[COMMITTEE PRINT]

115TH CONGRESS, *1st Session* — HOUSE OF REPRESENTATIVES — REPORT 115–XXX

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2018

____, 2017.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. DIAZ-BALART, from the Committee on Appropriations, submitted the following

R E P O R T

[To accompany H.R. ____]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2018.

INDEX TO BILL AND REPORT

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2018, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" (PPA) shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) and accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference.

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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. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, shall be applied equally to each budget item that is listed under said account in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

The Committee expects that the operating plans will address each number listed in the reports, and warns that efforts to operate programs at levels contrary to the levels recommended and directed in these reports would not be advised.

OPERATING PLANS AND REPROGRAMMING GUIDELINES

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

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

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 60 days after enactment of this Act to establish the baseline for application of reprogramming and transfer authorities provided in this Act. Specifically, each agency must provide a table for each appropriation with columns displaying the budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation both by object class and by PPA. The report also must identify items of special Congressional interest. In certain instances, the Committee may direct the agency to submit a revised operating plan for approval or may direct changes to the operating plan if the plan is not consistent with the directives of the conference report and statement of the managers.

The Committee expects the agencies and bureaus to submit reprogramming requests in a timely manner and to provide a thorough explanation of the proposed reallocations, including a detailed justification of increases and reductions and the specific impact of proposed changes on the budget request for the following fiscal year. Any reprogramming request shall include any out-year budgetary impacts and a separate accounting of program or mission impacts on estimated carryover funds. Reprogramming procedures shall apply to funds provided in this bill, unobligated balances from previous appropriations Acts that are available for obligation or expenditure in fiscal year 2018, and non-appropriated resources such as fee collections that are used to meet program requirements in fiscal year 2018.

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. Except in emergency situations, reprogramming requests should be submitted no later than June 30, 2018. Further, the Committee notes that when a Department or agency submits a reprogramming or transfer request to the Committees on Appropriations and does not receive identical responses from the House and Senate, it is the responsibility of the Department to reconcile the House and Senate differences before proceeding and, if reconciliation is not possible, to consider the request to reprogram funds unapproved.

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

CONGRESSIONAL BUDGET JUSTIFICATIONS

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

The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions. The Committee continues the direction that justifications submitted with the fiscal year 2019 budget request by agencies funded under this Act contain the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in the funding table included at the end of this report. Among other items, agencies shall provide a detailed discussion of proposed new initiatives, proposed changes in the agency's financial plan from prior year enactment, detailed data on all programs, and comprehensive information on any office or agency restructurings. At a minimum, each agency must also provide adequate justification for funding and staffing changes for each individual office and materials that compare programs, projects, and activities that are proposed for fiscal year 2019 to the fiscal year 2018 enacted levels.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this Act. Therefore, the Committee expects that each agency will coordinate with the House and Senate Committees on Appropriations in advance on its planned presentation for its budget justification materials in support of the fiscal year 2019 budget request.

OTHER MATTERS

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

Regional councils.—The Committee encourages federal agencies to consider including regional councils and councils of government as eligible entities in competitions for federal funding when local governments or non-profit agencies are eligible.

Federally funded research.—The Committee is encouraged by actions of agencies under the jurisdiction of this bill to increase access to federally funded research conducted by those agencies. The Committee urges these agencies to continue their efforts toward increased access, and the Committee requests updates on progress made to be included in fiscal year 2019 budget requests.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriation, fiscal year 2017	$114,000,000
Budget request, fiscal year 2018	111,899,000
Recommended in the bill	111,899,000
Bill compared with:	
Appropriation, fiscal year 2017	−2,101,000
Budget request, fiscal year 2018	– – –

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

Immediate Office of the Deputy Secretary.—The Immediate Office of the Deputy Secretary has primary responsibility to assist the Secretary in the overall planning, direction, and control of departmental affairs. The Deputy Secretary serves as the chief operating officer of the Department of Transportation.

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

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

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

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

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

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

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

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

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

COMMITTEE RECOMMENDATION

The bill provides $111,899,000 for the salaries and expenses of the offices comprising the Office of the Secretary of Transportation (OST). The Committee's recommendation is $2,101,000 below the 2017 enacted level and the same as the request. The Committee's recommendation includes individual funding for each office as has been done in prior years. However, the bill increases the amount allowed for transfers between offices from five percent to ten percent.

Operating plan.—The Committee directs the Department to submit an operating plan for fiscal year 2018 signed by the Secretary for review by the Committees on Appropriations of the House and Senate within 60 days of enactment of this Act. The operating plan should include funding levels for the various offices, programs, and initiatives detailed down to the object class or program element covered in the budget justification and supporting documents, documents referenced in the House and Senate reports, and the statement of the managers (i.e. not simply the activities called out in bill language). Should the Department create, alter, discontinue, or otherwise change any program as described in the Department's budget justification, those changes must be a part of the Department's operating plan.

Finally, the Department shall submit with the operating plan a summary of the DOT reporting requirements contained in the Act, the House and Senate reports, and the Statement of the Managers.

The Committee requests a number of reports to gather information and conduct oversight. The summary should include Inspector General and Government Accountability Office reports as well.

Bill language.—The bill continues language that permits up to $2,500,000 of fees to be credited to the Office of the Secretary for salaries and expenses, and limits reception and representation expenses to $60,000.

Open skies.—In fiscal year 2016, the Committee provided the Department $130,000 in requested funds to conduct studies and regulatory analysis to ensure U.S. airlines and consumers realize the full benefits of open skies agreements. Additionally, the Department began an interagency process to solicit comment and explore whether foreign government subsidies received by some international carriers were resulting in market distortions. While the previous Administration initiated informal discussions with some foreign governments to address these subsidies, no conclusion was reached prior to the end of the Administration. The Committee strongly urges the Department to continue discussions to ensure that U.S. airline carriers and their workers have a fair and equal opportunity to compete in accordance with open skies agreements. The Committee directs the Department to provide regular updates to the Committee.

Natural gas vehicle safety.—The Secretary is encouraged to assess new developments and advances with respect to natural gas vehicles, and is directed to oversee implementation of new safety regulations for liquefied natural gas fuel tanks and fuel systems on commercial motor vehicles, to revise and update regulations for compressed natural gas (CNG) cylinders, including inspection requirements for such cylinders, to issue guidelines on the ability of bus manufacturers to deploy transit buses that have roof-top mounted CNG cylinders, and to clarify through guidance that rules restricting alternative fuel vehicle access to bridges and tunnels should not be any more restrictive than those addressing gasoline and diesel fueled vehicles.

RESEARCH AND TECHNOLOGY

Appropriation, fiscal year 2017	$13,000,000
Budget request, fiscal year 2018	8,465,109
Recommended in the bill	8,465,109
Bill compared with:	
Appropriation, fiscal year 2017	−4,534,891
Budget request, fiscal year 2018	– – –

The Office of the Assistant Secretary for Research and Technology coordinates, facilitates, and reviews the Department's research and development programs and activities; coordinating and developing positioning, navigation and timing (PNT) technology; maintaining PNT policy, coordination and spectrum management; managing the Nationwide Differential Global Positioning System; 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 recommendation provides $8,465,109 for research and technology activities, the same as the budget request and $4,534,891 below the fiscal year 2017 enacted level.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

Appropriation, fiscal year 2017	$3,000,000
Budget request, fiscal year 2018	3,000,000
Recommended in the bill	1,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−2,000,000
Budget request, fiscal year 2018	−2,000,000

The National Surface Transportation and Innovative Finance Bureau administers and coordinates the Department of Transportation's existing transportation finance programs.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $1,000,000 for the National Surface Transportation and Innovative Finance Bureau (the "Bureau"), $2,000,000 below the request and the 2017 enacted level. An additional $3,000,000 is made available by transfer from the Maritime Guaranteed Loan (Title XI) Program Account for a total resource level of $4,000,000, $1,000,000 above the request and the 2017 enacted level. The Committee expects the Bureau to administer the Title XI program in fiscal year 2018.

FINANCIAL MANAGEMENT CAPITAL

Appropriation, fiscal year 2017	$4,000,000
Budget request, fiscal year 2018	3,000,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2017	−4,000,000
Budget request, fiscal year 2018	−3,000,000

The Financial Management Capital program supports a multi-year project to upgrade DOT financial systems, processes and reporting capabilities.

COMMITTEE RECOMMENDATION

The Committee does not recommend any funding for the Financial Management Capital program which is $3,000,000 below the budget request and $4,000,000 below the 2017 enacted level. Amounts provided in fiscal year 2017 were intended to complete the Department's financial management upgrade and therefore no additional resources are recommended.

CYBER SECURITY INITIATIVE

Appropriation, fiscal year 2017	$15,000,000
Budget request, fiscal year 2018	10,000,000
Recommended in the bill	15,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+5,000,000

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 provides $15,000,000 to support the Secretary's cyber security initiative, which is the same as the fiscal year 2017 enacted level and $5,000,000 above the budget request.

Digital workspace technologies.—The Committee recognizes that the use of digital workspace technologies can increase user productivity, enhance cybersecurity, and allow workforce flexibility. The Committee encourages the Department to explore a broad ecosystem support of multi-factor authentication solutions to strengthen the Department's cybersecurity posture. This should include strategies and programs that reduce the total lifecycle costs of traditional legacy workspace infrastructure.

