

* * * * *
(c) Reallocation of undistributed funds within same metropolitan area as original allocation; amount and calculation of reallocation grant; disaster relief

* * * * *
(4)(A) Notwithstanding paragraph (1), in the event of a major disaster [declared by the President under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.)], the Secretary shall make available, to *States for use in nonentitlement areas and to metropolitan cities and urban counties* located or partially located in the areas affected by the *major* disaster, any amounts that become available as a result of actions under section 5304(e) or 5311 of this title.

* * * * *
(C) The Secretary may provide assistance to any [metropolitan city or] *State, metropolitan city, or urban county* under this paragraph only to the extent necessary to meet emergency community development needs, as the Secretary shall determine (subject to subparagraph (D)), of the [city or county] *State, city, or county* resulting from the *major* disaster that are not met with amounts otherwise provided under this chapter, the Robert T. Stafford Disaster Relief and Emergency Assistance Act, and other sources of assistance.

(D) Amounts provided to [metropolitan cities and] *States, metropolitan cities, and urban counties* under this paragraph may be used only for eligible activities under section 5305 of this title, and in implementing this section, the Secretary shall evaluate the natural hazards to which any permanent replace-

ment housing is exposed and shall take appropriate action to mitigate such hazards.

* * * * *

(F) A [metropolitan city or] *State, metropolitan city, or urban county* eligible for assistance under this paragraph may receive such assistance only in each of the fiscal years ending during the 3-year period beginning on the date of the declaration of the *major* disaster by the President.

(G) This paragraph may not be construed to require the Secretary to reserve any amounts that become available as a result of actions under section 5304(e) or 5311 of this title for assistance under this paragraph if, when such amounts are to be reallocated under paragraph (1), no [metropolitan city or] *State, metropolitan city, or urban county* qualifies for assistance under this paragraph.

* * * * *

§ 5321. Suspension of requirements for disaster areas

For funds designated under this chapter by a recipient to address the damage in an area for which the President has declared a [disaster under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170 et seq.)] *major disaster*, the Secretary may suspend all requirements for purposes of assistance under section 5306 of this title for that area, except for those related to public notice of funding availability, nondiscrimination, fair housing, labor standards, environmental standards, and requirements that activities benefit persons of low- and moderate-income.

SEC. 123. COMMUNITY DEVELOPMENT BLOCK GRANT DISASTER RECOVERY PROGRAM.

(a) *AUTHORIZATION, FORMULA, AND ALLOCATION.*—

(1) *AUTHORIZATION.*—*The Secretary is authorized to make community development block grant disaster recovery grants from the Long-Term Disaster Recovery Fund established under section 505 of the Reforming Disaster Recovery Act (hereinafter referred to as the “Fund”) for necessary expenses for activities authorized under subsection (f)(1) related to disaster relief, long-term recovery, restoration of housing and infrastructure, economic revitalization, and mitigation in the most impacted and distressed areas resulting from a catastrophic major disaster.*

(2) *GRANT AWARDS.*—*Grants shall be awarded under this section to States, units of general local government, and Indian tribes based on capacity and the concentration of damage, as determined by the Secretary, to support the efficient and effective administration of funds.*

(3) *SECTION 106 ALLOCATIONS.*—*Grants under this section shall not be considered relevant to the formula allocations made pursuant to section 106.*

(4) *FEDERAL REGISTER NOTICE.*—

(A) *IN GENERAL.*—*Not later than 30 days after the date of enactment of this section, the Secretary shall issue a notice in the Federal Register containing the latest formula*

allocation methodologies used to determine the total estimate of unmet needs related to housing, economic revitalization, and infrastructure in the most impacted and distressed areas resulting from a catastrophic major disaster.

(B) PUBLIC COMMENT.—In the notice issued under subparagraph (A), the Secretary shall solicit public comments on—

(i) the methodologies described in subparagraph (A) and seek alternative methods for formula allocation within a similar total amount of funding;

(ii) the impact of formula methodologies on rural areas and Tribal areas;

(iii) adjustments to improve targeting to the most serious needs;

(iv) objective criteria for grantee capacity and concentration of damage to inform grantee determinations and minimum allocation thresholds; and

(v) research and data to inform an additional amount to be provided for mitigation depending on type of disaster, which shall be no more than 30 percent of the total estimate of unmet needs.

(5) REGULATIONS.—

(A) IN GENERAL.—The Secretary shall, by regulation, establish a formula to allocate assistance from the Fund to the most impacted and distressed areas resulting from a catastrophic major disaster.

(B) FORMULA REQUIREMENTS.—The formula established under subparagraph (A) shall—

(i) set forth criteria to determine that a major disaster is catastrophic, which criteria shall consider the presence of a high concentration of damaged housing or businesses that individual, State, Tribal, and local resources could not reasonably be expected to address without additional Federal assistance, or other nationally encompassing data that the Secretary determines are adequate to assess relative impact and distress across geographic areas.

(ii) include a methodology for identifying most impacted and distressed areas, which shall consider unmet serious needs related to housing, economic revitalization, and infrastructure;

(iii) include an allocation calculation that considers the unmet serious needs resulting from the catastrophic major disaster and an additional amount up to 30 percent for activities to reduce risks of loss resulting from other natural disasters in the most impacted and distressed area, primarily for the benefit of low- and moderate-income persons, with particular focus on activities that reduce repetitive loss of property and critical infrastructure; and

(iv) establish objective criteria for periodic review and updates to the formula to reflect changes in available science and data.

(C) *MINIMUM ALLOCATION THRESHOLD.*—The Secretary shall, by regulation, establish a minimum allocation threshold.

(D) *INTERIM ALLOCATION.*—Until such time that the Secretary issues final regulations under this paragraph, the Secretary shall—

(i) allocate assistance from the Fund using the formula allocation methodology published in accordance with paragraph (4); and

(ii) include an additional amount for mitigation equal to 15 percent of the total estimate of unmet need.

(6) *ALLOCATION OF FUNDS.*—

(A) *IN GENERAL.*—The Secretary shall—

(i) except as provided in clause (ii), not later than 90 days after the President declares a major disaster, use best available data to determine whether the major disaster is catastrophic and qualifies for assistance under the formula in paragraph (4) or (5), unless data is insufficient to make this determination; and

(ii) if the best available data is insufficient to make the determination required under clause (i) within the 90-day period described in that clause, the Secretary shall determine whether the major disaster qualifies when sufficient data becomes available, but in no case shall the Secretary make the determination later than 120 days after the declaration of the major disaster.

(B) *ANNOUNCEMENT OF ALLOCATION.*—If amounts are available in the Fund at the time the Secretary determines that the major disaster is catastrophic and qualifies for assistance under the formula in paragraph (4) or (5), the Secretary shall immediately announce an allocation for a grant under this section.

(C) *ADDITIONAL AMOUNTS.*—If additional amounts are appropriated to the Fund after amounts are allocated under subparagraph (B), the Secretary shall announce an allocation or additional allocation (if a prior allocation under subparagraph (B) was less than the formula calculation) within 15 days of any such appropriation.

(7) *PRELIMINARY FUNDING.*—

(A) *IN GENERAL.*—To speed recovery, the Secretary is authorized to allocate and award preliminary grants from the Fund before making a determination under paragraph (6) if the Secretary projects, based on a preliminary assessment of impact and distress, that a major disaster is catastrophic and would likely qualify for funding under the formula in paragraph (4) or (5).

(B) *AMOUNT.*—

(i) *MAXIMUM.*—The Secretary may award preliminary funding under subparagraph (A) in an amount that is not more than \$5,000,000.

(ii) *SLIDING SCALE.*—The Secretary shall, by regulation, establish a sliding scale for preliminary funding awarded under subparagraph (A) based on the size of the preliminary assessment of impact and distress.

(C) *USE OF FUNDS.*—The uses of preliminary funding awarded under subparagraph (A) shall be limited to eligible activities that—

(i) in the determination of the Secretary, will support faster recovery, improve the ability of the grantee to assess unmet recovery needs, plan for the prevention of improper payments, and reduce fraud, waste, and abuse; and

(ii) may include evaluating the interim housing, permanent housing, and supportive service needs of the disaster impacted community, with special attention to vulnerable populations, such as homeless and low- to moderate-income households, to inform the grantee action plan required under subsection (c).

(D) *CONSIDERATION OF FUNDING.*—Preliminary funding awarded under subparagraph (A)—

(i) is not subject to the certification requirements of paragraph (h)(1); and

(ii) shall not be considered when calculating the amount of the grant used for administrative costs, technical assistance, and planning activities that are subject to the requirements under subsection (f)(2).

(E) *WAIVER.*—To expedite the use of preliminary funding for activities described in this paragraph, the Secretary may waive requirements of this section in accordance with subsection (i).

(F) *AMENDED AWARD.*—

(i) *IN GENERAL.*—An award for preliminary funding under subparagraph (A) may be amended to add any subsequent amount awarded because of a determination by the Secretary that a major disaster is catastrophic and qualifies for assistance under the formula.

(ii) *APPLICABILITY.*—Notwithstanding subparagraph (D), amounts provided by an amendment under clause (i) are subject to the requirements under subsections (h)(1) and (f)(1) and other requirements on grant funds under this section.

(G) *TECHNICAL ASSISTANCE.*—Concurrent with the allocation of any preliminary funding awarded under this paragraph, the Secretary shall assign or provide technical assistance to the recipient of the grant.

(b) *INTERCHANGEABILITY.*—The Secretary—

(1) is authorized to approve the use of grants under this section to be used interchangeably and without limitation for the same activities in the most impacted and distressed areas resulting from a declaration of another catastrophic major disaster that qualifies for assistance under the formula established under paragraph (4) or (5) of subsection (a); and

(2) shall establish requirements to expedite the use of grants under this section for the purpose described in paragraph (1).

(c) *GRANTEE PLANS.*—

(1) *REQUIREMENT.*—Not later than 90 days after the date on which the Secretary announces a grant allocation under this section, unless an extension is granted by the Secretary, the grantee shall submit to the Secretary a plan for approval describing—

(A) the activities the grantee will carry out with the grant under this section;

(B) the criteria of the grantee for awarding assistance and selecting activities;

(C) how the use of the grant under this section will address disaster relief, long-term recovery, restoration of housing and infrastructure, economic revitalization, and mitigation in the most impacted and distressed areas

(D) how the use of the grant funds for mitigation is consistent with hazard mitigation plans submitted to the Federal Emergency Management Agency under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165);

(E) the estimated amount proposed to be used for activities that will benefit persons of low- and moderate-income;

(F) how the use of grant funds will repair and replace existing housing stock for vulnerable populations, including low- to moderate-income households;

(G) how the grantee will address the priorities described in paragraph (5);

(H) how uses of funds are proportional to unmet needs, as required under paragraph (5);

(I) for State grantees that plan to distribute grant amounts to units of general local government, a description of the method of distribution; and

(J) such other information as may be determined by the Secretary in regulation.

(2) *PUBLIC CONSULTATION.*—To permit public examination and appraisal of the plan described in paragraph (1), to enhance the public accountability of grantees, and to facilitate coordination of activities with different levels of government, when developing the plan or substantial amendments proposed to the plan required under paragraph (1), a grantee shall—

(A) publish the plan before adoption;

(B) provide citizens, affected units of general local government, and other interested parties with reasonable notice of, and opportunity to comment on, the plan, with a public comment period of not less than 14 days;

(C) consider comments received before submission to the Secretary;

(D) follow a citizen participation plan for disaster assistance adopted by the grantee that, at a minimum, provides for participation of residents of the most impacted and distressed area affected by the major disaster that resulted in the grant under this section and other considerations established by the Secretary; and

(E) undertake any consultation with interested parties as may be determined by the Secretary in regulation.

(3) *APPROVAL.—The Secretary shall—*

(A) *by regulation, specify criteria for the approval, partial approval, or disapproval of a plan submitted under paragraph (1), including approval of substantial amendments to the plan;*

(B) *review a plan submitted under paragraph (1) upon receipt of the plan;*

(C) *allow a grantee to revise and resubmit a plan or substantial amendment to a plan under paragraph (1) that the Secretary disapproves;*

(D) *by regulation, specify criteria for when the grantee shall be required to provide the required revisions to a disapproved plan or substantial amendment under paragraph (1) for public comment prior to resubmission of the plan or substantial amendment to the Secretary; and*

(E) *approve, partially approve, or disapprove a plan or substantial amendment under paragraph (1) not later than 60 days after the date on which the plan or substantial amendment is received by the Secretary.*

(4) *LOW- AND MODERATE-INCOME OVERALL BENEFIT.—*

(A) *USE OF FUNDS.—Not less than 70 percent of a grant made under this section shall be used for activities that benefit persons of low and moderate income unless the Secretary—*

(i) *specifically finds that—*

(I) *there is compelling need to reduce the percentage for the grant; and*

(II) *the housing needs of low- and moderate-income residents have been addressed; and*

(ii) *issues a waiver and alternative requirements pursuant to subsection (i) to lower the percentage.*

(B) *REGULATIONS.—The Secretary shall, by regulation, establish protocols consistent with the findings of section 502 of the Reforming Disaster Recovery Act to prioritize the use of funds by a grantee under this section to meet the needs of low- and moderate-income persons and businesses serving primarily persons of low and moderate income.*

(5) *PRIORITIZATION.—The grantee shall prioritize activities that—*

(A) *assist persons with extremely low, low, and moderate incomes and other vulnerable populations to better recover from and withstand future disasters, emphasizing those with the most severe needs;*

(B) *address affordable housing, including affordable rental housing, needs arising from a disaster or those needs present prior to a disaster;*

(C) *prolong the life of housing and infrastructure;*

(D) *use cost-effective means of preventing harm to people and property and incorporate protective features, redundancies, energy savings; and*

(E) *other measures that will assure the continuation of critical services during future disasters.*

(6) *PROPORTIONAL ALLOCATION.—*

(A) *IN GENERAL.*—A grantee under this section shall allocate grant funds proportional to unmet needs between housing activities, economic revitalization, and infrastructure, unless the Secretary—

(i) specifically finds that—

(I) there is a compelling need for a disproportional allocation among those unmet needs; and

(II) the disproportional allocation described in subclause (I) is not inconsistent with the requirements under paragraph (4); and

(ii) issues a waiver and alternative requirement pursuant to subsection (i) to allow for the disproportional allocation described in clause (i)(I).

(B) *HOUSING ACTIVITIES.*—With respect to housing activities described in subparagraph (A)(i), grantees should address proportional needs between homeowners and renters, including low-income households in public housing and federally subsidized housing.

(7) *DISASTER RISK MITIGATION.*—

(A) *DEFINITION.*—In this paragraph, the term “hazard-prone areas”—

(i) means areas identified by the Secretary, in consultation with the Administrator of the Federal Emergency Management Agency, at risk from natural hazards that threaten property damage or health, safety, and welfare, such as floods, wildfires (including Wildland-Urban Interface areas), earthquakes, lava inundation, tornados, and high winds; and

(ii) includes areas having special flood hazards as identified under the Flood Disaster Protection Act of 1973 (42 U.S.C. 4002 et seq.) or the National Flood Insurance Act of 1968 (42 U.S.C. 4001 et seq.).

(B) *HAZARD-PRONE AREAS.*—The Secretary, in consultation with the Administrator of the Federal Emergency Management Agency, shall establish minimum construction standards, insurance purchase requirements, and other requirements for the use of grant funds in hazard-prone areas.