OFFICE OF CIVIL RIGHTS

Appropriation, fiscal year 2017	$9,751,000
Budget request, fiscal year 2018	9,500,000
Recommended in the bill	9,500,000
Bill compared with:	
Appropriation, fiscal year 2017	−251,000
Budget request, fiscal year 2018	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends $9,500,000 for the Office of Civil Rights, the same as the budget request and $251,000 below the fiscal year 2017 enacted level.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriation, fiscal year 2017	$12,000,000
Budget request, fiscal year 2018	8,500,000
Recommended in the bill	8,500,000
Bill compared with:	
Appropriation, fiscal year 2017	−3,500,000
Budget request, fiscal year 2018	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $8,500,000 for transportation planning, research, and development, which is $3,500,000 below the fiscal year 2017 enacted level and the same as the budget request.

Of the funds provided, the recommendation includes $3,000,000 to support the permitting dashboard.

Infrastructure mapping with geospatial tools.—DOT possesses and collects much information on airports, airways, roads, bridges and transit infrastructure, but this rich data source is neither location-based nor integrated across asset types. As the nation contemplates making a significant investment in improving infrastructure, the Committee encourages DOT to establish a location-based, comprehensive, integrated asset database that would allow the selection, management, measurement, cross-asset analysis and impact of infrastructure investments using competitively acquired commercial geospatial tools. This would optimize the Department's ability to properly analyze the condition of assets, project outcomes of investments, choose investments that would be most impactful, accurately report where investments were implemented, monitor infrastructure projects, measure the results of the investments, and provide data for public oversight in a modern, completely transparent environment.

WORKING CAPITAL FUND

Appropriation, fiscal year 2017	$190,389,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	202,245,000
Bill compared with:	
Appropriation, fiscal year 2017	+11,856,000
Budget request, fiscal year 2018	+202,245,000

The working capital fund was created to provide common administrative services to the operating administrations and outside entities that contract for the fund's services. The working capital fund operates on a fee-for-service basis and receives no direct appropriations; it is fully self-sustaining and must achieve full cost recovery.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $202,245,000 on the Working Capital Fund (WCF), an increase of $11,856,000 over the limit set in 2017. The Administration did not propose a WCF legislative limitation. The Committee continues to stipulate that the limitation is only for services provided to the Department of Transportation, not other entities. Further, the Committee directs that, as much as possible, services shall be provided on a competitive basis.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

	Appropriation	Limitation on guaranteed loans
Appropriation, fiscal year 2017	$941,000	($18,367,000)
Budget request, fiscal year 2018	500,301	(– – –)
Recommended in the bill	500,301	(– – –)
Bill compared with:		
Appropriation, fiscal year 2017	−440,699	(−18,367,000)
Budget request, fiscal year 2018	– – –	(– – –)

Through the Short Term Lending Program, the minority business resource center assists disadvantaged, minority, and women-owned businesses with obtaining short-term working capital for DOT and DOT-funded transportation-related contracts. The program enables qualified businesses to obtain loans at two percentage points above the prime interest rate with DOT guaranteeing up to 75 percent of the loan.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $500,301 for the Minority Business Resource Center, the same as the budget request and $440,699 less than the 2017 enacted level. The entire amount is for administrative expenses including education outreach activities, monitoring of existing loans, and modification of existing loans. No funding is provided to support new loans and the Committee recommends no additional limitation on guaranteed loans in fiscal year 2018. The request effectively eliminates the Short Term Lending Program. The program has had negligible loan volume in recent years as the Small Business Administration's CAPLine loan program has been streamlined and become the preferred source of funds for this market.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriation, fiscal year 2017	$4,646,000
Budget request, fiscal year 2018	3,999,093
Recommended in the bill	3,999,093
Bill compared with:	
Appropriation, fiscal year 2017	−646,907
Budget request, fiscal year 2018	– – –

The Office of Small and Disadvantaged Business Utilization has been merged with the minority business outreach program to provide contractual support to small and disadvantaged businesses and provide information dissemination and technical and financial assistance to empower those businesses to compete for contracting opportunities with DOT and DOT-funded contracts or grants for transportation-related projects.

COMMITTEE RECOMMENDATION

The Committee recommends $3,999,093 for small and disadvantaged business utilization and outreach, which is the same as the budget request and $646,907 below the 2017 enacted level.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2017	$150,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	150,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+150,000,000

The Essential Air Service program (EAS) was created by the Airline Deregulation Act of 1978 as a ten-year measure to continue air service to communities that had received air service prior to deregulation. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The Federal Aviation Administration Reauthorization Act of 1996 authorized the collection of "overflight fees". Overflight fees are a type of user fee collected by the Federal Aviation Administration (FAA) from aircraft that neither take off from, nor land in, the United States. The FAA Modernization and Reform Act of 2012 increased the authorized level of overflight fee collection, and increased the amount that the Department can apply to the EAS program. The budget request estimates that this fee will provide $119,129,000 for the EAS program in fiscal year 2018.

COMMITTEE RECOMMENDATION

For fiscal year 2018, the Committee includes $150,000,000 in discretionary funding for the EAS program, which is the same as the fiscal year 2017 enacted level and $150,000,000 above the budget request.

The following table shows the discretionary, mandatory, and total program levels for the EAS program:

	Appropriation	Mandatory	Total Program
FY 2017 Enacted	$150,000,000	$113,290,000	$263,290,000
FY 2018 Request	– – –	119,129,000	119,129,000
Committee Recommendation	150,000,000	119,129,000	269,129,000

The Committee remains concerned about the growing costs associated with the EAS program. While limiting the program to current sites and eliminating the requirement that EAS carriers utilize 15-passenger aircraft have helped mitigate some of the cost growth, the Committee believes that the Department should continue to explore reforms to the program that will create greater competition among carriers and control overall costs.

The Committee directs the Department to utilize all the overflight fees collected for this program to alleviate the discretionary funding requirement for the program.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

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

Section 102 continues the provision regarding administrative requirements of DOT's Credit Council.

Section 103 continues a provision giving the Secretary authority to advance payment to carry out the Federal transit benefits program and to provide transit benefit services to other agencies.

Section 104 adds a provision giving the Secretary permanent transfer authorities necessary to carry out the duties of the National Surface Transportation and Innovative Finance Bureau.

Section 105 adds a provision transferring the deposit of fees collected through the Railroad Rehabilitation and Improvement Financing Act program from the Federal Railroad Administration to the National Surface Transportation and Innovative Finance Bureau account.

FEDERAL AVIATION ADMINISTRATION

The Federal Aviation Administration (FAA) is responsible for the safety and development of civil aviation and for the evolution of a national system of airports. The Federal government's regulatory role in civil aviation began with the creation of an Aeronautics Branch within the Department of Commerce pursuant to the Air Commerce Act of 1926. This Act instructed the Secretary of Commerce to foster air commerce; designate and establish airways; establish, operate, and maintain aids to navigation; arrange for research and development to improve such aids; issue airworthiness certificates for aircraft and major aircraft components; and investigate civil aviation accidents. In the Civil Aeronautics Act of 1938, these activities were subsumed into a new, independent agency named the Civil Aeronautics Authority.

After further administrative reorganizations, Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When the Department of Transportation began its operations on April 1, 1967, the Federal Aviation Agency was renamed the Federal Aviation Administration (FAA), and became one of several modal administrations within the department. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978, and ceased to exist at the end of 1984. FAA's mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary, and contracted in December 2001 with the transfer of civil aviation security activities to the new Transportation Security Administration.

NextGen.—The Committee places a high priority on Next Generation of Air Traffic Control (NextGen) programs, and provides a total of $1,080,215,000 for NextGen across the operations, facilities and equipment, and research evaluation and demonstration accounts. This is $50,941,000 above the enacted level and $92,174,000 above the budget request.

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2017	$10,025,852,000
Budget request, fiscal year 2018	9,890,886,000
Recommended in the bill	10,185,482,000
Bill compared with:	
Appropriation, fiscal year 2017	+159,630,000
Budget request, fiscal year 2018	+294,596,000

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

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

COMMITTEE RECOMMENDATION

The Committee recommends $10,185,482,000 for FAA operations, which is $159,630,000 above the fiscal year 2017 enacted level and $294,596,000 above the budget request.

The following table shows a comparison of the fiscal year 2017 enacted level, the budget request, and the Committee recommendation by budget activity:

	FY 2017 Enacted	FY 2018 Request	Committee Recommendation
Air traffic organization	7,559,785,000	7,491,938,000	7,691,814,000
Aviation safety	1,298,482,000	1,257,981,000	1,309,749,000
Commercial space transportation	19,826,000	17,905,000	21,587,000
Finance and management	771,342,000	758,192,000	777,506,000
NextGen planning	60,155,000	59,041,000	59,951,000
Security and Hazardous Materials Safety	107,161,000	100,961,000	112,622,000
Staff offices	209,101,000	204,868,000	212,253,000
Total	10,025,852,000	9,890,886,000	10,185,482,000

Unmanned aircraft systems (UAS) integration.—Within the operations account, the Committee provides $51,000,000 for UAS integration, an increase of $26,000,000 above the budget request. This increase is provided to help FAA accelerate its efforts to safely integrate UAS into the national airspace.