(C) *SPECIAL FLOOD HAZARDS.*—For the areas described in subparagraph (A)(ii), the insurance purchase requirements established under subparagraph (B) shall meet or exceed the requirements under section 102(a) of the Flood Disaster Protection Act of 1973 (42 U.S.C. 4012a(a)).

(D) *CONSIDERATION OF FUTURE RISKS.*—The Secretary may consider future risks to protecting property and health, safety, and general welfare, and the likelihood of those risks, when making the determination of or modification to hazard-prone areas under this paragraph.

(8) *RELOCATION.*—

(A) *IN GENERAL.*—The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.) shall apply to activities assisted under this section to the extent determined by the Secretary in reg-

ulation, or as provided in waivers and alternative requirements authorized in accordance with subsection (i).

(B) *POLICY.*—Each grantee under this section shall establish a relocation assistance policy that—

(i) *minimizes displacement and describes the benefits available to persons displaced as a direct result of acquisition, rehabilitation, or demolition in connection with an activity that is assisted by a grant under this section; and*

(ii) *includes any appeal rights or other requirements that the Secretary establishes by regulation.*

(d) *CERTIFICATIONS.*—Any grant under this section shall be made only if the grantee certifies to the satisfaction of the Secretary that—

(1) *the grantee is in full compliance with the requirements under subsection (c)(2);*

(2) *for grants other than grants to Indian tribes, the grant will be conducted and administered in conformity with the Civil Rights Act of 1964 (42 U.S.C. 2000a et seq.) and the Fair Housing Act (42 U.S.C. 3601 et seq.);*

(3) *the projected use of funds has been developed so as to give maximum feasible priority to activities that will benefit extremely low-, low-, and moderate-income families and activities described in subsection (c)(5), and may also include activities that are designed to aid in the prevention or elimination of slum and blight to support disaster recovery, meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community where other financial resources are not available to meet such needs, and alleviate future threats to human populations, critical natural resources, and property that an analysis of hazards shows are likely to result from natural disasters in the future;*

(4) *the grant funds shall principally benefit persons of low and moderate income as described in subsection (c)(4);*

(5) *for grants other than grants to Indian tribes, within 24 months of receiving a grant or at the time of its 3 or 5-year update, whichever is sooner, the grantee will review and make modifications to its non-disaster housing and community development plans and strategies required by subsections (c) and (m) of section 104 to reflect the disaster recovery needs identified by the grantee and consistency with the plan under subsection (c)(1);*

(6) *the grantee will not attempt to recover any capital costs of public improvements assisted in whole or part under this section by assessing any amount against properties owned and occupied by persons of low and moderate income, including any fee charged or assessment made as a condition of obtaining access to such public improvements, unless—*

(A) *funds received under this section are used to pay the proportion of such fee or assessment that relates to the capital costs of such public improvements that are financed from revenue sources other than under this chapter; or*

(B) for purposes of assessing any amount against properties owned and occupied by persons of moderate income, the grantee certifies to the Secretary that the grantee lacks sufficient funds received under this section to comply with the requirements of subparagraph (A);

(7) the grantee will comply with the other provisions of this title that apply to assistance under this section and with other applicable laws;

(8) the grantee will follow a relocation assistance policy that includes any minimum requirements identified by the Secretary; and

(9) the grantee will adhere to construction standards, insurance purchase requirements, and other requirements for development in hazard-prone areas described in subsection (c)(7).

(e) **PERFORMANCE REVIEWS AND REPORTING.**—

(1) **IN GENERAL.**—The Secretary shall, on not less frequently than an annual basis, make such reviews and audits as may be necessary or appropriate to determine whether a grantee under this section has—

(A) carried out activities using grant funds in a timely manner;

(B) met the performance targets established by paragraph (2);

(C) carried out activities using grant funds in accordance with the requirements of this section, the other provisions of this title that apply to assistance under this section, and other applicable laws; and

(D) a continuing capacity to carry out activities in a timely manner.

(2) **PERFORMANCE TARGETS.**—The Secretary shall develop and make publicly available critical performance targets for review, which shall include spending thresholds for each year from the date on which funds are obligated by the Secretary to the grantee until such time all funds have been expended.

(3) **FAILURE TO MEET TARGETS.**—

(A) **SUSPENSION.**—If a grantee under this section fails to meet 1 or more critical performance targets under paragraph (2), the Secretary may temporarily suspend the grant.

(B) **PERFORMANCE IMPROVEMENT PLAN.**—If the Secretary suspends a grant under subparagraph (A), the Secretary shall provide to the grantee a performance improvement plan with the specific requirements needed to lift the suspension within a defined time period.

(C) **REPORT.**—If a grantee fails to meet the spending thresholds established under paragraph (2), the grantee shall submit to the Secretary, the appropriate committees of Congress, and each member of Congress who represents a district or State of the grantee a written report identifying technical capacity, funding, or other Federal or State impediments affecting the ability of the grantee to meet the spending thresholds.

(4) **COLLECTION OF INFORMATION AND REPORTING.**—

(A) *REQUIREMENT TO REPORT.*—A grantee under this section shall provide to the Secretary such information as the Secretary may determine necessary for adequate oversight of the grant program under this section.

(B) *PUBLIC AVAILABILITY.*—Subject to subparagraph (D), the Secretary shall make information submitted under subparagraph (A) available to the public and to the Inspector General for the Department of Housing and Urban Development, disaggregated by income, geography, and all classes of individuals protected under section 109.

(C) *SUMMARY STATUS REPORTS.*—To increase transparency and accountability of the grant program under this section the Secretary shall, on not less frequently than an annual basis, post on a public facing dashboard summary status reports for all active grants under this section that includes—

- (i) the status of funds by activity;
- (ii) the percentages of funds allocated and expended to benefit low- and moderate-income communities;
- (iii) performance targets, spending thresholds, and accomplishments; and
- (iv) other information the Secretary determines to be relevant for transparency.

(D) *CONSIDERATIONS.*—In carrying out this paragraph, the Secretary—

- (i) shall take such actions as may be necessary to ensure that personally identifiable information regarding applicants for assistance provided from funds made available under this section is not made publicly available; and
- (ii) may make full and unredacted information available to academic institutions for the purpose of researching into the equitable distribution of recovery funds and adherence to civil rights protections.

(f) *ELIGIBLE ACTIVITIES.*—

(1) *IN GENERAL.*—Activities assisted under this section—

(A) may include activities permitted under section 105 or other activities permitted by the Secretary by waiver or alternative requirement pursuant to subsection (i); and

(B) shall be related to disaster relief, long-term recovery, restoration of housing and infrastructure, economic revitalization, and mitigation in the most impacted and distressed areas resulting from the major disaster for which the grant was awarded.

(2) *PROHIBITION.*—Grant funds under this section may not be used for costs reimbursable by, or for which funds have been made available by, the Federal Emergency Management Agency or the United States Army Corps of Engineers.

(3) *ADMINISTRATIVE COSTS, TECHNICAL ASSISTANCE AND PLANNING.*—

(A) *IN GENERAL.*—The Secretary shall establish in regulation the maximum grant amounts a grantee may use for administrative costs, technical assistance and planning ac-

activities, taking into consideration size of grant, complexity of recovery, and other factors as determined by the Secretary, but not to exceed 10 percent for administration and 20 percent in total.

(B) AVAILABILITY.—Amounts available for administrative costs for a grant under this section shall be available for eligible administrative costs of the grantee for any grant made under this section, without regard to a particular disaster.

(4) PROGRAM INCOME.—Notwithstanding any other provision of law, any grantee under this section may retain program income that is realized from grants made by the Secretary under this section if the grantee agrees that the grantee will utilize the program income in accordance with the requirements for grants under this section, except that the Secretary may—

(A) by regulation, exclude from consideration as program income any amounts determined to be so small that compliance with this paragraph creates an unreasonable administrative burden on the grantee; or

(B) permit the grantee to transfer remaining program income to the other grants of the grantee under this title upon closeout of the grant.

(5) PROHIBITION ON USE OF ASSISTANCE FOR EMPLOYMENT RELOCATION ACTIVITIES.—

(A) IN GENERAL.—Grants under this section may not be used to assist directly in the relocation of any industrial or commercial plant, facility, or operation, from one 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.

(B) APPLICABILITY.—The prohibition under subparagraph (A) shall not apply to a business that was operating in the disaster-declared labor market area before the incident date of the applicable disaster and has since moved, in whole or in part, from the affected area to another State or to a labor market area within the same State to continue business.

(6) REQUIREMENTS.—Grants under this section are subject to the requirements of this section, the other provisions of this title that apply to assistance under this section, and other applicable laws, unless modified by waivers and alternative requirements in accordance with subsection (i).

(g) ENVIRONMENTAL REVIEW.—

(1) ADOPTION.—A recipient of funds provided under this section that uses the funds to supplement Federal assistance provided under section 402, 403, 404, 406, 407, 408(c)(4), 428, or 502 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170a, 5170b, 5170c, 5172, 5173, 5174(c)(4), 5189f, 5192) may adopt, without review or public comment, any environmental review, approval, or permit performed by a Federal agency, and that adoption shall satisfy the responsibilities of the recipient with respect to the environmental review, approval, or permit under section 104(g)(1).

(2) *APPROVAL OF RELEASE OF FUNDS.*—Notwithstanding section 104(g)(2), the Secretary or a State may, upon receipt of a request for release of funds and certification, immediately approve the release of funds for an activity or project to be assisted under this section if the recipient has adopted an environmental review, approval, or permit under paragraph (1) or the activity or project is categorically excluded from review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(3) *UNITS OF GENERAL LOCAL GOVERNMENT.*—The provisions of section 104(g)(4) shall apply to assistance under this section that a State distributes to a unit of general local government.

(h) *FINANCIAL CONTROLS AND PROCEDURES.*—

(1) *IN GENERAL.*—The Secretary shall develop requirements and procedures to demonstrate that a grantee under this section—

(A) has adequate financial controls and procurement processes;

(B) has adequate procedures to detect and prevent fraud, waste, abuse and duplication of benefit; and

(C) maintains a comprehensive and publicly accessible website.

(2) *CERTIFICATION.*—Before making a grant under this section, the Secretary shall certify that the grantee has in place proficient processes and procedures to comply with the requirements developed under paragraph (1), as determined by the Secretary.

(3) *COMPLIANCE BEFORE ALLOCATION.*—The Secretary may permit a State, unit of general local government, or Indian tribe to demonstrate compliance with the requirements for adequate financial controls developed under paragraph (1) before a disaster occurs and before receiving an allocation for a grant under this section.

(4) *DUPLICATION OF BENEFITS.*—

(A) *IN GENERAL.*—Funds made available under this subsection shall be used in accordance with section 312 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5155), as amended by section 1210 of the Disaster Recovery Reform Act of 2018 (division D of Public Law 115–254), and such rules as may be prescribed under such section 312.

(B) *PENALTIES.*—In any case in which the use of grant funds under this section results in a prohibited duplication of benefits, the grantee shall—

(i) apply an amount equal to the identified duplication to any allowable costs of the award consistent with actual, immediate cash requirement;

(ii) remit any excess amounts to the Secretary to be credited to the obligated, undisbursed balance of the grant consistent with requirements on Federal payments applicable to such grantee; and

(iii) if excess amounts under clause (ii) are identified after the period of performance or after the close-

out of the award, remit such amounts to the Secretary to be credited to the Fund.

(C) *FAILURE TO COMPLY.*—A grantee that fails to comply with subparagraph (A) shall be subject to remedies for noncompliance under section 111, unless the Secretary publishes a determination in the Federal Register that it is not in the best interest of the Federal Government to pursue remedial actions.

(i) *WAIVERS.*—

(1) *IN GENERAL.*—In administering grants under this section, the Secretary may waive, or specify alternative requirements for, any provision of any statute or regulation that the Secretary administers in connection with the obligation by the Secretary or the use by the grantee of those funds (except for requirements related to fair housing, nondiscrimination, labor standards, the environment, and the requirements of this section that do not expressly authorize modifications by waiver or alternative requirement), if the Secretary makes a public finding that good cause exists for the waiver or alternative requirement and the waiver or alternative requirement would not be inconsistent with the findings in section 502 of the Reforming Disaster Recovery Act.

(2) *EFFECTIVE DATE.*—A waiver or alternative requirement described in paragraph (1) shall not take effect before the date that is 5 days after the date of publication of the waiver or alternative requirement on the website of the Department of Housing and Urban Development or the effective date for any regulation published in the Federal Register.

(3) *PUBLIC NOTIFICATION.*—The Secretary shall notify the public of all waivers described in paragraph (1) in accordance with the requirements of section 7(q)(3) of the Department of Housing and Urban Development Act (42 U.S.C. 3535(q)(3)).

(j) *UNUSED AMOUNTS.*—

(1) *DEADLINE TO USE AMOUNTS.*—A grantee under this section shall use an amount equal to the grant within 6 years beginning on the date on which the Secretary obligates the amounts to the grantee, as such period may be extended under paragraph (4).

(2) *RECAPTURE.*—The Secretary shall recapture and credit to the Fund any amount that is unused by a grantee under this section upon the earlier of—

(A) the date on which the grantee notifies the Secretary that the grantee has completed all activities identified in the disaster grantee's plan under subsection (c); or

(B) the expiration of the 6-year period described in paragraph (1), as such period may be extended under paragraph (4).

(3) *RETENTION OF FUNDS.*—Notwithstanding paragraph (1), the Secretary may allow a grantee under this section to retain—

(A) amounts needed to close out grants; and

(B) up to 10 percent of the remaining funds to support maintenance of the minimal capacity to launch a new program in the event of a future disaster and to support pre-disaster long-term recovery and mitigation planning.

(4) *EXTENSION OF PERIOD FOR USE OF FUNDS.*—The Secretary may extend the 6-year period described in paragraph (1) by not more than 4 years, or not more than 6 years for mitigation activities, if—

(A) the grantee submits to the Secretary—

(i) written documentation of the exigent circumstances impacting the ability of the grantee to expend funds that could not be anticipated; or

(ii) a justification that such request is necessary due to the nature and complexity of the program and projects; and

(B) the Secretary submits a written justification for the extension to the Committees on Appropriations of Senate and the House of Representatives that specifies the period of that extension.

TITLE 49—TRANSPORTATION

SUBTITLE I—DEPARTMENT OF TRANSPORTATION

CHAPTER 3—GENERAL DUTIES AND POWERS

SUBCHAPTER I—DUTIES OF THE SECRETARY OF TRANSPORTATION

§ 312. Alternative timing system

(a) **IN GENERAL.**—Subject to the availability of appropriations, the Secretary of Transportation shall provide for the establishment, sustainment, and operation of a [land-based,] resilient, and reliable alternative timing system—

PUBLIC LAW 102-240

TITLE I—SURFACE TRANSPORTATION

Part A—Title 23 Programs

* * * * *

SEC. 1105. HIGH PRIORITY CORRIDORS ON NATIONAL HIGHWAY SYSTEM.

(a) **FINDINGS.**—THE CONGRESS FINDS THAT—

* * * * *

(e) **PROVISIONS APPLICABLE TO CORRIDORS.**—

(1) **LONG-RANGE PLAN.**—

* * * * *

(5) **INCLUSION OF CERTAIN ROUTE SEGMENTS ON INTERSTATE SYSTEM.**—

(A) **IN GENERAL.**—The portions of the routes referred to in subsection (c)(1), subsection (c)(3) (relating solely to the Kentucky Corridor), clauses (i), (ii), and (except with respect to Georgetown County) (iii) of subsection (c)(5)(B), subsection (c)(9), subsection (c)(13), subsection (c)(18), subsection (c)(20), subparagraphs (A) and (B)(i) of subsection

(c)(26), subsection (c)(36), subsection (c)(37), *clauses (i) and (iv) of subsection(c)(38)(A)*, subsection (c)(40), subsection (c)(42), subsection (c)(45), subsection (c)(54), subsection (c)(57), subsection (c)(68)(B), subsection (c)(81), subsection (c)(82), subsection (c)(83), subsection (c)(89), subsection (c)(90), and subsection (c)(91) that are not a part of the Interstate System are designated as future parts of the Interstate System. Any segment of such routes shall become a part of the Interstate System at such time as the Secretary determines that the segment meets the Interstate System design standards approved by the Secretary under section 109(b) of title 23, United States Code, and is planned to connect to an existing Interstate System segment by the date that is 25 years after the date of enactment of the MAP-21.

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 ITEMS

Agency	Account	State	Project Name	Amount (\$)	Requestor(s)
Department of Transportation	Transportation Planning, Research, and Development	AK	EV ferry pilot program	2,000,000	Murkowski
Department of Transportation	Transportation Planning, Research, and Development	CA	West Santa Ana Branch Transit Corridor	1,000,000	Feinstein
Department of Transportation	Transportation Planning, Research, and Development	MA	Border to Boston Trail Gap Design	1,200,000	Markey, Warren
Department of Transportation	Transportation Planning, Research, and Development	ME	America's Volunteer Driver Center	1,000,000	Collins
Department of Transportation	Transportation Planning, Research, and Development	NU	Sayreville Waterfront Multimodal Transportation Improvement Project	1,316,000	Menendez
Department of Transportation	Transportation Planning, Research, and Development	PA	Study to Reestablish Passenger Rail Between Reading and Philadelphia	100,000	Casey
Department of Transportation	Transportation Planning, Research, and Development	SC	Saluda Grade Rail Trail	250,000	Graham
Department of Transportation	Transportation Planning, Research, and Development	WI	Connected, Automated, Electric Vehicle Demonstration Center	750,000	Baldwin
Department of Transportation	Airport Improvement Program	AL	Mobile Downtown Airport (BFM) Planning and Design Related to Airfield and Terminal Improvements, Reconstruct Apron, Construct New Terminal, Construct Terminal Access and Perimeter Roads, Make Other Airfield Improvements, Remove Obstructions, and Acquire New Airport Rescue and Firefighting Equipment	100,000,000	Shelby
Department of Transportation	Airport Improvement Program	AZ	Glendale Arizona Airport (GEU) Apron Reconstruction	2,070,000	Sinema
Department of Transportation	Airport Improvement Program	CA	Fresno Yosemite Airport (FAT) Terminal Expansion and Safety Enhancement Project	2,000,000	Feinstein, Padilla
Department of Transportation	Airport Improvement Program	CO	Las Animas County Perry Stokes Airport (TAD) Pavement Upgrades	450,000	Hickenlooper
Department of Transportation	Airport Improvement Program	IL	Rockford Airport International (RFD) Cargo Ramp Project	5,000,000	Durbin
Department of Transportation	Airport Improvement Program	LA	Baton Rouge Metropolitan Airport (BTR) Northwest Aviation Development Taxiway	1,200,000	Cassidy
Department of Transportation	Airport Improvement Program	MD	Salisbury-Ocean City Wicomico Regional Airport (SBY) Runway Extension	500,000	Van Hollen
Department of Transportation	Airport Improvement Program	ME	Brunswick Executive Airport (BXM) Customs and Border Protection Facility	500,000	Collins
Department of Transportation	Airport Improvement Program	ME	Fryeburg Eastern Slope Regional Airport (IZG) Runway Extension	3,500,000	Collins

Department of Transportation	Airport Improvement Program	ME	Machias Airport (MVM) Environmental Review and Property Acquisition.	1,250,000	Collins
Department of Transportation	Airport Improvement Program	MI	Gerald R. Ford International Airport (GRR) Concourse A—Enabling Phases.	1,294,000	Peters
Department of Transportation	Airport Improvement Program	MI	Capital Regional International Airport (LAN) Cargo Ramp Expansion.	8,183,000	Peters, Stabenow
Department of Transportation	Airport Improvement Program	MN	Thief River Falls Regional Airport (TVF) Air Cargo Development.	7,500,000	Klobuchar, Smith
Department of Transportation	Airport Improvement Program	MO	Waynesville St. Robert Regional Airport (TBN) Terminal Facility, Apron, and Parking Construction.	9,000,000	Blunt
Department of Transportation	Airport Improvement Program	MS	Gulfport-Biloxi International Airport (GPT) Site Mitigation	3,897,000	Hyde-Smith
Department of Transportation	Airport Improvement Program	MS	Gulfport-Biloxi International Airport (GPT) T-Hangar Facility Taxiway.	250,000	Hyde-Smith, Wicker
Department of Transportation	Airport Improvement Program	MS	Laurel-Hattiesburg Regional Airport (PIB) Approach Light Rehabilitation.	300,000	Wicker
Department of Transportation	Airport Improvement Program	NH	Newport Airport (ZB3) Runway Resurfacing	650,000	Shaheen
Department of Transportation	Airport Improvement Program	NH	Manchester-Boston Regional Airport (MHT) West Cargo Apron Development.	9,350,000	Shaheen
Department of Transportation	Airport Improvement Program	NM	Dona Ana County International Jetport (DNA) T-Hanger Expansion.	2,250,000	Heinrich
Department of Transportation	Airport Improvement Program	OH	Columbus Regional Airport (CMH) Taxiway C Relocation Design.	2,250,000	Brown
Department of Transportation	Airport Improvement Program	OK	Tulsa International Airport (TUL) Federal Inspection Service Project.	5,000,000	Inhofe
Department of Transportation	Airport Improvement Program	OR	Tillamook Municipal Airport (TMK) Automated Weather Observing System Replacement.	500,000	Merkley, Wyden
Department of Transportation	Airport Improvement Program	PA	Philadelphia Airport (PHL) Taxiway Y&J Repairs	1,000,000	Casey
Department of Transportation	Airport Improvement Program	RI	T.F. Green Airport (PVD) Cargo Improvements and Corporate Aviation Improvements.	6,600,000	Reed
Department of Transportation	Airport Improvement Program	VA	Richmond International Airport (RIC) Federal Inspection Service Facility Renovation Project.	3,969,000	Kaine, Warner
Department of Transportation	Airport Improvement Program	VT	Burlington International Airport (BVT) Jet Bridge and Passenger Hold Room.	2,000,000	Leahy
Department of Transportation	Airport Improvement Program	VT	Burlington International Airport (BVT) Taxiway Extension to General Aviation Ramp.	5,000,000	Leahy
Department of Transportation	Airport Improvement Program	VT	Highgate Airport (FSO) Runway Extension	2,000,000	Leahy
Department of Transportation	Airport Improvement Program	WA	Pullman-Moscow Regional Airport (PUW) New Terminal Building and Apron Design/Construction.	2,500,000	Cantwell
Department of Transportation	Airport Improvement Program	WI	Appleton Airport (ATW) Concourse Addition	500,000	Baldwin

CONGRESSIONALLY DIRECTED SPENDING ITEMS—Continued

Agency	Account	State	Project Name	Amount (\$)	Requestor(s)
Department of Transportation	Airport Improvement Program	WV	Yeager Airport (CRW) General Aviation Apron Construction and Rehabilitation.	3,121,000	Capito
Department of Transportation	Airport Improvement Program	WV	Eastern West Virginia Regional Airport (MRB) Taxiway Echo Expansion.	850,000	Capito
Department of Transportation	Airport Improvement Program	WV	Clarksburg Airport (C4B) Earth Moving	5,000,000	Capito, Manchin
Department of Transportation	Airport Improvement Program	WV	Appalachian Regional Airport (EBD) Mingo County Airport Access Road.	3,300,000	Capito, Manchin
Department of Transportation	Airport Improvement Program	WV	Mid-Ohio Valley Regional Airport (PKB) Main Terminal Improvements.	398,000	Manchin
Department of Transportation	Airport Improvement Program	WV	Mid-Ohio Valley Regional Airport (PKB) Parking Area Repairs.	339,000	Manchin
Department of Transportation	Highway Infrastructure Programs	AK	Kotzebue Cape Blossom Road	27,662,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AR	Future I-49	18,000,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AR	Future I-57 Corridor	5,000,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AR	Future I-69 Corridor Improvements	18,000,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AR	Highway 67 Corridor Improvements	18,000,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AZ	Shelby Drive Business Development Improvements to Roadways.	500,000	Kelly
Department of Transportation	Highway Infrastructure Programs	AZ	Snowflake Street Light and Sidewalk Improvements to SR 77.	1,200,000	Kelly
Department of Transportation	Highway Infrastructure Programs	AZ	SR 87 Capacity and Safety Improvements	293,000	Kelly
Department of Transportation	Highway Infrastructure Programs	CA	7th Street Connection Project	2,000,000	Padilla
Department of Transportation	Highway Infrastructure Programs	CA	Highways to Boulevards Regional Study	480,000	Feinstein, Padilla
Department of Transportation	Highway Infrastructure Programs	CO	Glenwood Springs South Bridge Project	1,000,000	Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CT	Reconstruction of Route 34, Project 36-184	5,000,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	DE	Munchy Branch Road Multi-Use Trail	1,120,000	Carter, Coons
Department of Transportation	Highway Infrastructure Programs	GA	Atlanta BeltLine	5,000,000	Ossoff, Warnock
Department of Transportation	Highway Infrastructure Programs	GA	Chattahoochee River/Lands Pilot Project	2,500,000	Ossoff, Warnock
Department of Transportation	Highway Infrastructure Programs	GA	Truman Linear Park Trail	3,000,000	Warnock
Department of Transportation	Highway Infrastructure Programs	HI	City and County of Honolulu—Oahu Electric Vehicle Chargers.	1,960,000	Schatz
Department of Transportation	Highway Infrastructure Programs	HI	County of Kauai—Level 3 Electric Vehicle Charging Network.	905,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	HI	County of Maui—Honopilihi Highway Realignment Project	23,000,000	Schatz
Department of Transportation	Highway Infrastructure Programs	IL	Alton Great Streets—Phase 1 Implementation: Broadway between Ridge Street and Third Street.	500,000	Duckworth

Department of Transportation	Highway Infrastructure Programs	IL	Chicago—State/Lake Loop Elevated Station Improvements	1,000,000	Duckworth, Durbin
Department of Transportation	Highway Infrastructure Programs	IL	Decatur/Macon County Reas Bridge Replacement Project	3,500,000	Durbin
Department of Transportation	Highway Infrastructure Programs	IL	Grand Gateway Project	3,100,000	Duckworth
Department of Transportation	Highway Infrastructure Programs	IL	Marion Main, Bainbridge, Penecost Streets Project	600,000	Durbin
Department of Transportation	Highway Infrastructure Programs	IL	Randall Road from Alexandra Boulevard to Polaris Drive/Acorn Lane	8,000,000	Duckworth
Department of Transportation	Highway Infrastructure Programs	KS	Passing Lanes in Edwards and Ford Counties	6,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Passing Lanes in Kiowa, Meade, and Pratt Counties	6,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	MA	City of Northampton—Rocky Hill Greenway Shared Use Trail	3,600,000	Markey, Warren
Department of Transportation	Highway Infrastructure Programs	MD	Cecil County Belvidere Road Expansion	500,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Frederick East Street Rails with Trails: Liberty Road Bridge Crossing	535,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Garrett Trails—Eastern Continental Divide Loop Trail (Otto Lane—New Germany)	975,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	MD 4 Corridor and Thomas Johnson Bridge Capacity Improvements Project	1,000,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Reconstruction of MD 97 at Montgomery Hills	1,000,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Route 218 Suitland Road Improvements	2,500,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Russell and Monroe Street Ramp Bridge Replacements	1,000,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	ME	Augusta: Bangor Street Improvements	4,800,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Camden—US Route 1 Reconstruction	5,000,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Dover-Foxcroft, Dover Bridge #5118 Replacement	7,200,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Edgecomb to Boothbay—State Route 27	8,000,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Livermore Falls—State Route 17 Reconstruction	4,000,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Newport—US Route 2	4,000,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Pittsfield—State Route 11 Rehabilitation	3,200,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Presque Isle—US Route 1 Reconstruction	1,200,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Searsport—US Route 1 Reconstruction	9,200,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Vassalboro—State Route 32	800,000	Collins
Department of Transportation	Highway Infrastructure Programs	MI	Grandville Avenue Project	700,000	Peters
Department of Transportation	Highway Infrastructure Programs	MI	Michigan Avenue Corridor Improvement	1,000,000	Peters, Stabenow
Department of Transportation	Highway Infrastructure Programs	MI	South Westnedge Avenue Reconstruction	500,000	Peters, Stabenow
Department of Transportation	Highway Infrastructure Programs	MN	Moorhead Center Avenue Reconstruction	500,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MO	Chester Bridge	13,000,000	Blunt
Department of Transportation	Highway Infrastructure Programs	MO	I-70 / US 63 Interchange	4,300,000	Blunt
Department of Transportation	Highway Infrastructure Programs	MS	Artesia Road Connector	2,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Beatline Parkway	150,000	Wicker
Department of Transportation	Highway Infrastructure Programs	MS	Biloxi Beach Connector Phase I	2,163,000	Wicker
Department of Transportation	Highway Infrastructure Programs	MS	Bozeman-Reunion Crossing Interconnectivity System	4,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	East Brandon Bypass	640,000	Wicker

CONGRESSIONALLY DIRECTED SPENDING ITEMS—Continued

Agency	Account	State	Project Name	Amount (\$)	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	MS	Interstate 10 Corridor Improvements	4,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Lefleur's Bluff Education and Tourism Complex	1,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Rankin County I-20 Connector Loop	5,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Star Landing Road	5,000,000	Wicker
Department of Transportation	Highway Infrastructure Programs	MS	The Morgantown Road Safety Improvement Project	2,400,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	NH	Walnut Street Oval	1,000,000	Shaheen
Department of Transportation	Highway Infrastructure Programs	NM	2nd Street and Rio Bravo Reconstruction	2,000,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	Allison Road Corridor	1,500,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	NM	Downtown Clovis Reconstruction Project	3,500,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	I-25 Comanche/Montgomery Interchanges	3,500,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	I-40, Milepost 6 to 22 west of Gallup, New Mexico	1,000,000	Luján
Department of Transportation	Highway Infrastructure Programs	NM	NM 31/NM 128 Preliminary Engineering	1,500,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	NM	NM 404 widening project from I-10 to NM 213	2,750,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	Pinon Hills Extension Project—Right of Way	1,250,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	NM	Quay County Bridge No. 1042 Replacement	2,500,000	Luján
Department of Transportation	Highway Infrastructure Programs	NM	Reconstruction of I-25 La Bajada in Santa Fe County	3,500,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	US 84 Full Depth Reclamation between Ft. Sumner and Santa Rosa	2,500,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NV	Arlington Avenue Bridges Project	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Boulder Highway Reimagined Project	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Carson City—Williams Street Complete Streets Project	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Highway 50 (Williams Avenue) Project	1,616,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Las Vegas—Charleston Boulevard Underpass	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	SR28 Central Corridor Sand Harbor to Spooner—Secret Harbor to Skunk Harbor Trial and Safety Improvements	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Western Nevada Safe Routes to School Vulnerable User Pedestrian Safety	500,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NY	City of Newburgh—Completion of the Replacement of Lake St. Bridge	1,750,000	Gillibrand
Department of Transportation	Highway Infrastructure Programs	NY	Dryden Rail Trail Bridge	700,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	NY	South Albany Street Over Six Mile Creek Bridge Replacement	1,400,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	OH	City of Cincinnati—Western Hills Viaduct	1,000,000	Brown
Department of Transportation	Highway Infrastructure Programs	OK	I-35 Bridges over NE 63rd Street in Oklahoma City	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	I-35/SH-9W interchange in Newcastle	3,125,000	Inhofe