Justification of general provisions.—The Committee continues its direction to provide a justification for each general provision proposed in the FAA budget, and therefore expects the fiscal year 2019 budget to include adequate information on each proposed general provision.

TRUST FUND SHARE OF FAA BUDGET

The bill derives $8,859,900,000 of the total operations appropriation from the Airport and Airway Trust Fund. The balance of the appropriation, $1,325,582,000, will be drawn from the general fund of the Treasury.

AIR TRAFFIC ORGANIZATION

The bill provides $7,691,814,000 for the air traffic organization, which is $132,029,000 above the 2017 enacted level and $199,876,000 above the budget request.

Noise and community outreach.—The Committee is encouraged by the additional measures the FAA is taking to enhance outreach to communities affected by new flightpaths. The Committee recommendation includes an additional $2,000,000 to support the FAA's ongoing efforts to address community noise concerns. Of this total, $250,000 is provided to help the FAA develop better tools for effective engagement with local communities. The remaining $1,750,000 is provided to advance FAA's operational procedure concepts. The Committee encourages the FAA to improve the development of flight procedures in ways that will reduce noise through procedure modification and dispersion to reduce the impact on local communities. The funding provided should be used for methods that can produce measurable results. The FAA should give high priority to evaluating where increased noise levels disrupts homes and businesses, and threatens public health, and should provide all necessary resources to regional offices to work with local communities to meet this objective.

Noise health effects research.—The Committee supports research that is being conducted through the FAA's Center of Excellence for Alternative Jet Fuel and Environment, the Aviation Sustainability Center (ASCENT) on the impact of aviation noise on both sleep and cardiovascular health. The Committee directs FAA to continue to prioritize this research, as many communities across the country contend with increased frequency of passing aircraft on a daily basis. In addition, the Committee directs the FAA to continue to evaluate alternative metrics to the current Day Night Level (DNL) 65 standard and other methods to address community airplane noise concerns. The Committee encourages FAA not to rely solely on modeling and simulation, to the greatest extent that is technically feasible.

New York, New Jersey, Philadelphia airspace redesign.—The Committee is aware that the FAA's New York, New Jersey, Philadelphia Airspace redesign project has been suspended. If the FAA plans to restart this plan, or any similar plan for these jurisdictions, the FAA is directed to notify the Committees on Appropriations 180 days before taking action.

Chicago O'Hare International Airport noise.—The Committee directs the FAA to continue to work expeditiously to identify appropriate short and long term mitigation measures to address local concerns that have been raised as a result of the O'Hare Modernization Program at Chicago O'Hare International Airport. The FAA is expected to provide a progress report on these measures to the Committee within 90 days of enactment of this Act.

Contract tower program.—The Committee recommendation includes $162,000,000 for the contract tower program, including the contract tower cost share program. This level is $3,000,000 above the fiscal year 2017 enacted level. The Committee continues to strongly support the FAA contract tower program as a cost-effective and efficient way to provide air traffic control services to smaller airports across the country as validated by numerous audits of the Department of Transportation Office of Inspector General. In an effort to increase air traffic safety benefits throughout the national air transportation system, the Committee has provided dedicated funding over the past few years to add qualified airports annually to the program. The Committee expects FAA to continue to operate the 253 contract towers currently in the program, including the contract tower cost share program, as well as the qualified airports that are eligible to enter the program and any other airport that may qualify during the fiscal year. FAA is directed to provide the Committee with a plan for beginning operations at qualified towers during the fiscal year and a detailed report on the administrative and program management expenses for the program.

Flight service stations.—The Committee believes that flight service to the general aviation community should continue to provide a high level of safety and services. Any changes to the system contemplated by FAA should be communicated to the general aviation community, with an opportunity for feedback from stakeholders. The Committee values the ability of pilots to speak to a specialist, and believes that any movement toward the use of pilot self-assistance should be employed gradually.

Spectrum efficient national surveillance radar (SENSR).—The Committee recommends that the FAA, as the lead agency in the emerging joint Spectrum Efficient National Surveillance Radar SENSR initiative, continue supporting the decision to vacate the 1300/1350 MHz band and provide 50 MHz of spectrum for FCC auctions. The Committee also recommends that the FAA ensure that all possible material and nonmaterial solutions are encouraged and fairly evaluated in upcoming activities and not allow any particular agency or group to direct the specific use of technology or spectrum to fulfill the mission of this critical system.

Wind turbine farm radar interference.—Not later than 180 days after enactment of this Act, the Committee directs the FAA to issue a request for information (RFI) for technologies, techniques, and strategies related to wind turbine farm radar interference. The Committee further directs the FAA to analyze the information collected as a result of the RFI, and to the extent possible, use this information as part of the development of an approval and certification process.

AVIATION SAFETY

The Committee provides $1,309,749,000 for aviation safety, which is $11,267,000 above the fiscal year 2017 enacted level and $51,768,000 above the budget request.

The Committee continues its direction requiring the Secretary to provide annual reports regarding the use of the funds provided, including, but not limited to, the total full-time equivalent staff years in the offices of aircraft certification and flight standards, total employees, vacancies, and positions under active recruitment.

Safety critical staffing.—In September, 2006, the National Academies of Sciences (NAS) released a congressionally-mandated study (Section 506(c) of P.L. 108–176) on the staffing standards required for aviation safety inspectors. Given the increased integration of unmanned aerial vehicles (UAVs) into the national airspace, the FAA safety inspector workforce must be sufficient to manage core safety inspection responsibilities along with emerging inspection challenges related to UAVs and other technologies. Efforts to update the current safety critical staffing model are important, however, the Committee is interested in learning how well the FAA adhered to the staffing standard that was developed in 2006. The Committee directs the GAO to conduct a review of the FAA's implementation of and compliance with the NAS staffing standard for aviation safety inspectors. The study should identify revisions that were made to the 2006 staffing standard and examine the FAA's rationale for making any changes. The Committee directs the GAO to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act.

Maintenance technician staffing and training.—In the Committee's fiscal year 2017 report, the Committee directed the Inspector General to undertake an assessment of the FAA's plans and strategy for the hiring, placement and training of FAA maintenance technicians. In September, 2016, the IG initiated an audit and evaluation of FAA's hiring and placement practices for the technician workforce. Additionally, the IG's audit announcement indicated that a follow-up review would address technician training. The Committee remains keenly interested in the results of both reviews. As the FAA continues to modernize the air traffic control system, the agency must provide robust and concurrent training to the technical workforce as new technologies are deployed. The FAA's technical operations workforce is critically important to ensure the safe operation of our nation's 24-hour/7-day-a-week air traffic control system. The Committee directs the IG to provide an update on the status of both reviews to the House and Senate Committees on Appropriations within 90 days of enactment of this Act.

Allergic reactions aboard aircraft.—The Committee directs the FAA to review its policies concerning severe allergic reactions aboard aircraft and submit a report within 90 days of enactment of this Act detailing: the reporting requirements for airlines when an allergic reaction occurs, the data collection standards for such a report, and the number of reports in the past year.

Harmonizing flight data and cockpit voice recorder regulations.—The Committee understands that automatic deployable flight recorders are among the acceptable technologies that meet new International Civil Aviation Organization (ICAO) requirements. The Committee remains concerned that the corresponding Federal Aviation Regulations (FARs) for Cockpit Voice and Flight Data Recorders have not been harmonized to reflect the allowed use of automatic deployable flight recorders, resulting in uncertain certification and installation requirements for aircraft manufacturers and airlines wishing to voluntarily install deployable flight recorders. The Committee directs FAA to formally update all FARs and any other necessary U.S. regulations to enable the voluntary installation and certification of FAA approved automatic deployable flight recorder systems in compliance with U.S. and international standards for commercial aircraft.

Additive manufacturing.—The Committee recognizes the emergence of additive manufacturing (AM), the advances in the fabrication of complex structures has the potential to transform aircraft and spacecraft propulsion and eventually other high-value complex components of these vehicles. The Committee understands a primary challenge in AM for aerospace applications is the certification of flight worthiness of complex AM-constructed components. The Committee directs the FAA, in collaboration with academic and industry partners, to develop and define the critical standards and assessment methods for certifying AM components for aerospace applications including the development of advanced non-destructive evaluation methodologies for risk identification and assessment or as in-situ manufacturing process controls.

In addition, the Committee directs the FAA to provide a report on the use of additively manufactured parts within the civil aerospace industry detailing any efforts to monitor what additively manufactured components are utilized on airframes, and what measures are being taken to monitor and mitigate the use of counterfeit additively manufactured parts.

Designated airworthiness representative (DAR–56) program.—The Committee notes the effectiveness of the DAR–56 certification program, which allows certified aircraft parts distributors to issue FAA airworthiness tags based on alternative documentation. The Committee encourages FAA to make the program permanent.

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

Aviation rulemaking committee, Part 135.—The Committee recommends that FAA convene an Aviation Rulemaking Committee (ARC) in order to examine rest and duty regulations governed by Part 135 and Subpart K of Part 91 of Title 14, Code of Federal Regulations. Such an ARC should ensure that all segments of the operation are represented in the ARC process. Industry representatives, fatigue experts, and exclusive representatives of Part 135 and 91k pilot labor should all be engaged in the discussions in order to ensure the full breadth of the industry is represented. The ARC should take into consideration the work of rulemaking committees addressing fatigue in aviation, scientific data derived from fatigue and sleep research, data gathered from aviation safety reporting programs, and make accommodations necessary for the diversity of operations conducted under part 135, including small businesses.