Department of Transportation	Highway Infrastructure Programs	OK	I-40/Douglas Blvd Reconstruction and Widening in Oklahoma City	10,000,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	SH-136 from US-412 in Guymon	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	SH-152 in Washita County	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	SH-20 in Hominy	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	SH-3 from Lane to Farris	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	US-169 SW Ramp over I-244 in Tulsa	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	US-277 between Cement and Bailey Turnpike	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	US-281/SH-45 Junction in Waynoka	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	US-283 North of the Red River in Elmer	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	US-64/SH-14 Junction in Alva	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OK	US-70 Bypass in Madill	3,125,000	Inhofe
Department of Transportation	Highway Infrastructure Programs	OR	I-84 Exit 216 EB Snow Zone/Truck Parking	2,000,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	OR	North Fork Road Improvements Project	1,440,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	OR	Tualatin Valley Highway Safety Improvements	1,000,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	PA	Monaca Streetscape Project	750,000	Casey
Department of Transportation	Highway Infrastructure Programs	PA	Rehabilitation of Bridge No. 29—Brewery Bridge, City of Latrobe	500,000	Casey
Department of Transportation	Highway Infrastructure Programs	RI	Bike Path Connection—Washington Secondary Bike Path Extension	3,200,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Centerville Road (RI-117) and Toll Gate Road Repaving in Warwick and West Warwick	1,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	East Bay Bike Path Bridges	5,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Fred Lippitt Woonasquatucket River Greenway	3,400,000	Reed
Department of Transportation	Highway Infrastructure Programs	RI	Henderson Boulevard Connection	1,000,000	Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Woonsocket—Lead Remediation for Bridges	2,500,000	Reed
Department of Transportation	Highway Infrastructure Programs	SC	Charleston Airport Connector Road Project	16,172,000	Graham
Department of Transportation	Highway Infrastructure Programs	SC	I-73	15,000,000	Graham
Department of Transportation	Highway Infrastructure Programs	SC	Whiskey Road Corridor—Powderhouse Road Connector	8,000,000	Graham
Department of Transportation	Highway Infrastructure Programs	SD	I-29 85th Street Interchange	30,000,000	Thune
Department of Transportation	Highway Infrastructure Programs	SD	North Sioux City Northshore Drive Realignment Project	17,000,000	Rounds
Department of Transportation	Highway Infrastructure Programs	VA	Capital Bikeshare for Underserved Areas	1,000,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Centerville Turnpike Phase III	6,000,000	Kaine
Department of Transportation	Highway Infrastructure Programs	VA	Coliseum Drive Extension Project, Phase B	1,500,000	Kaine
Department of Transportation	Highway Infrastructure Programs	VA	Fall Line Trail	2,000,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Mayo Bridge Rehabilitation	5,000,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Lamolie Valley Rail Trail	2,000,000	Sanders
Department of Transportation	Highway Infrastructure Programs	WA	Edgewater Bridge Replacement	3,000,000	Murray

CONGRESSIONALLY DIRECTED SPENDING ITEMS—Continued

Agency	Account	State	Project Name	Amount (\$)	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	WA	Project FRST (Fast Tracking Improvements to Reach Strategic Targets) Improvements to Vancouver SE 1st Street Corridor.	2,500,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	WA	South Barker Road Corridor	3,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WI	Brown County South Bridge Regional Connector Project	5,000,000	Baldwin
Department of Transportation	Highway Infrastructure Programs	WV	Coalfields Expressway	500,000	Manchin
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	AL	Alabama State Port Authority Rail Expansion, Rehabilitation and Modernization.	67,300,000	Shelby
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	GA	Atlanta to Savannah Passenger Rail Environmental Impact Statement.	8,000,000	Ossoff
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	GA	Heart of Georgia Railroad Rehabilitation and Upgrades	5,000,000	Warnock
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	IL	City of Decatur Brush College Road—Faries Parkway Grade Separation Project.	2,000,000	Duckworth
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	KS	Kansas Rail Safety Improvement Project	2,000,000	Moran
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	MD	Baltimore Penn Station Facility Improvements	5,000,000	Cardin, Van Hollen
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	ME	Maine Northern Railroad Improvements	12,960,000	Collins
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	MI	Ypsilanti Train Station	300,000	Peters
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	PA	Darby Township PA Main Street Crossing	1,000,000	Casey
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	RI	Kingston Train Station Intermodal and Parking Expansion	2,500,000	Reed, Whitehouse
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	VT	Essex Junction Multimodal Train and Bus Station Redevelopment.	3,000,000	Leahy
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	VT	White River Junction Amtrak Station Platform Reconstruction.	800,000	Sanders
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	WA	Banana Yard Rail Switch Upgrade	2,500,000	Murray
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	WA	Industrial Rail Corridor Expansion (IRCE) Track Expansion project at the Port of Longview.	2,500,000	Cantwell, Murray
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	WA	Rail Crossings at Spokane International Airport Rail-Truck Transload Facility.	1,000,000	Cantwell

Department of Transportation	WV	Consolidated Rail Infrastructure and Safety Improvements.	Port of West Virginia Railroad Bridge Improvements	Manchin
Department of Transportation	WV	Consolidated Rail Infrastructure and Safety Improvements.	Wirton Frontier Crossings Project	Capito
Department of Transportation	AZ	Transit Infrastructure Grants	Northern Arizona Public Transportation Authority Bus Storage Phase 1- CDL Course.	Kelly
Department of Transportation	AZ	Transit Infrastructure Grants	Valley Metro Electric Bus Demonstration	Kelly
Department of Transportation	AZ	Transit Infrastructure Grants	City of Phoenix Electric Bus Investment	Sinema
Department of Transportation	CA	Transit Infrastructure Grants	City of Emeryville 40th Street Re-Design Project	Feinstein
Department of Transportation	CA	Transit Infrastructure Grants	Next Generation BART Fare Gates Project	Feinstein
Department of Transportation	CA	Transit Infrastructure Grants	Orange County West Santa Ana Branch High Capacity Transit Study.	Feinstein
Department of Transportation	CA	Transit Infrastructure Grants	San Francisco Municipal Transportation Agency Cable Car Renewal Master Plan.	Feinstein
Department of Transportation	CA	Transit Infrastructure Grants	COASTER Commuter Rail Corridor Stabilization	Feinstein, Padilla
Department of Transportation	CA	Transit Infrastructure Grants	Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor.	Feinstein, Padilla
Department of Transportation	CA	Transit Infrastructure Grants	East San Fernando Valley Transit Corridor Project	Padilla
Department of Transportation	CA	Transit Infrastructure Grants	Inglewood Transit Connector Project	Padilla
Department of Transportation	CA	Transit Infrastructure Grants	Long Beach Zero-Emission Bus Replacement Project	Padilla
Department of Transportation	CO	Transit Infrastructure Grants	Colorado Statewide Transit Improvement Project—Durango Bus Acquisition, Charging Infrastructure and Technical Services.	Bennet, Hickenlooper
Department of Transportation	CO	Transit Infrastructure Grants	Colorado Statewide Transit Improvement Project—Eagle County Bus Facilities and Charging Infrastructure.	Bennet, Hickenlooper
Department of Transportation	CO	Transit Infrastructure Grants	Colorado Statewide Transit Improvement Project—Grand Valley Bus Acquisition.	Bennet, Hickenlooper
Department of Transportation	CO	Transit Infrastructure Grants	Colorado Statewide Transit Improvement Project—Gunnison Valley Bus Acquisition.	Bennet, Hickenlooper
Department of Transportation	CO	Transit Infrastructure Grants	Colorado Statewide Transit Improvement Project—Vail Bus Acquisition and Charging Infrastructure.	Bennet, Hickenlooper
Department of Transportation	CT	Transit Infrastructure Grants	Walk Bridge—Undergrade Bridges Demolition and Replacement in Norwalk, CT.	Blumenthal, Murphy
Department of Transportation	GA	Transit Infrastructure Grants	Valdosta Bus Acquisition	Ossoff
Department of Transportation	GA	Transit Infrastructure Grants	MARTA Electric Buses	Ossoff, Warnock
Department of Transportation	GA	Transit Infrastructure Grants	MARTA Operations & Maintenance Facility	Warnock
Department of Transportation	HI	Transit Infrastructure Grants	City and County of Honolulu—Electrification of Route 40 Bus Route.	Schatz
Department of Transportation	IL	Transit Infrastructure Grants	Chicago Transit Authority Systemwide Elevator Modernization Program.	Duckworth

CONGRESSIONALLY DIRECTED SPENDING ITEMS—Continued

Agency	Account	State	Project Name	Amount (\$)	Requestor(s)
Department of Transportation	Transit Infrastructure Grants	IL	Chicago Transit Authority 103rd St. Garage Electric Bus Implementation Project.	2,000,000	Durbin
Department of Transportation	Transit Infrastructure Grants	IL	Illinois Electric Bus and Charging Infrastructure Program	8,250,000	Durbin
Department of Transportation	Transit Infrastructure Grants	MD	Bethesda Metro South Entrance	2,000,000	Van Hollen
Department of Transportation	Transit Infrastructure Grants	MD	Charles-Prince George's County Southern Maryland Rapid Transit Corridor.	5,000,000	Cardin, Van Hollen
Department of Transportation	Transit Infrastructure Grants	MD	Maryland DOT Dual Locomotives for Commuter Rail Service	1,000,000	Van Hollen
Department of Transportation	Transit Infrastructure Grants	MI	Expansion of the Ypsilanti Transit Center	300,000	Peters
Department of Transportation	Transit Infrastructure Grants	MN	Botineau Light Rail Transit Project	500,000	Klobuchar, Smith
Department of Transportation	Transit Infrastructure Grants	MN	E Line Bus Rapid Transit	5,000,000	Smith
Department of Transportation	Transit Infrastructure Grants	NY	Maryland Parkway Bus Rapid Transit Zero Emissions Fleet	2,000,000	Cortez Masto, Rosen
Department of Transportation	Transit Infrastructure Grants	NY	Long Island Rail Road Forest Hills Platform Extensions & Elevators.	1,000,000	Gillibrand
Department of Transportation	Transit Infrastructure Grants	NY	Niagara Frontier Transportation Authority DL&W Station Skybridge.	2,000,000	Gillibrand
Department of Transportation	Transit Infrastructure Grants	NY	Niagara Frontier Transportation Authority Battery Electric Bus Charging Infrastructure.	1,760,000	Gillibrand, Schumer
Department of Transportation	Transit Infrastructure Grants	NY	North Hempstead Senior Transit Buses	656,000	Schumer
Department of Transportation	Transit Infrastructure Grants	OH	Greater Cleveland Regional Transit Authority Rail Car Acquisition.	5,000,000	Brown
Department of Transportation	Transit Infrastructure Grants	OH	SORTA's Bus Stop Infrastructure Enhancement Project	3,300,000	Brown
Department of Transportation	Transit Infrastructure Grants	OR	Lane Transit District Electric Bus Replacement Project	950,000	Merkley, Wyden
Department of Transportation	Transit Infrastructure Grants	OR	Lane Transit District Trip Planner/Mobile Wallet Application	600,000	Merkley, Wyden
Department of Transportation	Transit Infrastructure Grants	OR	Salem Area Mass Transit Zero-Emission Bus Fleet Electrification Project.	6,306,000	Merkley, Wyden
Department of Transportation	Transit Infrastructure Grants	PA	Coatesville Transit Project	2,000,000	Casey
Department of Transportation	Transit Infrastructure Grants	PA	Harrisburg Transportation Center HVAC Upgrade	635,000	Casey
Department of Transportation	Transit Infrastructure Grants	RI	Rhode Island Public Transit Authority (RIPTA) Newport ZEV Fleet Replacement.	4,000,000	Reed
Department of Transportation	Transit Infrastructure Grants	WA	Everett Transit Electric Bus Acquisition	2,600,000	Cantwell
Department of Transportation	Transit Infrastructure Grants	WA	Guemesi Ferry Replacement Project	2,500,000	Cantwell
Department of Transportation	Transit Infrastructure Grants	WA	Spanaway Transit Center	1,500,000	Cantwell
Department of Transportation	Transit Infrastructure Grants	WA	Seattle Ferry Terminal Electrification	2,500,000	Murray
Department of Transportation	Transit Infrastructure Grants	WA	Sound Transit I-405 BRT Project	3,000,000	Murray
Department of Transportation	Transit Infrastructure Grants	WI	Kenosha-Racine-Milwaukee (KRM) Regional Rail Corridor	5,000,000	Baldwin

Department of Transportation		Transit Infrastructure Grants		WI	Milwaukee County Transit Bus Replacement		2,000,000	Baldwin
Agency	Account	State	Recipient	Project Purpose	Amount (\$)	Requestor(s)		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AK	Youth Advocates of Sitka	Coastal Haven	2,000,000	Murkowski		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AK	Nome Community Center	From Hardship to Home: The Housing First Project of Nome.	1,500,000	Murkowski		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AK	Alaska Housing Finance Corporation	Housing for Essential Professionals In Alaska's Small Communities.	2,000,000	Murkowski		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AK	Women in Safe Homes (WISH)	New Domestic Violence Shelter in Ketchikan.	236,000	Murkowski		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AK	First City Homeless Services (FCHS)	Park Avenue Safe Shelter	250,000	Murkowski		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AK	United Human Services of SE Alaska.	Teal Street Center	2,500,000	Murkowski		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AK	Mat-Su Youth Housing (MYHouse)	The Carson Cottle Center	23,000,000	Murkowski		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AL	Alabama State Port Authority	Alabama State Port Authority Facilities and Improvements.	132,700,000	Shelby		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AZ	City of Tucson	City of Tucson Willard Apartments Improvement Project.	800,000	Kelly, Sinema		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AZ	Pinal County	Copper Corridor Broadband Project	1,000,000	Kelly		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AZ	City of Mesa, AZ	Mesa Downtown Small Business Revitalization and Rehabilitation Program.	300,000	Kelly, Sinema		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AZ	Pascua Yaqui Tribe	Pascua Yaqui Educational & Cultural Center.	840,000	Kelly, Sinema		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AZ	Pascua Yaqui Tribe	San Ignacio Health Center Improvement Project.	890,000	Kelly, Sinema		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AZ	Tohono O'odham Nation	Tohono O'odham Nation Permanent Children's Home Project.	750,000	Kelly, Sinema		
Department of Housing and Urban Development.	Economic Development Initiatives ..	AZ	Pinal County	West Pinal County Broadband Project.	1,000,000	Kelly		
Department of Housing and Urban Development.	Economic Development Initiatives ..	CA	Covenant House California	Covenant House California Homeless Youth Services Center.	250,000	Fenstein, Padilla		