Certificate management offices (CMO)/repair stations.—The Committee is pleased the FAA has realigned its Flight Standards Service from geographic to functional offices, each focusing on specialized areas of aviation safety oversight and technical expertise. Consistent with this emphasis on regulatory consistency and maximized use of FAA resources, the Committee directs the agency to report, within 180 days of enactment of this Act, on the feasibility of defining criteria similar to that currently being used by airline operations, under which the certificate management unit and certificate management office construct can be utilized by repair stations and other certificate holders.

Part 135 industry trends.—The Committee directs the agency to provide, within 180 days of enactment of this Act, an update of "Study of Operators Regulated Under Part 135" (PL 112–95; Sec. 409) to cover activity between 2012–2016. The Committee encourages the agency to consult with industry in advance of the update on additional business, economic, employment and other data points that should be included to provide a more complete picture of the state of the industry.

Improving air carrier certification for small business.—The Committee is concerned FAA staffing and allocation of resources has led to a backlog of applicants and regional variability to manage or accept new applications for Single Pilot Part 135 Air Carrier certificates, an important part of creating new businesses opportunities and providing additional carrier paths for pilots. The Committee directs the agency provide an assessment of the current certification process for these small air carrier applicants, the number of persons currently seeking certification, the average time from initial application to certification and agency recommendations for more effectively allocating resources to lead to shorter certification times without compromising safety standards.

COMMERCIAL SPACE TRANSPORTATION

The Committee recommends $21,587,000 for the Office of Commercial Space Transportation, which is $1,761,000 above the fiscal year 2017 enacted level and $3,682,000 above the budget request. The additional funding will protect the workforce from attrition reductions that were proposed as part of the President's budget request. Maintaining the workforce of this office is essential to ensuring that the FAA can keep pace with the licensing and permitting needs of a growing and increasingly complex industry.

Space launch system.—The Committee commends the FAA Office of Commercial Space Transportation's efforts to promote private sector lunar exploration and development and encourages the FAA to explicitly define non-interference and to enhance its payload review process to provide companies planning private sector lunar development with the security and predictability necessary to support substantial investments. The Committee also encourages the office, in collaboration with the Commercial Space Transportation Advisory Committee, to engage in conversation with NASA to explore the lift power and capacity of the Space Launch System (SLS) as a means of facilitating commercial-space efforts, in accordance with the Commercial Space Launch Act, in which the SLS sometimes serves in an infrastructure-building role to speed the transport of large-volume payloads and non-profit or cost-sharing payloads, and payloads which benefit from being inserted into lunar orbit together.

FINANCE AND MANAGEMENT

The Committee recommends $777,506,000 for finance and management activities, which is $6,164,000 above the fiscal year 2017 enacted level and $19,314,000 above the budget request.

FAA telecommunications infrastructure mission support network.—The Committee is concerned by the FAA's decision to extend by five years its aging Mission Support Network, a decision which carries both technology and cost implications. Within 120 days of enactment of this Act, the FAA will provide to the Committee a report on the status of the FTI Mission Support Network along with future plans, including 1) the contract's current scope of service and performance, 2) current technology profile, including what services can and cannot be provided, and what, if any, technology services will likely be retired over the course of the extension, and 3) the extension's implications to the network's total cost of ownership. The report should also contain a discussion of the proposed decision to extend the contract sole-source, and whether the FAA has explored using alternative Government-wide telecommunications contract vehicles and how those alternative vehicles could meet current and future technology needs at a reduced cost.

Regional offices/noise.—The Committee recognizes the critical role played by FAA regional offices in addressing community concerns with airplane noise. The Committee has provided additional resources in the operations account to address this issue, and directs the FAA to increase staff levels in the regions where appropriate to ensure proper community outreach to affected communities.

Controller workforce.—The Committee directs FAA to continue to update the House and Senate Committees on Appropriations on the diversity of the controller workforce. The Committee notes that revised hiring procedures yielded a class of developmental controllers that represent a more diverse demographic. The Committee remains interested in the success of these new controllers and requests a briefing on their progress no later than 120 days after enactment of this Act.

NEXTGEN AND OPERATIONS PLANNING

The Committee recommends $59,951,000 for NextGen and Operations Planning, which is $204,000 below the fiscal year 2017 enacted level and $910,000 above the budget request.

SECURITY AND HAZARDOUS MATERIALS SAFETY

The Committee recommends $112,622,000 for Security and Hazardous Materials Safety, which is $5,461,000 above the fiscal year 2017 enacted level and $11,661,000 above the budget request.

STAFF OFFICES

The Committee recommends $212,253,000 for Staff Offices, which is $3,152,000 above the fiscal year 2017 enacted level and $7,385,000 above the budget request.

BILL LANGUAGE

Second career training program.—The bill retains language prohibiting the use of funds for the second career training program. This prohibition has been in annual appropriations Acts for many years, and is included in the President's budget request.

Aviation user fees.—The bill includes a limitation carried for several years prohibiting funds from being used to finalize or implement any new unauthorized user fees.

Aeronautical charting and cartography.—The bill maintains the provision prohibiting funds in this Act from being used to conduct aeronautical charting and cartography (AC&C) activities through the working capital fund (WCF).

Credits.—The bill includes language allowing funds received from specified public, private, and foreign sources for expenses incurred to be credited to the appropriation.

Contract weather observers.—The bill includes language which prohibits funds to eliminate the Contract Weather Observer program.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2017	$2,855,000,000
Budget request, fiscal year 2018	2,766,200,000
Recommended in the bill	2,855,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+88,800,000

(RESCISSION)

Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	−31,200,000
Recommended in the bill	– – –
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+31,200,000

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,855,000,000 for the FAA's facilities and equipment program. This level is the same level provided in fiscal year 2017 and $88,800,000 above the budget request. The bill provides that, of the total amount recommended, $2,247,000,000 is available for obligation until September 30, 2019, and $493,000,000 (the amount for personnel and related expenses) is available until September 30, 2018, and $115,000,000 is available until expended for facilities replacements and improvements. The Committee does not recommend a rescission of $31,200,000 as proposed in the budget.

NextGen.—The Committee provides $913,505,000 for NextGen programs in this account. This is $45,600,000 above the budget request. The Committee rejects the proposal in the budget request to reduce NextGen programs as an ill-advised, short-sighted approach that would put the modernization of our air traffic control system at risk. The Committee is especially concerned by the suspension of out-year NextGen investments indicated in the 5-year Capital Investment Plan (CIP), which dramatically reduces planned investments supported by stakeholders through the NextGen Advisory Committee (NAC). The Committee would welcome receiving a revised CIP that reflects NAC recommendations, especially for NextGen programs with a final investment plan.

Satellite and global positioning systems NextGen programs.—The Committee recommendation places a high priority in accelerating the advancement of GPS and satellite enabled technologies. The Committee believes that statements made by Administration officials that the U.S. lags behind the rest of the world in the deployment of these technologies misrepresents the global leadership of U.S. engineers, scientists and manufacturers and the contributions they have made to our air traffic control system. The assertions also fail to recognize that U.S. airspace is the most complex and busiest in the world, and faces unique challenges by serving a general aviation community that surpasses any other Nation by far.

The following table provides funding levels for facilities and equipment activities and budget line items.

	FY2018 Request	FY2018 House
Activity 1—Engineering, Development, Test and Evaluation		
Advanced Technology Development and Prototyping	26,800,000	26,800,000
William J. Hughes Technical Center Laboratory Improvement	1,000,000	1,000,000
William J. Hughes Technical Center Facilities	18,000,000	23,000,000
William J. Hughes Technical Center Infrastructure Sustainment	10,000,000	10,000,000
Separation Management Portfolio	13,500,000	13,500,000
Traffic Flow Management Portfolio	10,800,000	10,800,000
On Demand NAS Portfolio	12,000,000	12,000,000
NAS Infrastructure Portfolio	17,500,000	17,500,000
NextGen Support Portfolio	12,000,000	12,000,000
Unmanned Aircraft Systems (UAS)	15,000,000	15,000,000
Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	9,000,000	9,000,000
TOTAL ACTIVITY 1	145,600,000	150,600,000
Activity 2—Air Traffic Control Facilities and Equipment		
a. En Route Programs		
En Route Automation Modernization (ERAM)—System Enhancements and Tech Refresh	76,650,000	86,250,000
En Route Communications Gateway (ECG)	2,650,000	2,650,000
Next Generation Weather Radar (NEXRAD)—Provide	5,500,000	5,500,000
Air Route Traffic Control Center (ARTCC) & Combined Control Facility (CCF) Building Improvements	100,400,000	100,400,000
Air Traffic Management (ATM)	4,900,000	4,900,000
Air/Ground Communications Infrastructure	9,750,000	9,750,000
Air Traffic Control En Route Radar Facilities Improvements	5,400,000	5,400,000
Voice Switching and Control System (VSCS)	12,800,000	12,800,000
Oceanic Automation System	23,100,000	23,100,000
Next Generation Very High Frequency Air/Ground Communications (NEXCOM)	53,000,000	58,000,000
System-Wide Information Management	50,050,000	50,050,000
ADS–B NAS Wide Implementation	139,150,000	139,150,000
Windshear Detection Service	1,000,000	1,000,000
Collaborative Air Traffic Management Technologies	9,000,000	9,000,000
Time Based Flow Management Portfolio	40,450,000	40,450,000
NextGen Weather Processors	35,450,000	40,450,000
Airborne Collision Avoidance System X (ACASX)	7,700,000	7,700,000
Data Communications in Support of NG Air Transportation System	154,100,000	175,100,000
Non-Continental United States (Non-CONUS) Automation	11,000,000	11,000,000
Reduced Oceanic Separation	4,350,000	14,350,000
En Route Service Improvements	3,000,000	3,000,000

	FY2018 Request	FY2018 House
Commercial Space Integration	4,500,000	4,500,000
Subtotal En Route Programs	753,900,000	804,500,000
b. Terminal Programs		
Terminal Doppler Weather Radar (TDWR)—Provide	3,800,000	3,800,000
Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	86,700,000	86,700,000
Terminal Automation Modernization/Replacement Program (TAMR Phase 3)	66,100,000	66,100,000
Terminal Automation Program	8,493,000	8,493,000
Terminal Air Traffic Control Facilities—Replace	31,118,485	58,118,485
ATCT/Terminal Radar Approach Control (TRACON) Facilities—Improve	56,800,000	61,800,000
Terminal Voice Switch Replacement (TVSR)	6,000,000	6,000,000
NAS Facilities OSHA and Environmental Standards Compliance	46,700,000	46,700,000
Airport Surveillance Radar (ASR–9)	11,400,000	11,400,000
Terminal Digital Radar (ASR–11) Technology Refresh and Mobile Airport Surveillance Radar (MASR)	3,200,000	3,200,000
Runway Status Lights	2,800,000	2,800,000
National Airspace System Voice System (NVS)	68,750,000	68,750,000
Integrated Display System (IDS)	5,000,000	5,000,000
Remote Monitoring and Logging System (RMLS)	7,400,000	7,400,000
Mode S Service Life Extension Program (SLEP)	20,900,000	20,900,000
Terminal Flight Data Manager (TFDM)	90,350,000	90,350,000
National Air Space (NAS) Voice Recorder Program (NVRP)	5,000,000	5,000,000
Integrated Terminal Weather System (ITWS)	1,000,000	1,000,000
Performance Based Navigation & Metroplex Portfolio	20,000,000	20,000,000
Subtotal Terminal Programs	541,511.485	573,511.485
c. Flight Service Programs		
Aviation Surface Observation System (ASOS)	10,000,000	10,000,000
Future Flight Services Program	14,038,515	14,038,515
Alaska Flight Service Facility Modernization (AFSFM)	2,650,000	2,650,000
Weather Camera Program	1,300,000	1,300,000
Subtotal Flight Service Programs	27,988,515	27,988,515
d. Landing and Navigational Aids Program		
VHF Omnidirectional Radio Range (VOR) with Distance Measuring Equipment (DME)	11,000,000	11,000,000
Instrument Landing System (ILS)—Establish	7,000,000	7,000,000
Wide Area Augmentation System (WAAS) for GPS	102,300,000	105,300,000
Runway Visual Range (RVR) and Enhanced Low Visibility Operations (ELVO)	4,000,000	4,000,000
Approach Lighting System Improvement Program (ALSIP)	3,000,000	3,000,000
Distance Measuring Equipment (DME)	3,000,000	3,000,000
Visual NAVAIDS—Establish/Expand	2,000,000	2,000,000
Instrument Flight Procedures Automation (IFPA)	8,500,000	8,500,000
Navigation and Landing Aids—Service Life Extension Program (SLEP)	3,000,000	3,000,000
VASI Replacement—Replace with Precision Approach Path Indicator	5,000,000	5,000,000
GPS Civil Requirements	– – –	– – –
Runway Safety Areas—Navigational Mitigation	1,600,000	1,600,000
NAVAIDS Monitoring Equipment	2,000,000	2,000,000
Subtotal Landing and Navigational Aids Programs	152,400,000	155,400,000
e. Other ATC Facilities Programs		
Fuel Storage Tank Replacement and Management	28,100,000	28,100,000
Unstaffed Infrastructure Sustainment	35,700,000	35,700,000
Aircraft Related Equipment Program	12,500,000	12,500,000
Airport Cable Loop Systems—Sustained Support	8,000,000	8,000,000
Alaskan Satellite Telecommunications Infrastructure (ASTI)	20,900,000	20,900,000
Facilities Decommissioning	13,900,000	13,900,000
Electrical Power Systems—Sustain/Support	110,000,000	99,000,000
Energy Management and Compliance (EMC)	2,400,000	2,400,000
Child Care Center Sustainment	1,000,000	1,000,000
FAA Telecommunications Infrastructure	2,000,000	2,000,000
Data Visualization, Analysis and Reporting System (DVARS)	5,500,000	5,500,000
TDM-to-IP Migration	3,000,000	3,000,000
Subtotal Other ATC Facilities Programs	243,000,000	232,000,000
TOTAL ACTIVITY 2	1,718,800,000	1,793,400,000

	FY2018 Request	FY2018 House
Activity 3—Non-Air Traffic Control Facilities and Equipment		
a. Support Equipment		
Hazardous Materials Management	35,300,000	35,300,000
Aviation Safety Analysis System (ASAS)	12,000,000	12,000,000
National Air Space (NAS) Recovery Communications (RCOM)	12,000,000	12,000,000
Facility Security Risk Management	20,400,000	20,400,000
Information Security	20,700,000	20,700,000
System Approach for Safety Oversight (SASO)	25,800,000	25,800,000
Aviation Safety Knowledge Management Environment (ASKME)	4,000,000	4,000,000
Aerospace Medical Equipment Needs (AMEN)	7,000,000	7,000,000
System Safety Management Portfolio	16,200,000	16,200,000
National Test Equipment Program	4,000,000	4,000,000
Mobile Assets Management Program	3,600,000	3,600,000
Aerospace Medicine Safety Information Systems (AMSIS)	14,000,000	14,000,000
Tower Simulation System (TSS) Technology Refresh	3,000,000	3,000,000
Subtotal Support Equipment	178,000,000	178,000,000
b. Training, Equipment and Facilities		
Aeronautical Center Infrastructure Modernization	14,000,000	14,000,000
Distance Learning	1,000,000	1,000,000
Subtotal Training, Equipment and Facilities	15,000,000	15,000,000
TOTAL ACTIVITY 3	193,000,000	193,000,000
Activity 4—Facilities and Equipment Mission Support		
a. System Support and Services		
System Engineering and Development Support	35,700,000	35,700,000
Program Support Leases	47,000,000	47,000,000
Logistics and Acquisition Support Services	11,000,000	11,000,000
Mike Monroney Aeronautical Center Leases	19,700,000	19,700,000
Transition Engineering Support	19,900,000	19,900,000
Technical Support Services Contract (TSSC)	23,000,000	23,000,000
Resource Tracking Program (RTP)	6,000,000	6,000,000
Center for Advanced Aviation System Development (CAASD)	57,000,000	57,000,000
Aeronautical Information Management Program	4,700,000	4,700,000
Cross Agency NextGen Management	1,000,000	1,000,000
TOTAL ACTIVITY 4	225,000,000	225,000,000
Activity 5—Personnel and Related Expenses		
Personnel and Related Expenses	483,800,000	493,000,000
Total	2,766,200,000	2,855,000,000

William J. Hughes Technical Center facilities.—The recommendation includes $23,000,000 for William J. Hughes Facilities improvements, an increase of $5,000,000 above the budget request. The Committee directs the FAA to use the additional resources to develop a plan to combine all National Air Space and Department of Defenses operational systems at the FAA Technical Center into one 24/7/365 NAS compliant facility at the Technical Center. The plan shall include required environmental studies, site location study, engineering design and drawings of the building, anticipated costs, and all other required paperwork and approvals with a goal to start construction expeditiously. The Administrator shall execute the plan and complete required parts of the plan by the end of fiscal year 2018.

Unmanned aerial systems (UAS) and international traffic management.—The Committee provides $86,250,000 for En Route Automation Modernization—System Enhancements and Technology Refresh, an increase of $8,250,000 above the fiscal year 2017 enacted level and $9,600,000 above the budget request to continue to maintain and advance U.S. leadership in UAS integration and high altitude international traffic management.

Next generation very high frequency air/ground communications (NEXCOM).—The Committee provides $58,000,000 for Next Generation Very High Frequency Air/Ground Communications, an increase of $5,000,000 above the budget request. The NEXCOM Segment 2 (NS2) Phase 1 & 2 Program replaces and modernizes the aging, unsupportable, and obsolete National Airspace System (NAS) Safety Critical Service air-to-ground (A/G) analog radios that allow direct voice communication with pilots in Terminal, Enroute, and Flight Services. The currently installed radios date back to 1967 and updated radio technology will improve system performance and dramatically reduce sustainment and support costs. These sustainment and support costs of the 50 year-old radios are significant and the FAA has had to resort to cannibalization of radio inventory for spare parts to support Safety Critical Service operational units. The Committee recognizes the importance of replacing these radios and is concerned with the FAA's recently revised Capital Investment Plan which delays the procurement and installation of the required radios. The Committee requests a report not later than 180 days after enactment that describes the FAA's plan to replace the radios and the revised deployment schedule.