Agency	Account	State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
Department of Housing and Urban Development.	Economic Development Initiatives ...	CA	Downtown Women's Center	Historic Preservation and Infrastructure Repairs at the Downtown Women's Center.	500,000	Feinstein
Department of Housing and Urban Development.	Economic Development Initiatives ...	CA	County of Monterey	Homeless Youth Housing Campus ...	2,000,000	Padilla
Department of Housing and Urban Development.	Economic Development Initiatives ...	CA	City of Torrance	Pathway Torrance, A Community Resource and Response Center.	1,000,000	Padilla
Department of Housing and Urban Development.	Economic Development Initiatives ...	CA	San Gabriel Valley Regional Housing Trust.	San Gabriel Valley Affordable Housing Project Pipeline.	500,000	Feinstein, Padilla
Department of Housing and Urban Development.	Economic Development Initiatives ...	CA	SOMOS Mayfair, Inc.	SOMOS Mayfair Community Center ..	500,000	Feinstein, Padilla
Department of Housing and Urban Development.	Economic Development Initiatives ...	CA	City of Alameda	Transitional Housing Project	500,000	Feinstein, Padilla
Department of Housing and Urban Development.	Economic Development Initiatives ...	CA	City of Fresno	Urban Heat Island Mitigation and Edible Food Rescue and Distribution Project.	665,000	Feinstein, Padilla
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Adams County Government	Adams County Food Bank Building Purchase.	525,000	Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Boys & Girls Clubs of Larimer County.	Boys and Girls Club of Larimer County collaborative childcare campus and community hub.	1,500,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	City of Craig	Craig Affordable Housing Infrastructure Project.	979,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Colorado West Healthcare System ...	Design, engineering, and construction for early childhood education center.	2,000,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	City of Durango	Durango Affordable Housing Development.	3,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Easterseals Colorado	Easterseals Colorado Center for Inclusive Employment and Programs.	980,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Grand Junction Housing Authority ...	Grand Junction Affordable Housing Development.	1,400,000	Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Town of Hayden	Hayden Entrepreneurial Center	2,867,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Douglas County	Housing program expansion for families experiencing homelessness.	1,000,000	Bennet, Hickenlooper

Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Montbello Organizing Committee	Montbello FreshLo community hub ..	1,455,000	Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	TGTHR	Permanent supportive housing	2,000,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Pikes Peak United Way	Pikes Peak United Way Family Success Center.	250,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	West Mountain Regional Health Alliance.	Roaring Fork Valley Permanent Supportive Housing Project.	750,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	City of Aurora	Safe Outdoor Spaces	1,224,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Centennial Mental Health Center, Inc.	Sterling Permanent Supportive Housing.	550,000	Bennet
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	Ute Mountain Ute Tribe	Ute Mountain Ute Housing Improvement Project.	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CO	YMCA of Northern Colorado	YMCA of Northern Colorado Childcare Programming and Site Consolidation.	1,000,000	Hickenlooper
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Beulah Land Development Corporation.	Affordable housing development	2,996,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Town of New Milford	Butter Brook Senior Housing Accessibility Improvements.	1,720,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	City of Milford	City of Milford Recreational Enhancements and Milford Boys and Girls Club Expansion.	2,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Economic Development Corporation of New Haven.	Construct Evergreen Cooperative Laundry.	2,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Capital Region Council of Government.	Crumbling Foundation Remediation Assistance.	2,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	The Nature Conservancy in Connecticut.	Esker Point and Palmer Cove Coastal Resilience Project.	725,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Youth Continuum	Homeless Youth Services Center	500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Annie C Courtney Foundation, Inc	Housing for foster youth	75,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Mothers United Against Violence	Mothers United Against Violence impact project.	200,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Connecticut Foundation Solutions Indemnity Company.	Public Buildings Crumbling Foundations Analysis Study.	175,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Economic Development Initiatives ...	CT	Windham Region No Freeze Project, Inc.	Windham Region No Freeze Project	500,000	Blumenthal, Murphy

Agency	Account	State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Delaware Community Reinvestment Action Council.	Advancing Minority Homeownership	500,000	Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Aetna Hose Hook and Ladder Company.	Aetna Hose Hook and Ladder Company.	3,000,000	Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Todmorden Foundation	Affordable Housing for Senior Citizens at The Flats.	2,000,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	CHEER, Inc.	Gateway East Senior Residential Village.	100,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	REACH Riverside	Kingswood Community Center	10,000,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Nanticoke Indian Association	Nanticoke Indian Association Cultural Community Center and Food Bank Capital Improvements.	750,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Habitat for Humanity of New Castle County.	New Castle County Affordable Homeownership Program.	1,500,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	City of Wilmington	Park Improvements in Wilmington ...	1,200,000	Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Salvation Army Delaware	Restoration Now Security Project to Combat Human Trafficking.	485,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Habitat for Humanity of Sussex County.	Sussex County Affordable Housing Construction.	500,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	DE	Friends of Hockessin Colored School 107, Inc..	Transforming the former Hockessin Colored School #107 into a Center for Diversity, Inclusion, and Social Equity.	750,000	Carper, Coons
Department of Housing and Urban Development.	Economic Development Initiatives ...	GA	Twin Cedars Youth and Family Services, Inc..	Twin Cedars Youth and Family Services.	1,150,000	Warnock
Department of Housing and Urban Development.	Economic Development Initiatives ...	HI	City and County of Honolulu	City and County of Honolulu—Affordable Housing for Abused Women and their Children Project.	2,698,000	Schatz
Department of Housing and Urban Development.	Economic Development Initiatives ...	HI	City and County of Honolulu	City and County of Honolulu—Crisis Outreach Response & Engagement (C.O.R.E.).	3,500,000	Schatz
Department of Housing and Urban Development.	Economic Development Initiatives ...	HI	Hawaii County Office of Housing and Community Dev..	Kukuioia Village long-term affordable housing—Phase I and II.	10,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Economic Development Initiatives ...	HI	County of Kauai	Lima Ola Economic Development Initiative Affordable Housing Development.	8,495,000	Hirono, Schatz

Department of Housing and Urban Development.	Economic Development Initiatives ...	HI	Self-Help Housing Corporation of Hawaii.	Nanaikeala Self-Help Housing Project.	1,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	Chicago Park District	Chicago Park District Washington Park Framework Plan Projects.	500,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	United Cerebral Palsy Seguin of Greater Chicago.	Community Day Services Center Improvement Project for Adults with Intellectual or Developmental Disabilities.	287,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	CASA Kendall County	Court Appointed Special Advocates (CASA) Kendall County.	200,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	Covenant House Illinois	Covenant House Illinois—Helping Chicago's Homeless Youth Build Lives of Sustainable Independence.	1,000,000	Duckworth
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	Jackie Joyner-Kersey Foundation	Jackie Joyner-Kersey Foundation Community Capital Improvement Project.	350,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	Margaret's Village	Margaret's Village Restoring to Renew.	478,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	Village of Oak Park	North Avenue Safety Improvements Project.	200,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	Cook County Bureau of Asset Management.	Rosemont Blue Line Redevelopment Project.	300,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	Saint Anthony Hospital	Saint Anthony Hospital Planning and Design Phase, Chicago.	450,000	Durbin
Department of Housing and Urban Development.	Economic Development Initiatives ...	IL	City of East Saint Louis	The New Broadview Senior Living Facility.	2,000,000	Duckworth
Department of Housing and Urban Development.	Economic Development Initiatives ...	LA	Sewerage & Water Board of New Orleans.	New Orleans Sewerage and Water Board Wastewater and Stormwater Improvements.	6,000,000	Cassidy
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	Roxbury Community College	Dudley House—Reclaim, Rename, Repurpose.	4,000,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	Lawrence CommunityWorks, Inc.	DyeWorks Building Redevelopment at Union Crossing in Lawrence, MA.	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	New Garden Park, Inc.	Greendale Revitalization Initiative ...	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	Revitalize Community Development Corporation.	GreenNFT Neighborhood Revitalization Program.	250,000	Markey, Warren

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Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	City of Somerville	Interstate 93 Public Housing Environmental Health Equity Project	1,873,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	The Trustees of Reservations	Piers Park III, Creating a Climate Resilient Community Park in East Boston.	2,000,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	The Food Bank of Western Massachusetts, Inc...	The Food Bank of Western Massachusetts Distribution Center and Headquarters.	3,000,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	Wampanoag Tribe of Gay Head Aquinnah.	Wampanoag Tribe of Gay Head Aquinnah Affordable Housing.	1,800,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MA	Worcester Regional Strategic Opportunities Foundat.	Worcester Station Improvements and food hub.	3,000,000	Markey, Warren
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Green & Healthy Homes Initiative ...	Baltimore Healthy Housing to Advance Health and Racial Equity Project.	1,000,000	Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Bethel Empowerment and Wellness Center.	Bethel Empowerment and Wellness Center.	251,000	Cardin
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Town of Bladensburg	Bladensburg Trade School	1,000,000	Cardin
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	City of Hyattsville	City of Hyattsville David C. Driscoll Community Park Master Plan.	400,000	Cardin
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Cross Street Partners	Constructing commercial kitchen to increase access to healthy food.	1,400,000	Cardin
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Girl Scouts of Central Maryland, Inc.	Girl Scouts of Central Maryland Inc. Outdoor Programs.	500,000	Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Caroline County Public Schools	Greensboro Judy Center Early Learning Hub Facility.	500,000	Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Liberty's Promise	Helping the Immigrant Youth of Maryland Succeed.	435,000	Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Kingdom Global Community Development Corporation.	Kingdom Cares Center	2,000,000	Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Beloved Community Services Corporation.	P.S. 103 Thurgood Marshall Center	1,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Mission First Housing Development Corporation.	Patuxent Commons Affordable Housing Development.	250,000	Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	1000 Friends of Pikesville	Pikesville Armory Renovation	2,400,000	Cardin

Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Baltimore City	Revitalization of Pennsylvania Avenue Market: Creating A Community Hub of Healthy Food Living. Sandtown Center revitalization	250,000	Van Hollen
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Clergy United for the Transformation of Sandtown.		250,000	Cardin
Department of Housing and Urban Development.	Economic Development Initiatives ...	MD	Office of the Baltimore County Executive.		3,000,000	Cardin
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Committee to Restore Abyssinian Meeting House.	Sparrows Point Park Project in Baltimore County.	1,700,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	City of Auburn	Abyssinian Meeting House Restoration.	2,500,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	City of Bangor	Auburn Public Safety Building	1,010,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	City of Lewiston	Bangor Commercial Kitchen Incubator.	1,000,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	City of Belfast	Bates Mill #5 Brownfields Cleanup and renovations.	972,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Boys & Girls Clubs of Kennebec Valley.	Belfast Street Improvements	650,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Greater Franklin Development Council.	Boys & Girls Clubs of Kennebec Valley Youth Center.	514,000	King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Town of Berwick	Carthage Group Critical Internet Infrastructure.	3,142,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Bath Area Family YMCA	Downtown Berwick Safety Improvements and Revitalization.	1,456,000	King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Town of East Millinocket	Early Childhood Education Expansion—Bath Area Family YMCA.	2,851,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Eastern Trail Management District ..	East Millinocket Industrial Complex Redevelopment.	700,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Town of Gorham	Eastern Trail Engineering Design ...	1,000,000	King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Town of Stonington	Gorham Industrial Park—West Campus Phase One.	394,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Loring Development Authority of Maine.	Land Acquisition for Stonington Water District Development.	3,100,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Our Katahdin	Loring Economic Development Infrastructure Project.	671,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ...	ME	Town of Ogunquit	Millinocket—Remediation and Reuse Study of former Wastewater Treatment Plant.	2,850,000	Collins
				Perkins Cove Revitalization Project		

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Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Johnson Hall, Inc.	Renovation of Johnson Hall	350,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	City of Rockland	Rockland Fish Pier Redevelopment ..	1,500,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Town of Rumford	Rumford Fire Station	1,000,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Safe Voices	Safe Voices Building Improvements	394,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Main Street Skowhegan	Skowhegan Run of River Project	2,000,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Eastern Maine Community College ..	To expand and renovate the Kathadin Higher Education Center to increase access to childcare.	4,000,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Town of Danforth	Town of Danforth Downtown Revitalization.	120,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Town of Madison	Town of Madison Forest Products Hub Economic Revitalization.	1,000,000	Collins, King
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Town of Waldoboro	Waldoboro Community Center and Medical Arts Facility.	1,000,000	King
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	Town of Houlton	Walkable Houlton Project	732,000	Collins
Department of Housing and Urban Development.	Economic Development Initiatives ..	ME	York County Shelter Programs	York County Shelter Programs Community Resource Center.	325,000	King
Department of Housing and Urban Development.	Economic Development Initiatives ..	MI	City of Sterling Heights	Corridor Revitalization Project—City of Sterling Heights.	850,000	Peters
Department of Housing and Urban Development.	Economic Development Initiatives ..	MI	City of Dowagiac	Dowagiac Housing Initiative	100,000	Peters
Department of Housing and Urban Development.	Economic Development Initiatives ..	MI	Eastern Market Corporation	Eastern Market Regional Food Business Accelerator.	1,000,000	Stabenow
Department of Housing and Urban Development.	Economic Development Initiatives ..	MI	Jackson YMCA	Jackson YMCA Healthy Living Campus.	500,000	Stabenow
Department of Housing and Urban Development.	Economic Development Initiatives ..	MI	North Flint Reinvestment Corporation.	North Flint Food Market	650,000	Stabenow
Department of Housing and Urban Development.	Economic Development Initiatives ..	MI	City of Pontiac	Phoenix Center Renovation	1,000,000	Peters
Department of Housing and Urban Development.	Economic Development Initiatives ..	MI	Grand Rapids Youth Commonwealth Inc..	Renovating the Boys & Girls Clubs of Grand Rapids Youth Commonwealth Buildings and Facilities.	1,000,000	Stabenow

Department of Housing and Urban Development.	Economic Development Initiatives ...	MI	Kent County Youth Agriculture Association (KYAA).	The Grand Agricultural Center of West Michigan.	2,100,000	Stabenow
Department of Housing and Urban Development.	Economic Development Initiatives ...	MI	Grand Traverse Band of Ottawa and Chippewa Indians.	Traverse City Sewer and Water Facility Improvements to Support Affordable Housing Development.	750,000	Peters, Stabenow
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	City of Brooklyn Park Economic Development Auth..	Brooklyn Park Small Business Development and Acceleration Center.	600,000	Klobuchar
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	Hennepin County	Emergency Shelter Program	500,000	Klobuchar, Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	Minneapolis Public Housing Authority.	Fire Protection Upgrades in High-Rise Public Housing.	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	City of Little Falls	Little Falls Child Care Facility	1,500,000	Klobuchar
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	Mille Lacs Corporate Ventures (MLCV).	Mille Lacs Tribal Economy Business Incubator.	1,300,000	Klobuchar, Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	ReConnect Rondo	Rondo Net-Zero Community Center	1,500,000	Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	Sabathani Community Center	Sabathani Community Center Building Revitalization and Renewable Energy Project.	127,000	Klobuchar
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	St. Peter Housing and Redevelopment Authority.	St. Peter HRA—Parkview Manor Restoration.	300,000	Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MN	City of South St. Paul	Wakota Crossing Economic Development Initiative	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MS	Mississippi State University	Capacity Development Initiative	815,000	Hyde-Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MS	Mississippi State University	Comprehensive Community Revitalization.	1,000,000	Hyde-Smith
Department of Housing and Urban Development.	Economic Development Initiatives ...	MS	City of Long Beach	Gateway Harbor, Long Beach, Mississippi.	4,300,000	Wicker
Department of Housing and Urban Development.	Economic Development Initiatives ...	MS	City of Greenville	Greenville Federal Courthouse Greenspace.	500,000	Wicker
Department of Housing and Urban Development.	Economic Development Initiatives ...	MS	Rust College	Ida B. Wells Social Justice and Interpretive Center at Rust College.	1,000,000	Wicker
Department of Housing and Urban Development.	Economic Development Initiatives ...	MS	Mississippi Rural Water Association	Mississippi Water and Wastewater Workforce and Public Safety Training Center.	500,000	Wicker