NextGen weather processor.—The Committee provides $40,450,000 for NextGen Weather Processor, an increase of $5,000,000 above the budget request. The Committee recognizes that the NextGen Weather Processor (NWP) has the capability to provide valuable and cost effective information to make better informed decisions concerning weather and air traffic control operations. In fact, NWP looks to be one of the NextGen initiatives that has high potential to start producing significant NextGen benefits through much improved weather prediction and forecasting in the National Airspace System. As part of that effort, the Committee recommends that the FAA dedicate sufficient funding to accelerate the development and deployment of NWP in an expeditious manner to realize the benefits of NWP sooner and reduce overall program costs. This would have a significant effect on improving safety and efficiency of air traffic operations in bad weather conditions.

DataComm.—The Committee provides $175,100,000 for Data Communications (DataComm) in Support of the NextGen Air Transportation System, an increase of $21,000,000 above the budget request. The capabilities in Data Communications full services will reduce the need for the controller or pilot to voice complicated instructions consisting of long strings or route fixes that can often cause controllers and pilots to repeat the information until correct and confirmed. The increase level provided will enable the FAA to reduce congestion on radio frequencies which will reinforce the business case benefits and airlines investment in aircraft equipage which will increase the NextGen benefits accrued in the national airspace system. The airlines anticipate this capability will enable them to fly more efficient routes, saving time and fuel. The airspace users have expressed through the NextGen Advisory Committee (NAC) and other forums that their business case for investing in Data Comm relies on the capabilities delivered by En Route Full Services.

Reduced oceanic separation/SBS advanced surveillance enhanced procedural separation.—The Committee provides $14,350,000 for

Reduced Oceanic Separation portfolio, an increase of $10,000,000 above the budget request. The additional funding will accelerate testing and evaluation of the technology, operational trials, modification of automation systems, and other activities necessary to use space-based ADS–B for enhanced surveillance to enable reduced oceanic separation services. The Committee commends the FAA for requesting that the NextGen Advisory Committee (NAC) evaluate the benefit of enhanced surveillance capabilities. The NAC recently approved a final report that identified significant quantified benefits from using space-based ADS–B, mainly by enabling aircraft to obtain their preferred optimal flight tracks and altitudes to minimize fuel burn or to recover from delays. In addition to operational enhancements and efficiencies, the technology enables critical safety benefits, including filling existing surveillance gaps, precise search and rescue, global flight tracking, and reversing the rising number of denied weather deviations on oceanic tracks due to lack of surveillance. While the Committee appreciates recent progress, the Committee remains concerned that the FAA still lags behind other air navigation service providers in implementing space-based ADS–B. Therefore, the Committee directs the FAA to make a final investment decision not later than September 30, 2018 regarding a reduced oceanic separation capability that, if a positive business case is provided, would result in operational use by the end of 2020.

Standard Terminal Automation Replacement System/Terminal Automation Modernization Replacement Program (STARS/TAMR).—The Committee is concerned that the FAA is not effectively proceeding with the development and implementation of the directed roadmap for the planned NextGen value added toolsets to aid in increasing safety, capacity, and efficiency to STARS, as directed by the Committee in fiscal year 2017. The Committee also is concerned that the FAA is not expeditiously developing and implementing new software-based toolsets that have the ability to provide significant enhancements and that take advantage of this new infrastructure. Therefore, the Committee directs the FAA to provide a STARS/TAMR roadmap within 90 days of the enactment of this Act. This roadmap should detail the future path including investment decision milestones that will be necessary in order to provide terminal area controllers with performance based navigation (PBN) and other NextGen initiatives such as improved terminal area weather.

Terminal airport traffic control facilities—replace.—The Committee recommends $58,118,485, which is $27,000,000 more than the budget request.

—*Remote tower*.—From the increase provided for terminal airport traffic control facilities—replace, $5,000,000 is only for continuing the ongoing remote tower project, including operating costs, and for deploying remote tower systems to at least 2 other airports. The Committee believes that the remote tower is a promising technology that will improve aviation safety, reduce capital costs, and increase operational efficiencies. In selecting airports to install a remote tower, the Committee directs the FAA to take into account the interest of the airport sponsor and to give priority to airports that are currently in the contract tower program that have aging towers in need of replacement or are non-towered airports that are viable candidates for the program.

—*Facility investments*.—The recommendation for Terminal Airport Traffic Control Facilities—Replace also includes an additional $22,000,000 for the replacement of terminal air traffic control facilities and air traffic control towers. The Committee directs the FAA to use this additional funding, as well as funding provided for this activity in the fiscal year 2016 and fiscal year 2017 Appropriations Acts, for all air traffic control towers that are ready for land acquisition or construction. The Committee denies the FAA's request to postpone construction on air traffic control facilities.

Terminal radar approach control (TRACON) facilities—improve.—The Committee recommendation includes $61,800,000 for TRACON facilities improvements, an additional $5,000,000 above the budget request. The FAA's budget request includes $11,200,000 for improvements to the agency's large terminal radar approach control (TRACON) facilities. The Committee directs the FAA to use the requested funding and the additional $5,000,000 for these improvements, and to use these funds for modernization and expansion efforts that will ensure the long-term viability of large TRACONs.

Very high frequency (VHF) omni-directional range (VOR) and tactical air navigation (TACAN).—The Committee is aware of efforts underway to address the rationalization and recapitalization of aging en route navigational aids. These systems are critical to the safety, resiliency, and on-going operations of both civilian and military air navigation. The Committee directs the FAA to move ahead with the issuance of a request for proposals (RFP) to implement a service based procurement for Very High Frequency (VHF) Omni-Directional Range (VOR) and Tactical Air Navigation (TACAN) systems. The RFP shall be released with the objective of issuing a contract expeditiously.

Wide Area Augmentation System (WAAS) for GPS.—The Committee believes that it is critical that the FAA's WAAS ground based infrastructure be ready to work with the new GPS III constellations dual frequency capability. The Committee understands that this effort was to be accomplished in WAAS DFO, Segment 2, which will develop and implement the new algorithms and integrity validation for this new safety-of-life application. The Committee also understands that WAAS DFO Segment 2 will begin acquisition in 2019. In the fiscal year 2017 appropriations Act, the Committee directed the FAA to begin algorithm development and test in support of dual frequency operations. In addition, the Committee recommended that the FAA dedicate sufficient funding to begin design, development, modeling and prototyping of the new dual frequency algorithms. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on their plan for accomplishing this directed action within 120 days after enactment.

WAAS GEO 7 satellite system.—The Committee recommends that development of the WAAS GEO 7 satellite system begin in fiscal year 2018 to ensure continuous sustainment of a full three-satellite WAAS navigation constellation. All current GEO host satellites reach the end of their base contracts by the end of 2017. So unless the FAA moves more expeditiously with the development of WAAS GEO 7, the window for the next available host satellite launches may pass, thereby delaying this navigational capability. This creates significant risk for the WAAS 3-satellite GEO constellation's ability to provide continuous uninterrupted service for aviation and other users. The Committee encourages the FAA to consider working with the current supplier in order to meet this window of opportunity. The Committee recommends $3,000,000 million in additional fiscal year 2018 funding to mitigate this risk and to initiate host satellite commitments, secure space and ground subcontracts, and obtain FAA approval to secure a lease with a satellite provider.

BILL LANGUAGE

Capital investment plan.—The bill continues to require the submission of a five-year capital investment plan.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriation, fiscal year 2017	$176,500,000
Budget request, fiscal year 2018	150,000,000
Recommended in the bill	170,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−6,500,000
Budget request, fiscal year 2017	+20,000,000

This appropriation provides funding for long-term research, engineering, and development programs to improve the air traffic control system and to raise the level of aviation safety, as authorized by the Airport and Airway Improvement Act and the Federal Aviation Act. The appropriation also finances the research, engineering, and development needed to establish or modify federal air regulations.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $170,000,000 for FAA's research, engineering, and development programs, which is $6,500,000 less than the fiscal year 2017 enacted level and $20,000,000 above the budget request.

The Committee recommendation includes the following funding levels for research, engineering, and development programs.

	FY 2018 Request	FY 2018 House
Fire Research and Safety	$7,044,000	7,425,000
Propulsion and Fuel Systems	2,269,000	2,269,000
Advanced Materials/Structural Safety	4,338,000	7,000,000
Aircraft Icing/Digital System Safety	9,253,000	5,102,000
Continued Airworthiness	10,437,000	10,437,000
Aircraft Catastrophic Failure Prevention Research	1,570,000	1,528,000
Flightdeck/Maintenance/System Integration Human Factors	6,825,000	7,305,000
System Safety Management	4,149,000	6,500,000
Air Traffic Control/Technical Operations Human Factors	5,196,000	6,165,000
Aeromedical Research	9,765,000	9,080,000
Weather Program	13,399,000	15,476,000
Unmanned Aircraft Systems Research	6,787,000	13,787,000
NextGen–Alternative Fuels for General Aviation	5,924,000	7,000,000
Commercial Space	1,796,000	1,796,000
NextGen–Wake Turbulence	6,831,000	7,609,000
NextGen–Air Ground Integration Human Factors	6,757,000	7,575,000
NextGen–Weather Technology in the Cockpit	3,644,000	4,059,000

	FY 2018 Request	FY 2018 House
NextGen–Information Security	1,000,000	1,000,000
Environment and Energy	14,497,000	16,013,000
NextGen–Environmental Research—Aircraft Technologies, Fuels, and Metrics	23,151,000	27,174,000
System Planning and Resource Management	2,135,000	2,288,000
William J. Hughes Technical Center Laboratory Facility	3,233,000	3,412,000
Research, Engineering and Development Total	150,000,000	170,000,000

Advanced material/structural integrity safety.—The Committee recommendation includes $7,000,000 for Advanced Material/Structural Integrity Safety, an increase of $2,662,000 above the budget request.