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Department of Housing and Urban Development.	Economic Development Initiatives ...	NC	City of Bermuda Run, NC	Bermuda Run Recreational Infrastructure and Safety Improvements.	3,650,000	Burr
Department of Housing and Urban Development.	Economic Development Initiatives ...	NC	City of Cherryville, NC	City of Cherryville City Hall ADA Project.	810,000	Burr
Department of Housing and Urban Development.	Economic Development Initiatives ...	NC	Fayetteville Cumberland County	HR Talent Portal for Transitioning Military Personnel, Military Spouses, and Veterans, Fayetteville, NC.	4,000,000	Burr, Tillis
Department of Housing and Urban Development.	Economic Development Initiatives ...	NC	Innovation Quarter	Innovation Quarter 2 Masterplan Road and Bridge Improvements.	7,210,000	Burr
Department of Housing and Urban Development.	Economic Development Initiatives ...	NC	Innovation Quarter	Innovation Quarter 2 Masterplan Urban Greenway Extension.	1,721,000	Burr
Department of Housing and Urban Development.	Economic Development Initiatives ...	NC	City of Rantlo, NC	South Rantlo Water System Improvement Project.	2,000,000	Burr
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	NH Community Loan Fund	Affordable Housing in Portsmouth ...	343,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Easter Seals New Hampshire, Inc. ...	Champlin House Improvements	1,000,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Community Action Partnership of Strafford County.	Community Action Partnership of Strafford County Innovation Center.	1,000,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Seacoast Family Promise	Increased Housing for Low to Moderate Income Families with Children.	1,000,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Manchester Housing and Redevelopment Authority.	Kelley Falls Affordable Housing Redevelopment.	1,000,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	New Hampshire Judicial Branch	Landlord-Tenant Mediation Program	556,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Affordable Housing, Education and Development, Inc.	Littleton Regional Community Housing and Economic Empowerment Initiative.	970,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Strafford Regional Planning Commission (SRPC).	New Hampshire Regional Housing Needs and Comprehensive Planning.	950,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	CATCH Neighborhood Housing	Rosemary's Way Penacook Affordable Housing.	250,000	Shaheen

Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Waypoint	Shelter and Housing for Youth and Young Adults Who are Homeless.	771,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NH	Nashua Soup Kitchen & Shelter	Spring Street Forward	900,000	Shaheen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	City of Newark	Affordable housing opportunities	8,000,000	Booker
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Beth Medrash Govoha of America ...	BMG Lakewood, NJ Childcare Expansion Initiative.	3,000,000	Booker, Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Township of Brick	Brick Township Senior Services	400,000	Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	City of Passaic	City of Passaic Pedestrian Greenway Project.	883,000	Booker, Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Borough of Woodland Park	Diane Grimes Memorial Park Improvement.	95,000	Booker, Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Borough of Bound Brook	Hamilton Street Plaza Project	2,200,000	Booker
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	City of Newark	Homelessness prevention services ...	500,000	Booker
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Winslow Township	Improvements to West Atco Community Center.	3,000,000	Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	City of Trenton	Mixed use recreational facility	1,000,000	Booker, Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Guttenberg Housing Authority	Modernization of the Golden Gardens Apartment Complex Elevator.	232,000	Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Township of North Bergen	Municipal Traffic Calming Program	488,000	Booker, Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Community Loan Fund of New Jersey, Inc.	Permanent affordable housing	800,000	Booker
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Union County College	Plainfield Professional Trades Training Center	1,500,000	Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	City of Burlington	Rivertown Promenade Bandshell project.	400,000	Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	City of Union City	Union City Soccer Field and recreational complex.	500,000	Booker
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Borough of Cliffside Park	West Grantwood Park Improvements Project.	250,000	Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	Township of Woodbridge	Woodbridge Township Cypress Park	1,000,000	Booker, Menendez
Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	City of Paterson—Paterson, NJ	Wrigley Park rehabilitation	360,000	Booker, Menendez

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Department of Housing and Urban Development.	Economic Development Initiatives ...	NJ	YWCA Eastern Union County	YWCA Union County Headquarters Rebuilding Project.	500,000	Booker
Department of Housing and Urban Development.	Economic Development Initiatives ...	NM	Pueblo of Acoma	Acoma Business Park	1,500,000	Heinrich
Department of Housing and Urban Development.	Economic Development Initiatives ...	NM	Street Food Institute	Barelas Central Kitchen Street Food Institute.	2,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Economic Development Initiatives ...	NM	City of Albuquerque	Inclusive Children's Park	750,000	Heinrich, Luján
Department of Housing and Urban Development.	Economic Development Initiatives ...	NV	City of North Las Vegas	Cheyenne Sports Complex Improvement Project.	750,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NV	City of Reno	City of Reno—ADA Upgrades	1,056,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NV	Clark County	Mixed-Used Micro-Business Park & Affordable Housing.	1,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NV	Washoe County	Nevada Cares Campus	12,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NV	City of Henderson	Nevada State College Flood Control	2,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NV	Nye County	Nye Civic Center	1,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Churches United For Fair Housing ...	Affordable Housing Services	1,200,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	CAMBA, Inc.	CAMBA Capital Improvements for Winthrop Street Buildings.	2,006,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Ohel Children's Home and Family Services.	Capital Improvements to Ohel's Camp Kaylie in Wurtsboro, NY.	495,000	Schumer, Gillibrand
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Chhaya Community Development Corporation.	Chhaya Community Development Corporation's Capacity Building	250,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	City of Cohoes, New York	City of Cohoes, NY Municipal Floating Solar Demonstration Project.	1,788,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Covenant House New York	Covenant House's Purpose-Built Flagship Facility.	2,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	City of Ithaca	Downtown Ithaca Conference Center and affordable housing.	2,000,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	ARC XVI Fort Washington Center, Inc..	Equip and build the ARC Community Kitchen.	400,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Ibero-American Action League Inc. ..	Equitable Home Ownership Program (EHOP).	400,000	Schumer

Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	City of Newburgh	Food Security in the City of Newburgh.	300,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Foodlink, Inc.	Foodlink Expansion Project	750,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Greater Ithaca Activities Center, Inc.	Greater Ithaca Activities Center Programs Expansion.	800,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Green Door Management	Greenhouse Shelter	450,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	The Trust for Public Land	Long Island Greenway	2,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Town of North Hempstead	New Cassel Community Building Renovation Project.	480,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	North Brooklyn Angels	North Brooklyn Food Hub	676,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	City of Syracuse	Resurgent Neighborhoods Initiative New Home Construction.	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	CenterState Corporation for Economic Opportunity.	Small business loans for underserved communities.	500,000	Gillibrand
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Port of Albany, NY	South end Albany Workforce Training Center.	1,500,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	United Way of the Greater Capital Region.	The Blake Annex by United Way of the Greater Capital Region.	1,075,000	Schumer, Gillibrand
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	The Bronx Community Foundation, Inc.	The Bronx Digital Equity Coalition Project.	650,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	The Campaign Against Hunger	The Campaign Against Hunger Community Food Hub—Warehouse Acquisition	100,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Michigan Street African American Heritage Corridor.	The Michigan Street African American Heritage Corridor Commission Strategic Action Plan Project Phase II.	300,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Capital Roots, Inc.	Urban Grow Center Expansion	750,000	Schumer, Gillibrand
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	National Urban League, Inc.	Urban League Empowerment Center, LLC.	3,000,000	Schumer, Gillibrand
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Long Island Coalition for the Homeless.	Veterans Community Resource Center.	900,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	UCAN City Mission	Women and Men with Families Emergency Homeless Shelter.	1,000,000	Gillibrand

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Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	Young Men's Christian Association of Long Island.	YMCA of Long Island—Wyandanch Wellness Center.	2,000,000	Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	NY	City of Binghamton	Youth Recreation Center for the City of Binghamton.	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Economic Development Initiatives ...	OH	Community Development for All People.	Employment and job training services.	250,000	Brown
Department of Housing and Urban Development.	Economic Development Initiatives ...	OH	Dayton Children's Hospital	Health and Housing Facility	2,000,000	Brown
Department of Housing and Urban Development.	Economic Development Initiatives ...	OH	City of Dayton	Kitchen At The Arcade Business support services.	1,300,000	Brown
Department of Housing and Urban Development.	Economic Development Initiatives ...	OH	Lead Safe Cleveland Coalition	Lead Safe Home Fund	1,000,000	Brown
Department of Housing and Urban Development.	Economic Development Initiatives ...	OH	United Way of Youngstown and the Mahoning Valley.	United Way of Youngstown and the Mahoning Valley Volunteer Response Center.	1,500,000	Brown
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	City of Hillsboro	53rd Avenue Park West Inclusive Park.	3,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Mid-Willamette Valley Community Action Agency.	Acquisition of property for permanent Veterans' homeless shelter.	1,200,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Multnomah County	Behavioral Health Resource Center Outdoor Plaza.	1,355,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Confederated Tribes of Grand Ronde	Blue Heron Infrastructure Improvements.	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Mid-Willamette Valley Community Action Agency.	Brian's Place, Community Action Sheltering Services.	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	DevNW—Community Land Trust Affordable Housing.	Community Land Trust Developments in Corvallis, and Clackamas County.	550,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Proud Ground	Expanding Permanently Affordable Homeownership Opportunities.	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Habitat for Humanity Portland Region.	Foster Townhomes: Habitat's 40-Home Community in East Portland.	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Northwest Coastal Housing	Golden Eagle II in Tillamook	500,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Oregon Housing and Community Services.	Harbor Village RV Park	2,000,000	Merkley, Wyden

Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Center for Hope and Safety	HOPE Plaza Housing and Economic Development Project.	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Creating Housing Coalition	Hub City Village	800,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Kid Time Discovery Experience	Kid Time Early Learning/Childcare Expansion.	1,172,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Oregon Housing and Community Services.	Lazy Days Mobile Home and RV Park.	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Hacienda Community Development Corporation.	Portland Mercado Plaza Repairs & Upgrades.	529,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	North Willamette Valley Habitat for Humanity.	Rural Resident Development	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	OR	Oregon Housing and Community Services.	Salem YMCA Veteran Housing	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	Urban League of Philadelphia	A Home for Returning Citizens	950,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	ACTION-Housing, Inc.	Affordable Housing in Pittsburgh ...	500,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	Covenant House Pennsylvania	Covenant House PA Transition Housing.	750,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	Liberty Resources Inc.	Delaware County Long-Term Care Relocation Services.	1,000,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	The Big SandBox	Dr. Tanner G. Duckrey Schoolyard Redevelopment.	650,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	Borough of Jim Thorpe	Jim Thorpe Community Facility	1,468,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	McKees Rocks Community Development Corporation.	Remediation of hazardous materials and downtown renewal.	500,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	Philadelphia Housing Authority	Sharswood Ridge mixed use project	500,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	PA	Philadelphia Youth Basketball	Youth Development and Community Empowerment Center.	100,000	Casey
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Sojourner House, Inc.	Affordable Housing for Victims of Abuse in Rhode Island.	850,000	Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Dorcas International Institute of Rhode Island.	Dorcas International Institute Funding for Refugee Housing.	1,000,000	Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Farm Fresh	Farm Fresh Rhode Island Food Hub: Building Fit Out and Improvements.	581,000	Whitehouse

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Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Southside Community Land Trust ...	Healthy Food Hub Commercial Kitchen.	190,000	Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Town of Burrillville	Improve pedestrian safety	200,000	Reed
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	The City of Cranston	Knightsville Revitalization Project ...	300,000	Reed
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	RI Minority Business Development Institute.	Minority Business Development Hub	500,000	Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	NeighborWorks Blackstone River Valley.	NeighborWorks Blackstone River Valley affordable housing development.	1,082,000	Reed
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Newport County YMCA	Newport County YMCA Renovation and Expansion Project	1,000,000	Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	City of Pawtucket	Public plaza site remediation and infrastructure improvements.	3,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Crossroads Rhode Island	Summer Street Affordable Housing Phase 1.	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	Providence Redevelopment Agency ..	Upper South Providence Community Hub.	1,000,000	Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	RI	City of Warwick	Warwick City Plaza infrastructure improvements.	5,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Economic Development Initiatives ...	SC	Dorchester County	Greater St. George Wastewater Project.	4,288,000	Graham
Department of Housing and Urban Development.	Economic Development Initiatives ...	SC	City of Sumter	Sumter Pride	750,000	Graham
Department of Housing and Urban Development.	Economic Development Initiatives ...	SD	Mitchell Area Development Corporation.	Avera Queen of Peace and City of Mitchell Workforce Housing Project.	2,406,000	Rounds
Department of Housing and Urban Development.	Economic Development Initiatives ...	VA	Fairfax County	Fair Ridge at West Ox Residential ..	1,700,000	Kaine, Warner
Department of Housing and Urban Development.	Economic Development Initiatives ...	VA	City of Norfolk	Historic Hunton YMCA in the St. Paul's Community.	400,000	Kaine, Warner
Department of Housing and Urban Development.	Economic Development Initiatives ...	VA	Loudoun County	Loudoun View Senior Living Project	500,000	Kaine, Warner
Department of Housing and Urban Development.	Economic Development Initiatives ...	VA	Fairfax County	Residences at Government Center II—Community Facility.	150,000	Warner
Department of Housing and Urban Development.	Economic Development Initiatives ...	VA	Habitat for Humanity of Greater Charlottesville.	The Redevelopment of Southwood Mobile Home Park.	1,015,000	Kaine

Department of Housing and Urban Development.	Economic Development Initiatives ...	VA	People Incorporated of Virginia	Trammel Community Revitalization Project.	250,000	Warner
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Broad Brook Community Center, Inc.	Broad Brook Community Center Renovation.	315,000	Leahy
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Preservation Trust of Vermont	Community Supported Enterprises ...	1,000,000	Leahy
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Vermont Housing and Conservation Board.	Expanding and Improving Vermont's Shared Equity Homeownership Program.	1,575,000	Sanders
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Flynn Center for the Performing Arts, Ltd..	Facility Improvements to Address Public Health Concerns.	995,000	Leahy
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Vermont Housing & Conservation Board.	Housing Redevelopment in Historic Brattleboro High School.	750,000	Leahy
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Vermont Housing and Conservation Board.	Improving the Resiliency of the Tri-Park Cooperative.	1,277,000	Sanders
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	United Church of Underhill	Inclusive and Affordable Homeownership Project.	200,000	Sanders
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Springfield Regional Development Corporation.	Park Street School-Business Incubator & Accelerator.	3,000,000	Leahy
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Vermont Center for Emerging Technologies (VGET).	Recovery and Economic Resiliency Loans.	9,000,000	Leahy
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Cooperative Development Institute ...	Resident Acquisition and Preservation of Breezy Acres and Hillcrest.	1,300,000	Sanders
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Friends of Vernon Center, Inc.	Vernon Center Community Hub	318,000	Leahy
Department of Housing and Urban Development.	Economic Development Initiatives ...	VT	Champlain Housing Trust	Veterans Service Center	1,000,000	Sanders
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Chief Seattle Club	Home Housing Project	1,670,000	Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Seven Acres Foundation	Community Center at Lake Chelan ..	900,000	Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	LifeWire	Emergency and Transitional Housing for Survivors of Domestic Violence.	1,000,000	Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Tacoma Housing Authority	Hilltop Affordable Housing and BIPOC Commercial Space.	1,000,000	Cantwell
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	City of Lacey	Lacey Veterans Service Hub Access Enhancements.	500,000	Cantwell
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Makah Tribe	Makah Reservation Housing	675,000	Murray

Agency	Account	State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	City of Pasco	Martin Luther King Community Center.	3,000,000	Cantwell, Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	HomeSight	Othello Square Homeownership Development.	1,000,000	Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Samish Indian Nation	Samish Indian Nation Early Childhood Learning Center.	1,975,000	Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Shelton Youth Connection	Shelton Young Adult Transitional Housing.	500,000	Cantwell
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Renton Housing Authority	Sunset Gardens Affordable Housing Project.	2,500,000	Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	American Legion Post 150	Veteran Housing and Resource Center.	1,000,000	Cantwell
Department of Housing and Urban Development.	Economic Development Initiatives ...	WA	Western Washington University	Western Washington University Child Development Center.	250,000	Murray
Department of Housing and Urban Development.	Economic Development Initiatives ...	WI	Bayview Foundation, Inc.	Affordable housing improvements and redevelopment.	1,000,000	Baldwin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WI	Boys and Girls Clubs of West-Central Wisconsin.	Boys & Girls Club renovation	800,000	Baldwin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WI	Coulecap	Day center and supportive services for individuals experiencing homelessness.	1,000,000	Baldwin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WI	Urban League of Greater Madison	Development and construction of Madison Black Business Hub.	1,000,000	Baldwin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WI	Little John's Restaurant	Food access and community event space.	500,000	Baldwin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WI	Brown County United Way	Neighborhood Community House	1,000,000	Baldwin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WI	United Way of Greater Milwaukee &Waukesha County.	Supportive services for eviction prevention.	1,000,000	Baldwin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Appalachia Service Project	Appalachia Service Project Rural Home Repair.	400,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	West Virginia University	Ascend WV Morgantown Working Space.	850,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Wyoming County Economic Development Authority.	The Barkers Creek Industrial Park Power Expansion.	835,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Village of Beech Bottom	Beech Bottom Industrial Park Water Infrastructure Expansion.	1,957,000	Capito

Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Braxton County Commission	Blighted, Abandoned, and Dilapidated Buildings Upgrade & Removal Fund.	500,000	Capito, Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Bluefield WV Economic Development Authority.	Bluefield Historic District Restoration.	600,000	Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	City of Charleston	Charleston Low Barrier Shelter	1,000,000	Capito, Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Charleston Urban Renewal Authority	City Center Business Improvement District—Opportunity Zone.	600,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	National Coal Heritage Area Authority.	Coal Heritage Discovery Facility	415,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	West Virginia University	Combating WV Food Deserts through Economic Development and Mobile Markets.	990,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Hardy County Rural Development Authority.	Crites Industrial Park	2,268,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	City of Ronceverte	Design Report for Ronceverte Railroad Bridge Restoration.	100,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Woodlands Development Group	Elkins Building Redevelopment	1,750,000	Capito, Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Fairmont Community Development Partnership, Inc..	Fairmont Regional Tech Hub	1,000,000	Capito, Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Keith Albee Performing Arts Center, Inc.	Fire Sprinkler System at the Keith Albee Performing Arts Center.	250,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Morgantown Community Resources	Hazel's House of Hope	1,194,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	WV Coalition to End Homelessness	Homeless Housing in Barbour & Harrison Counties.	2,000,000	Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	RiffRaff Arts Collective	Lonnie Gunter, Jr. Center for Culture & History.	637,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	City of Mount Hope	Mount Hope Community Improvements.	788,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	City of Mount Hope	Mount Hope Facilities upgrade	2,393,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Semper Liberi	Mountaineer Recovery Village—Phase 1.	1,500,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Jefferson County Parks and Recreation Commission.	Phase II of the Amphitheatre at Sam Michaels Park.	925,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	West Virginia Land Stewardship Corporation.	RAISE Pilot Program	1,000,000	Manchin

Agency	Account	State	Recipient	Project Purpose	Amount (\$)	Requestor(s)
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	City of Charles Town	Revive Downtown Charles Town Project.	250,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Shepherd University	Shepherd University East Loop: Environmental Remediation and Demolition.	1,475,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Shepherd University	Shepherd University East Loop: Gateway Entrance.	936,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	City of Smithers	Smithers Integrated Trail System	4,688,000	Capito, Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Pleasants County Development Authority.	St. Marys Business Park	473,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Wyoming County Economic Development Authority.	The Barkers Creek Industrial Park, Access Bridge.	850,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Woodlands Development Group	Thomas Multi-Use Co-Working and Small Business Center.	622,000	Capito, Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	City of Wheeling	Wheeling Artisan Center Upgrade	1,000,000	Capito
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	Grow Ohio Valley, Inc.	Wheeling Food Hub	620,000	Capito, Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	West Virginia Community Development Hub.	WV Community Development Hub Community Skill Training.	150,000	Manchin
Department of Housing and Urban Development.	Economic Development Initiatives ...	WV	West Virginia Municipal League	WV Municipal League Cities Forward	300,000	Manchin

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2021 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2022
 [In thousands of dollars]

Item	2021 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2021 appropriation	Budget estimate
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses					
Immediate Office of the Secretary	126,174	143,030	140,948	+14,774	-2,082
Immediate Office of the Deputy Secretary	(3,360)		(3,513)	(+153)	(+3,513)
Office of the General Counsel	(1,200)		(1,254)	(+54)	(+1,254)
Office of the Under Secretary of Transportation for Policy	(22,210)		(25,352)	(+3,142)	(+25,352)
Office of the Assistant Secretary for Budget and Programs	(11,797)		(14,069)	(+2,272)	(+14,069)
Office of the Assistant Secretary for Governmental Affairs	(16,394)		(18,291)	(+1,897)	(+18,291)
Office of the Assistant Secretary for Administration	(3,010)		(3,791)	(+781)	(+3,791)
Office of Public Affairs	(32,233)		(34,899)	(+2,660)	(+34,899)
Office of the Executive Secretariat	(2,610)		(3,095)	(+485)	(+3,095)
Office of Intelligence, Security, and Emergency Response	(2,018)		(2,116)	(+98)	(+2,116)
Office of the Chief Information Officer	(13,576)		(14,821)	(+1,245)	(+14,821)
Research and Technology	(17,760)		(19,747)	(+1,987)	(+19,747)
National Infrastructure Investments	22,800	43,363	48,363	+25,563	+5,000
National Surface Transportation and Innovative Finance Bureau	1,000,000	1,000,000	1,090,000	+90,000	+90,000
Thriving Communities	5,000	3,800	3,800	-1,200	-110,000
Financial Management Capital	2,000	5,000	5,000	+3,000	
Cyber Security Initiatives	22,000	39,400	39,400	+17,400	
Office of Civil Rights	9,600	12,628	11,564	+1,964	-1,064
Transportation Planning, Research, and Development	9,350	12,797	30,413	+21,063	+17,616
Working Capital Fund	(319,793)		(419,173)	(+99,380)	(+419,173)
Small and Disadvantaged Business Utilization and Outreach	4,714	4,977	4,977	+263	
Payments to Air Carriers (Airport & Airway Trust Fund)	141,724	247,700	317,700	+175,976	+70,000
Transportation Demonstration Program	100,000			-100,000	
Electric Vehicle Fleet		11,000	11,000	+11,000	
Building Resilient Infrastructure Through Innovative Solutions		300,000	300,000	+300,000	+300,000
Safe and Accessible Roadways for All			50,000	+50,000	+50,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2021 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2022—Continued
(In thousands of dollars)

Item	2021 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2021 appropriation	Budget estimate
Administrative Provision					
National Infrastructure Investments:					
(Rescission) (Sec. 105)	- 340,000				
(Reappropriation) (Sec. 105)	340,000			+ 340,000	
RRIF Cohort 3 Modification Cost			10,000	- 340,000	+ 10,000
Total, Office of the Secretary	1,443,362	1,633,695	2,063,165	+ 619,803	+ 429,470
Federal Aviation Administration					
Operations	11,001,500	11,434,100	11,434,100	+ 432,600	
Aviation safety	(1,479,039)	(1,536,298)	(1,536,298)	(+ 57,259)	
Air traffic organization	(8,205,821)	(8,489,585)	(8,489,585)	(+ 283,764)	
Commercial space transportation	(27,555)	(32,470)	(32,470)	(+ 4,915)	
Finance and management	(836,141)	(892,216)	(892,216)	(+ 56,075)	
NextGen	(62,862)	(63,955)	(63,955)	(+ 1,093)	
Security and Hazardous Materials Safety	(124,928)	(139,466)	(139,466)	(+ 14,538)	
Staff offices	(265,154)	(280,110)	(280,110)	(+ 14,956)	
Facilities and Equipment (Airport & Airway Trust Fund)	3,015,000	3,410,000	3,200,000	+ 185,000	- 210,000
Research, Engineering and Development (Airport & Airway Trust Fund)	198,000	258,500	258,500	+ 60,500	
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,350,000)	(3,350,000)	(3,350,000)		
(Limitation on obligations)	(3,350,000)	(3,350,000)	(3,350,000)		
Administration	(119,402)	(127,165)	(127,165)	(+ 7,763)	
Airport cooperative research program	(15,000)	(15,000)	(15,000)		
Airport technology research	(40,666)	(40,961)	(40,961)	(+ 295)	
Small community air service development program	(10,000)		(10,000)		(+ 10,000)
Grants-in-Aid for Airports (General Fund)	400,000		603,471	+ 203,471	+ 603,471
Total, Federal Aviation Administration	14,614,500	15,102,600	15,496,071	+ 881,571	+ 383,471

Limitations on obligations	(3,350,000)	(3,350,000)	(3,350,000)	.....	.....
Total budgetary resources	(17,964,500)	(18,452,600)	(18,846,071)	(+ 881,571)	(+ 393,471)
Federal Highway Administration					
Limitation on Administrative Expenses	(478,897)	(492,000)	(492,000)	(+ 13,103)	.....
Federal-Aid Highways (Highway Trust Fund):					
(Limitation on obligations)	(46,365,092)	(46,365,092)	(46,365,092)	.....	.....
(Liquidation of contract authorization)	(47,104,092)	(47,104,092)	(47,104,092)	.....	.....
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	.....	.....
Highway Infrastructure Programs (General Fund)	2,000,000	.....	2,839,611	+ 839,611	+ 2,839,611
Administrative Provisions					
Repurposing unused highway funding (legislative proposal)	2,000,000	.....	2,839,611	+ 839,611	+ 2,839,611
Total, Federal Highway Administration	(46,365,092)	(46,365,092)	(46,365,092)	.....	.....
Exempt contract authority	(739,000)	(739,000)	(739,000)	.....	.....
Total budgetary resources	(49,104,092)	(47,104,092)	(49,943,703)	(+ 839,611)	(+ 2,839,611)
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund)					
(Liquidation of contract authorization)	(328,143)	(288,000)	(288,000)	(-40,143)	.....
(Limitation on obligations)	(328,143)	(288,000)	(288,000)	(-40,143)	.....
Motor Carrier Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization)	(389,800)	(387,800)	(393,800)	(+ 4,000)	(+ 6,000)
(Limitation on obligations)	(419,800)	(387,800)	(393,800)	(-26,000)	(+ 6,000)
Outlay adjustment for constrained contract authority .....	.....	.....	.....	.....	.....
Total, Federal Motor Carrier Safety Administration	(747,943)	(675,800)	(681,800)	(-66,143)	(+ 6,000)
Limitations on obligations	(747,943)	(675,800)	(681,800)	(-66,143)	(+ 6,000)
Total budgetary resources .....	.....	.....	.....	.....	.....
National Highway Traffic Safety Administration					
Operations and Research (general fund)	194,167	245,550	220,550	+ 26,383	- 25,000
Operations and Research (Highway Trust Fund)					
(Liquidation of contract authorization)	(155,300)	(155,300)	(155,300)	.....	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2021 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2022—Continued
[In thousands of dollars]

Item	2021 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2021 appropriation	Budget estimate
(Limitation on obligations)	(155,300)	(155,300)	(155,300)		
Outlay adjustment for constrained contract authority					
Subtotal, Operations and Research	349,467	400,850	375,850	+ 26,383	- 25,000
Highway Traffic Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization)	(623,017)	(623,017)	(623,017)		
(Limitation on obligations)	(623,017)	(623,017)	(623,017)		
Highway safety programs (23 USC 402)	(279,800)	(279,800)	(279,800)		
National priority safety programs (23 USC 405)	(285,900)	(285,900)	(285,900)		
High visibility enforcement	(30,500)	(30,500)	(30,500)		
Administrative expenses	(26,817)	(26,817)	(26,817)		
Outlay adjustment for constrained contract authority					
Administrative Provision	17,000			- 17,000	
Impaired Driving funding (Sec 142) (General Fund)					
Total, National Highway Traffic Safety Administration	211,167	245,550	220,550	+ 9,383	- 25,000
Limitations on obligations	(778,317)	(778,317)	(778,317)		
Total budgetary resources	(989,484)	(1,023,867)	(998,867)	(+ 9,383)	(- 25,000)
Federal Railroad Administration					
Safety and Operations	234,905	247,700	242,757	+ 7,852	- 4,943
Railroad Research and Development	41,000	58,826	41,000		- 17,826
Subtotal	275,905	306,526	283,757	+ 7,852	- 22,769
Passenger Rail Improvement, Modernization, and Expansion		625,000			- 625,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2021 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2022—Continued

(In thousands of dollars)

Item	2021 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2021 appropriation	Budget estimate
Limitations on obligations	(10,150,348)	(10,150,348)	(10,150,348)		
Total budgetary resources	(12,957,162)	(13,492,348)	(13,455,612)	(+ 498,450)	(- 36,736)
Great Lakes St Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund)	38,000	37,700	37,700	- 300	
Maritime Administration					
Maritime Security Program	314,000	318,000	318,000	+ 4,000	
Rescission (legislative proposal)		- 42,000	- 42,000	- 42,000	
Cable Security Fleet	10,000		10,000		+ 10,000
Tanker Security Fleet		60,000	60,000	+ 60,000	
Operations and Training	155,616	172,204	172,204	+ 16,588	
State Maritime Academy Operations	432,700	358,300	433,300	+ 600	+ 75,000
Assistance to Small Shipyards	20,000	20,000	20,000		
Ship Disposal	4,200	10,000	10,000	+ 5,800	
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses	3,000	3,000	3,000		
Port Infrastructure Development Program	230,000	230,000	240,000	+ 10,000	+ 10,000
Total, Maritime Administration	1,169,516	1,129,504	1,224,504	+ 54,988	+ 95,000
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund	28,715	29,100	29,100	+ 385	
Hazardous Materials Safety:					
General Fund	62,000	69,029	66,829	+ 4,829	- 2,200
Pipeline Safety:					
Oil Spill Liability Trust Fund	23,000	27,650	27,650	+ 4,650	
Pipeline Safety Fund	137,000	146,600	146,600	+ 9,600	