NextGen-alternative fuels for general aviation.—The Committee provides $7,000,000 for NextGen-Alternative Fuels for General Aviation, an increase of $1,076,000 above the budget request.

Unmanned aircraft systems research.—The Committee provides $13,787,000 for Unmanned Aircraft Systems Research, an increase of $7,000,000 above the budget request. The Administrator shall use FAA integrated laboratories, in partnership with NASA laboratories, to provide for proofs of concept supporting the integration of UAS into the NAS and to ensure interoperability with NAS systems. The Unmanned Traffic Management (UTM) system will create an air traffic control network for UAS that will have the capability to communicate with existing NAS infrastructure.

UAS research plan.—The Committee directs the FAA to submit to the House and Senate Committees on Appropriations a comprehensive plan for research supporting full integration of unmanned aircraft systems no later than 180 days after enactment.

The Committee requests that FAA provide a report within 120 days of enactment of this Act on its progress meeting statutory obligations under Section 2208 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114–190) to develop a research plan and establish a pilot program to demonstrate a UTM system.

UAS test sites.—The Committee fully supports UAS Test Sites, which were established by Congress through the FAA Modernization Act of 2012 to safely integrate UAS research breakthroughs and technology innovations into national airspace in a safe and comprehensive manner. Since 2013, the UAS industry has grown leaps and bounds, fueled by opportunity and application. The technology continues to push the envelope, and the test sites serve to shepherd these technologies and innovations by merging public safety with application.

GRANTS-IN-AID FOR AIRPORTS

(LIMITATION ON OBLIGATIONS)

	Liquidation of contract authorization	Limitation on obligations
Appropriation, fiscal year 2017	$3,750,000,000	$3,350,000,000
Budget request, fiscal year 2018	3,000,000,000	3,350,000,000
Recommended in the bill	3,000,000,000	3,350,000,000
Bill compared to:		
Appropriation, fiscal year 2017	−750,000,000	– – –
Budget request, fiscal year 2018	– – –	– – –

The bill includes a liquidating cash appropriation of $3,000,000,000 for grants-in-aid for airports, authorized by the Airport and Airway Improvement Act of 1982, as amended, which is $750,000,000 below the fiscal year 2017 enacted level and the same as the budget request. This funding provides for liquidation of obligations incurred pursuant to contract authority and annual limitations on obligations for grants-in-aid for airport planning and development, noise compatibility and planning, the military airport program, reliever airports, airport program administration, and other authorized activities.

LIMITATION ON OBLIGATIONS

The bill includes a limitation on obligations of $3,350,000,000 for fiscal year 2018, which is the same as both the fiscal year 2017 enacted level and the budget request.

Airport connectivity.—The Committee is concerned about the impact of connectivity between regional airlines servicing small community airports and the legacy airlines at their hub airports. The inability of these regional airlines to link seamlessly with legacy airlines at their hub airports discourages passenger growth at small airports with existing service as well as those communities seeking to initiate or expand air service. The Committee encourages the Federal Aviation Administration to study this issue and determine additional steps that can be taken to provide interlining and seamless connectivity at hubs between regional airlines from all small communities to ultimate destinations, regardless of current code-sharing arrangements.

Regulatory compliance.—The Committee is concerned about the findings of the 2013 Airport Cooperative Research Program report entitled, "Impact of Regulatory Compliance Costs on Small Airports." The Committee directs FAA to develop a plan to implement the report's recommendations and report back to Congress within 180 days of enactment of this Act.

Aircraft rescue and firefighting.—The Aircraft Rescue and Firefighting (ARFF) program requires certificated airports to ensure their designated personnel receive proper training, including initial and ongoing training. There are a number of training facilities across the country that provide different levels of training, including initial and recurrent annual training. The Committee is concerned about changes that have occurred in the number and location of training facilities offering ARFF training, particularly in the Great Lakes and Central FAA regions, which lack a single dedicated ARFF training site within their regions. The Committee is interested in ensuring that ARFF training is available and accessible in a cost-effective and sustainable setting. The Committee directs the FAA, within 120 days of enactment of this Act, to provide the Committee with a report on the number and suitability of training facilities in each of the FAA regions, or within a specified distance from the airports that require such training. The Committee also encourages the Administration to develop a plan for supporting efforts to address coverage gaps identified in this report, and which make use of existing cost-effective proposals, including partnerships between an airport sponsor and an established firefighting training facility that has already made an investment in training personnel and infrastructure. The Committee believes that there may be cost-savings and broader efficiencies for the federal taxpayer by utilizing this type of partnership, and encourages the FAA to evaluate proposals that incorporate existing fire training facilities.

Noise insulation.—The Committee is concerned that federally funded sound insulation installed to mitigate airport noise is aging. The Committee directs the FAA to report to the Committee, not later than 180 days after the enactment of this Act, on the issues associated with aging sound insulation. The report should focus on sound insulation installed prior to 2007, examine the effective lifespan of common sound insulation including window and door upgrades, weather-stripping, and other sound mitigation treatments, and should include recommendations for the replacement of sound insulation that has exceeded its effective lifespan.

Unmanned aircraft systems (UAS) threat mitigation at airports.—Reported sightings of UAS near airports remain a concern, and several options are available to mitigate the threat of errant and hostile UAS near airports. The FAA is working to develop remote identification and tracking standards for UAS in conjunction with industry, Federal government, and law enforcement partners. The Committee is interested in continued efforts to measure the effectiveness of counter UAS systems in an airport environment. To that end, the Committee encourages the FAA to continue working with national security and law enforcement partners, as well as aviation stakeholders, including airport operators, to ensure these technologies do not compromise the safe and efficient operation of the National Airspace System. The Committee expects the FAA to undertake this work in a fiscally responsible manner by continuing to utilize cooperative research agreements that minimize costs to the Federal government.

Airport public private partnerships.—The FAA has invested in an innovative and timely program authorized by the Title 49 United States Code § 47134, to establish a public private partnership program for local airports. Never has there been a time for greater emphasis on the need for private investment alongside the Federal government to expedite and fund projects which are vital to the National Airspace System. Projects which have been preliminarily accepted and or will be approved have been chosen because they are innovative (conform with the intent of the "Pilot Program"), will leverage considerable private capital, lower the traditional Federal investment for public use infrastructure, and create new jobs for America. To fulfill the intent of this program, the Committee directs FAA to expedite final processing and provide the highest priority funding for any project in this program that meets the criteria above.

ADMINISTRATION AND RESEARCH PROGRAMS

Airport administrative expenses.—Within the overall obligation limitation, the bill includes $111,863,000 for the administration of the airports program by the FAA. This funding level is $4,172,000 above the fiscal year 2017 enacted level and the same as the budget request.

Airport cooperative research program (ACRP).—The recommendation includes $15,000,000, which is the same as the fiscal year 2017 enacted level and the budget request. The ACRP identifies shared problem areas facing airports that can be solved through applied research but are not adequately addressed by existing federal research programs.

Airport technology research.—The Committee recommendation includes a minimum of $33,210,000 for the FAA's airport technology research program, which is $1,835,000 above the fiscal year 2017 enacted level and the same as the budget request. The funds provided for this program are utilized to conduct research in the areas of airport pavement; airport marking and lighting; airport rescue and firefighting; airport planning and design; wildlife hazard mitigation; and visual guidance.

BILL LANGUAGE

Runway incursion prevention systems and devices.—Consistent with prior year appropriations Acts, the bill allows funds under this limitation to be used for airports to procure and install runway incursion prevention systems and devices.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110. The Committee retains a provision limiting the number of technical work years at the Center for Advanced Aviation Systems Development to 600 in fiscal year 2018.

Section 111. The Committee retains a provision prohibiting FAA from requiring airport sponsors to provide the agency 'without cost' building construction, maintenance, utilities and expenses, or space in sponsor-owned buildings, except in the case of certain specified exceptions.

Section 112. The Committee continues a provision allowing reimbursement for fees collected and credited under 49 U.S.C. 45303.

Section 113. The Committee continues a provision allowing reimbursement of funds for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114. The Committee continues a provision prohibiting FAA from paying Sunday premium pay, except in those cases where the individual actually worked on a Sunday.

Section 115. The Committee continues a provision prohibiting FAA from using funds to purchase store gift cards or gift certificates through a government-issued credit card.

Section 116. The Committee continues a provision that requires approval from the Deputy Assistant Secretary for Administration of the Department of Transportation for retention bonuses for any FAA employee.

Section 117. The Committee continues a provision that requires the Secretary to block the display of an owner or operator's aircraft registration number in the Aircraft Situational Display to Industry program, upon the request of an owner or operator.