Liquefied Natural Gas Siting Account	8,000	400	400	400	+ 400	.....
Underground Natural Gas Storage Facility Safety Account		8,000	8,000	8,000		.....
Subtotal	168,000	182,650	182,650	182,650	+ 14,650	.....
Emergency Preparedness Grants:						
Limitation on emergency preparedness fund	(28,318)	(28,318)	(28,318)	(28,318)		.....
General fund	1,000	1,000				.....
Administrative Provision					- 1,000	.....
PHMSA (Sec. 180)	1,000				- 1,000	.....
Total, Pipeline and Hazardous Materials Safety Administration	259,715	281,779	278,579	278,579	+ 18,864	- 3,200
Limitations on obligations	(28,318)	(28,318)	(28,318)	(28,318)		.....
Total budgetary resources	(288,033)	(310,097)	(306,897)	(306,897)	(+ 18,864)	(- 3,200)
Pipeline safety fund user fees	- 137,000	- 146,600	- 146,600	- 146,600	- 9,600	.....
Underground natural gas storage facility safety account user fees	- 8,000	- 8,000	- 8,000	- 8,000		.....
Liquefied natural gas siting user fees		- 400	- 400	- 400	- 400	.....
Office of Inspector General						
Salaries and Expenses	98,150	103,150	103,150	103,150	+ 5,000	.....
Total, title I, Department of Transportation	25,316,928	25,727,504	29,127,169	29,127,169	+ 3,810,241	+ 3,399,665
Appropriations	(25,695,807)	(25,769,504)	(29,190,945)	(29,190,945)	(+ 3,495,138)	(+ 3,421,441)
Rescissions	(- 378,879)	(- 42,000)	(- 63,776)	(- 63,776)	(+ 315,103)	(- 21,776)
Limitations on obligations	(61,391,700)	(61,319,557)	(61,325,557)	(61,325,557)	(- 66,143)	(+ 6,000)
Total budgetary resources	(86,708,628)	(87,047,061)	(90,452,726)	(90,452,726)	(+ 3,744,098)	(+ 3,405,665)
TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT						
Management and Administration						
Executive Offices	17,292	16,200	13,000	13,000	- 4,292	- 3,200
Administrative Support Offices	576,689	657,250	609,666	609,666	+ 32,977	- 47,584
Program Offices:						
Public and Indian Housing	243,056	268,900	260,500	260,500	+ 17,444	- 8,400

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2021 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2022—Continued
 [In thousands of dollars]

Item	2021 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2021 appropriation	Budget estimate
Community Planning and Development	131,107	146,600	147,887	+ 16,780	+ 1,287
Housing	404,194	452,300	434,000	+29,806	- 18,300
Policy Development and Research	36,250	35,500	35,500	- 750	.....
Fair Housing and Equal Opportunity	79,763	93,100	84,100	+4,337	- 9,000
Office of Lead Hazard Control and Healthy Homes	10,303	11,100	10,700	+ 397	- 400
Subtotal	904,673	1,007,500	972,687	+68,014	- 34,813
Total, Management and Administration	1,498,654	1,680,950	1,595,353	+ 96,699	- 85,597
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals	23,080,000	25,000,926	24,526,926	+ 1,446,926	- 474,000
Tenant protection vouchers	116,000	100,000	100,000	- 16,000	.....
Administrative fees	2,159,000	2,790,435	2,474,117	+315,117	-316,318
Sec. 811 vouchers, incremental and renewals	314,000	508,174	463,174	+ 149,174	- 45,000
Incremental WASH vouchers	40,000	.....	50,000	+ 10,000	+ 50,000
Incremental mobility vouchers .....	.....	.....	75,000	+75,000	+ 75,000
Incremental family unification vouchers	25,000	.....	30,000	+ 5,000	+ 30,000
Incremental Vouchers for Homelessness	43,439	1,551,765	.....	-43,439	- 1,551,765
Mobility Demonstration .....	.....	490,700	.....	.....	-490,700
Subtotal (available this fiscal year)	25,777,439	30,442,000	27,719,217	+ 1,941,778	- 2,722,783
Advance appropriations	4,000,000	4,000,000	4,000,000	.....	.....
Less appropriations from prior year advances	-4,000,000	-4,000,000	-4,000,000	.....	.....
Total, Tenant-based Rental Assistance appropriated in this bill	25,777,439	30,442,000	27,719,217	+ 1,941,778	- 2,722,783
Public Housing Fund	7,806,000	8,575,000	8,837,774	+ 1,031,774	+ 262,774

Choice Neighborhoods Initiative	200,000	250,000	200,000	.....	- 50,000
Self-Sufficiency Programs	155,000	175,000	170,000	.....	- 5,000
Family Self-Sufficiency	(105,000)	(120,000)	(120,000)	.....	.....
Resident Opportunity and Self-Sufficiency	(35,000)	(20,000)	(35,000)	.....	.....
Jobs-Plus Initiative	825,000	1,000,000	1,000,000	.....	(-5,000)
Native American Programs	(647,000)	(723,000)	(772,000)	.....	(+ 49,000)
Native American Housing Block Grants, Formula	(100,000)	(100,000)	(150,000)	.....	(+ 50,000)
Native American Housing Block Grants, Competitive	.....	.....	.....	.....	(- 100,000)
Energy efficiency and resiliency measures	(1,000)	(100,000)	.....	.....	(+ 1,000)
Title VI Loan Program	(45,649)	(50,000)	(50,000)	.....	.....
(Limitation on guaranteed loans)	(70,000)	(70,000)	(70,000)	.....	.....
Indian CDBG	2,000	3,500	3,500	.....	.....
Training and Technical Assistance	(1,000,000)	(1,400,000)	(1,400,000)	.....	.....
Indian Housing Loan Guarantee Fund Program Account	2,000	7,000	7,000	.....	.....
(Limitation on guaranteed loans)	.....	.....	.....	.....	.....
Native Hawaiian Housing Block Grant	2,000	7,000	15,000	.....	.....
(Limitation on guaranteed loans)	.....	.....	(28,000)	.....	+ 8,000
Reissuon (legislative proposal)	.....	- 5,926	- 5,926	.....	.....
Total, Public and Indian Housing	34,767,439	40,446,574	37,939,565	+ 3,172,126	- 2,507,009
Community Planning and Development					
Housing Opportunities for Persons with AIDS	430,000	450,000	450,000	+ 20,000	.....
Community Development Fund:	.....	.....	.....	.....	.....
CDBG formula	3,450,000	3,450,000	3,550,000	+ 100,000	+ 100,000
Historically Underserved Areas	25,000	295,000	.....	.....	- 295,000
SUPPORT for Patients and Communities	.....	25,000	25,000	.....	.....
Economic Development Initiatives	.....	.....	615,444	+ 615,444	+ 615,444
Subtotal	3,475,000	3,770,000	4,190,444	+ 715,444	+ 420,444
Community Development Loan Guarantees (Section 108):	.....	.....	.....	.....	.....
(Limitation on guaranteed loans)	(300,000)	(300,000)	(300,000)	.....	.....
HOME Investment Partnerships Program	1,350,000	1,850,000	1,450,000	+ 100,000	- 400,000
Self-Help and Assisted Homeownership Opportunity Program	60,000	60,000	65,000	+ 5,000	+ 5,000
Homeless Assistance Grants	3,000,000	3,500,000	3,260,000	+ 260,000	- 240,000
Total, Community Planning and Development	8,315,000	9,630,000	9,415,444	+ 1,100,444	- 214,556

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2021 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2022—Continued
 [In thousands of dollars]

Item	2021 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2021 appropriation	Budget estimate
Housing Programs					
Project-based Rental Assistance:					
Renewals	13,115,000	13,705,000	13,615,000	+ 500,000	- 90,000
Contract administrators	350,000	355,000	355,000	+ 5,000	.....
Subtotal (available this fiscal year)	13,465,000	14,060,000	13,970,000	+ 505,000	- 90,000
Advance appropriations	400,000	400,000	400,000	.....	.....
Less appropriations from prior year advances	- 400,000	- 400,000	- 400,000	.....	.....
Total, Project-based Rental Assistance appropriated in this bill	13,465,000	14,060,000	13,970,000	+ 505,000	- 90,000
Housing for the Elderly	855,000	928,000	956,000	+ 101,000	+ 28,000
Housing for Persons with Disabilities	227,000	272,000	227,000	.....	- 45,000
Housing Counseling Assistance	77,500	85,900	57,500	- 20,000	- 28,400
Green and Resilient Retrofit Program for Multifamily Housing .....	.....	250,000	.....	.....	- 250,000
Payment to Manufactured Housing Fees Trust Fund	13,000	14,000	14,000	+ 1,000	.....
Offsetting collections	- 13,000	- 14,000	- 14,000	- 1,000	.....
Total, Housing Programs	14,624,500	15,595,900	15,210,500	+ 586,000	- 385,400
Federal Housing Administration					
Mutual Mortgage Insurance Program Account:					
(Limitation on guaranteed loans)	(400,000,000)	(400,000,000)	(400,000,000)	.....	.....
(Limitation on direct loans)	(1,000)	(1,000)	(1,000)	.....	.....
Offsetting receipts	- 8,541,000	- 8,876,000	- 8,876,000	- 335,000	.....
Proposed offsetting receipts (HECM)	- 223,000	- 10,000	- 10,000	+ 213,000	.....
Administrative contract expenses	130,000	180,000	150,000	+ 20,000	- 30,000
General and Special Risk Program Account:					
(Limitation on guaranteed loans)	(30,000,000)	(30,000,000)	(30,000,000)	.....	.....
(Limitation on direct loans)	(1,000)	(1,000)	(1,000)	.....	.....

Offsetting receipts	-480,000	-710,000	-710,000	-230,000	.....
Total, Federal Housing Administration	-9,114,000	-9,416,000	-9,446,000	-332,000	-30,000
Guarantees of Mortgage-backed Securities Loan Guarantee Program Account: (Limitation on guaranteed loans)	(1,300,000,000)	(900,000,000)	(900,000,000)	(-400,000,000)	.....
Government National Mortgage Association	33,500	40,350	36,000	+2,500	-4,350
Administrative expenses	-129,000	-173,000	-173,000	-44,000	.....
Offsetting receipts	-1,288,000	-2,129,000	-2,129,000	-841,000	.....
Proposed offsetting receipts (HECM)	-22,000	-61,000	-61,000	-39,000	.....
Additional contract expenses	1,000	.....	1,000	.....	+1,000
Total, Gov't National Mortgage Association	-1,404,500	-2,322,650	-2,326,000	-921,500	-3,350
Research and Technology	105,000	145,000	105,000	.....	-40,000
Policy Development and Research	72,555	85,000	85,000	+12,445	.....
Fair Housing and Equal Opportunity	360,000	400,000	400,000	+40,000	.....
Fair Housing Activities	300,000	323,200	300,000	.....	-23,200
Lead Hazard Reduction	137,200	147,000	140,000	+2,800	-7,000
Information Technology Fund .....	.....	.....	.....	.....	.....
Office of Inspector General .....	.....	.....	.....	.....	.....
General Provisions--Department of Housing and Urban Development	.....	-1,000	.....	.....	+1,000
GNMA securitization of HFA debt (Sec. 230) (offsetting receipt)	-14,000	.....	.....	+14,000	.....
Unobligated balances (rescission) .....	.....	.....	.....	.....	.....
Repurposing HUD balances (emergency) (Sec. 236)	49,647,848	56,713,974	53,418,862	+3,771,014	-3,295,112
Repurposing HUD balances (Sec. 240)	(55,957,848)	(64,293,900)	(60,997,788)	(+5,039,940)	(-3,296,112)
Total, title II, Department of Housing and Urban Development	(-14,000)	(-5,926)	(-5,926)	(+8,074)	.....
Appropriations	(4,400,000)	(4,400,000)	(4,400,000)	.....	.....
Rescissions	(-10,683,000)	(-11,960,000)	(-11,959,000)	(-1,276,000)	(+1,000)
Advance appropriations	(-13,000)	(-14,000)	(-14,000)	(-1,000)	.....
Offsetting receipts	(2,000)	(2,000)	(2,000)	.....	.....
Offsetting collections	(1,731,345,649)	(1,331,778,000)	(1,331,778,000)	(-399,567,649)	.....
(Limitation on direct loans) .....	.....	.....	.....	.....	.....
(Limitation on guaranteed loans) .....	.....	.....	.....	.....	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2021 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2022—Continued
(In thousands of dollars)

Item	2021 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2021 appropriation	Budget estimate
TITLE III—RELATED AGENCIES					
Access Board	9,200	9,750	9,750	+ 550	.....
Federal Maritime Commission	30,300	30,873	32,869	+ 2,569	+ 1,996
National Railroad Passenger Corporation Office of Inspector General	25,274	26,248	26,248	+ 974	.....
National Transportation Safety Board	118,400	121,400	123,400	+ 5,000	+ 2,000
Neighborhood Reinvestment Corporation	165,000	170,000	166,000	+ 1,000	- 4,000
Surface Transportation Board	37,500	39,152	39,152	+ 1,652	.....
Offsetting collections	- 1,250	- 1,250	- 1,250	.....	.....
Subtotal	36,250	37,902	37,902	+ 1,652	.....
United States Interagency Council on Homelessness	3,800	4,000	3,800	.....	- 200
Total, title III, Related Agencies	388,224	400,173	399,969	+ 11,745	- 204
TITLE IV—GENERAL PROVISIONS—THIS ACT					
Reclassification of Tenant-based Rental Assistance funding	- 695,000	.....	.....	+ 695,000	.....
Reclassification of Tenant-based Rental Assistance funding (emergency)	695,000	.....	.....	- 695,000	.....
Payments to air carriers (Sec. 421) (emergency)	23,332	.....	.....	- 23,332	.....
Total, title IV, General Provisions—This Act	23,332	.....	.....	- 23,332	.....

OTHER APPROPRIATIONS						
EXTENDING GOVERNMENT FUNDING AND DELIVERING EMERGENCY ASSISTANCE ACT, 2021 (PL 117-43)						
DIVISION B—DISASTER RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2022						
TITLE VIII						
DEPARTMENT OF TRANSPORTATION						
Federal Aviation Administration						
Facilities and Equipment (emergency)			100,000		+ 100,000	+ 100,000
Emergency Relief Program (emergency)			2,600,000		+ 2,600,000	+ 2,600,000
Total, Department of Transportation			2,700,000		+ 2,700,000	+ 2,700,000
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT						
Community Planning and Development						
Community Development Fund (emergency)			5,000,000		+ 5,000,000	+ 5,000,000
Total, title VIII			7,700,000		+ 7,700,000	+ 7,700,000
Total, Other Appropriations			7,700,000		+ 7,700,000	+ 7,700,000
Grand total	75,376,332	82,841,651	90,646,000	+ 15,269,668	+ 7,804,349	+ 7,804,349
Appropriations	(81,348,129)	(90,464,827)	(90,589,952)	(+ 9,241,823)	(+ 125,125)	(+ 125,125)
Rescissions	(- 392,879)	(- 47,926)	(- 69,702)	(+ 323,177)	(- 21,776)	(- 21,776)
Emergency appropriations	(718,332)		(7,700,000)	(+ 6,981,668)	(+ 7,700,000)	(+ 7,700,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)			
Offsetting receipts	(- 10,683,000)	(- 11,960,000)	(- 11,959,000)	(- 1,276,000)	(+ 1,000)	(+ 1,000)
Offsetting collections	(- 14,250)	(- 15,250)	(- 15,250)	(- 1,000)	(- 1,000)	(- 1,000)
(Limitation on obligations)	(61,391,700)	(61,319,557)	(61,325,557)	(- 66,143)	(+ 6,000)	(+ 6,000)
Total budgetary resources	(136,768,032)	(144,161,208)	(151,971,557)	(+ 15,203,525)	(+ 7,810,349)	(+ 7,810,349)