Section 118. The Committee continues a provision that limits the number of FAA political appointees to nine.

Section 119. The Committee continues a provision that prohibits funds for any increase in fees for navigational products until FAA has reported a justification for such fees to the House and Senate Committees on Appropriations.

Section 119A. The Committee continues a provision that requires 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 119B. The Committee continues a provision prohibiting funds to change weight restrictions or prior permission rules at Teterboro Airport in Teterboro, New Jersey.

Section 119C. The Committee continues a provision prohibiting funds to withhold funds from certain contract tower applicants.

Section 119D. The Committee includes a provision that requires FAA to take certain actions related to organization delegation authorization.

FEDERAL HIGHWAY ADMINISTRATION

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

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2017	$435,795,000
Budget request, fiscal year 2018	442,691,925
Recommended in the bill	442,691,925
Bill compared with:	
Appropriation, fiscal year 2017	+6,896,925
Budget request, fiscal year 2018	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on FHWA administrative expenses of $442,691,925, including $3,248,000 transferred to the Appalachian Regional Commission. The recommendation is $6,896,925 above the fiscal year 2017 enacted level, and the same as the budget request.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

[In thousands of dollars]

Program	Fiscal year 2017 enacted	Fiscal 2018 request	Recommended
Federal-aid highways (obligation limitation)	43,266,100	44,234,212	44,234,212
Exempt contract authority	739,000	739,000	739,000
Rescission of contract authority	–857,000	– – –	–800,000

[In thousands of dollars]

Program	Fiscal year 2017 enacted	Fiscal 2018 request	Recommended
Total program level	43,148,100	44,973,212	44,173,212

The federal-aid highways program is designed to aid in the development, operations, and management of an intermodal transportation system that is economically efficient and environmentally sound, to provide the foundation for the nation to compete in the global economy, and to move people and goods safely.

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

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

COMMITTEE RECOMMENDATION

The Committee recommends a total program level of $44,173,212,000 for the activities of FHWA in fiscal year 2018. This amount is $1,025,112,000 above the fiscal year 2017 enacted level and $800,000,000 below the budget request. Included within the recommended amount is an obligation limitation of $44,234,212,000, $739,000,000 in contract authority that is exempt from the obligation limitation, and an $800,000,000 rescission of prior year unobligated contract authority balances.

Highway guide sign fonts.—In early 2016, FHWA notified state transportation agencies of its intention to rescind approval for the use of an alternate font on highway guide signs. The decision was made without adequate public input, and immediately impacted an estimated 26 states that had been given prior approval for alternate font use as a safe way to communicate with the traveling public. In order to provide an opportunity to fully consider the impact of this decision, the bill prohibits funds from being used to enforce actions terminating the interim approval of this alternate font during fiscal year 2018. The Committee is also aware of recent research regarding the safety and effectiveness of the alternate font, and that multiple states have submitted comments to FHWA in support of reinstating approval for the alternate font. FHWA is directed to conduct a comprehensive review of the research on this alternate font and to report back to the Committee within 90 days of enactment of this Act. The report must document the safety and cost implications of the decision to terminate approval and fully address the comments submitted by affected states during the December 13, 2016 Request for Information related to the alternate font.

Transportation project delays.—The Committee notes the significant increase in transportation project development timelines from planning and design to completion of construction. Analyses from the Department of Transportation and independent organizations show major highway projects currently take between 10 and 20 years to complete, twice their duration 40 years ago. Transportation projects are frequently delayed by untold design changes, environmental regulations, right-of-way issues, utility coordination, outdated construction methodologies, inadequate workforce development practices, and poor project management execution. Unnecessarily long project timelines increase project costs, introduce programmatic inefficiencies, encourage superfluous design changes, and ultimately obstruct the delivery of desperately needed infrastructure in the United States. The Committee supports the Department's efforts to research and implement accelerated and integrative project management and collaborative development strategies to compress project timelines and enhance stakeholder participation. It recommends relying on proven applied transportation research institutions to achieve these objectives.

The administrative burden on compliance of every action that triggers the National Environmental Policy Act (NEPA) has held up countless federally funded projects including projects to build our nation's infrastructure. The Committee encourages the Secretary to use all existing authorities to implement Executive Order 13766 in order to accelerate infrastructure projects funded in fiscal year 2018.

Bridge corrosion control best practices.—The Committee is concerned with the large number of structurally deficient bridges in the U.S. and recognizes that corrosion is a leading cause of bridge failure. The Committee also recognizes that the use of industry best practices in corrosion planning and prevention can greatly lengthen the lifecycle of a bridge, saving taxpayer money and protecting public safety and the environment. Therefore, the Committee directs the Secretary to consult with state transportation departments to ensure that contractors and subcontractors hired for bridge construction, alteration or maintenance projects using federal taxpayer money, other than those involving minor repair work, are utilizing industry best practices to prevent, mitigate and control corrosion. Industry best practices include surface preparation, protective coatings, materials selection, cathodic protection, corrosion engineering, and personnel training. The Secretary should ensure that state departments of transportation are using contractors and subcontractors that are qualified, as determined by a third-party organization, as capable of meeting industry best practices. The Committee expects the Secretary to report back to the Committee, and to the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee, within one year of enactment of this legislation, on the status of corrosion control planning by state departments of transportation, and the status of corrosion control best practice requirements in state regulations and in bid specifications for bridge projects using federal taxpayer money. The Committee expects the report to highlight what steps the Secretary has taken, in consultation with state departments of transportation, to ensure that contractors and subcontractors hired for bridge construction, alteration or maintenance projects using federal taxpayer money are qualified and utilizing industry best practices to prevent, mitigate and control corrosion in bridge projects.

Bridge and structure product and technology innovations clearing house.—The Committee directs the Department to facilitate implementation of new and advanced transportation infrastructure by promoting and advancing new products and innovations related to highway bridges and structures. Unfortunately, the mainstreaming of new innovations within the surface transportation communities is a lengthy, complex, and difficult process. As part of this action, the Committee directs the Department to serve as a clearing house for new innovations by providing a specific location for bridge and structure stakeholders to find technically robust and unbiased information and reports that evaluate innovations and accelerate acceptance and implementation of new bridge and structure materials and technologies.

Culvert and storm sewer materials procurement.—The Committee directs the Secretary to evaluate the methods by which States procure culvert and storm sewer materials and the impact of those methods on project costs, including the extent to which such methods take into account environmental principles, engineering principles, and the varying needs of projects based on geographic location.

Geosynthetic reinforced soil-integrated bridge systems.—The Committee supports continuing the geosynthetic reinforced soil-integrated bridge system program including research and deployment to capitalize on investments in the program. The Committee encourages FHWA to fund research to address development of technical specifications for segmental facing material durability, connections between geosynthetics and segmental facing materials in retaining walls, including bridge abutments, segmental unit sound barriers, and scour countermeasures in erosion control systems. The Committee encourages FHWA to complete currently planned cost studies of geosynthetic-reinforced soil abutments, consider grants to deploy innovations in geosynthetic-reinforced abutments, segmental sound barriers, and flooding scour countermeasures, to address technical specifications for segmental face durability and geosynthetics connections, and to prepare and distribute reports to state DOTs to enhance state and local application. The Committee encourages FHWA to use demonstration grants to deploy innovations in geosynthetics and segmental retaining walls.

Permeable pavements.—The Committee encourages the Secretary to accelerate research, demonstration, and deployment of permeable pavements to achieve flood mitigation, pollutant reduction, stormwater runoff reduction, and conservation. Projects may include roadway shoulder load testing and documenting lifecycle cost efficiency.

Recycled materials.—Section 1428 of the Fixing America's Surface Transportation Act (FAST Act) requires the Secretary to encourage use of durable and sustainable materials. The Committee encourages FHWA to fulfill these objectives and to consider working collaboratively with the Expert Task Group, the American Association of State Highway and Transportation Officials, and industry stakeholders in developing revised standards that allow for the maximum use of recycled materials without detrimental impact to lifecycle cost.

Federally-owned bridges.—The Committee recognizes that there are a number of infrastructure projects owned solely by the federal government that are in serious need of repair. The Committee strongly encourages the Department to give the highest priority to grant applications for federal infrastructure projects which serve the greatest purpose in terms of public use. The attributes of infrastructure projects that should be given the highest priority must include, but should not be limited to, high rates of traffic, facilitation of regional traffic patterns, proximity to major metropolitan areas, facilitation of interstate commerce, accessibility to and from major metropolitan areas, and national security purpose in that they are essential evacuation routes during emergency situations. Other attributes—such as projects which link states, federal districts, national parks, or territories to other major national monuments and parks—should also be considered.

Commercial roads in the appalachian development highway system.—The Committee encourages FHWA to work with relevant state departments of transportation in Appalachia to ensure that construction and repair projects are prioritized for roads of critical commercial importance in the historic Appalachian Development Highway System.

Border state infrastructure.—The Department of Transportation shall encourage states using federal funds designated for border state infrastructure to ensure participation of city and county governments along the U.S.-Mexico border in project selection processes.

Transportation infrastructure and military installations.—Since the passage of the Federal-Aid Highway Act of 1956 (P.L. 84–627), investments in our nation's transportation infrastructure have been directly tied to supporting national defense. Access to and from military installations continues to impact operations and local communities. The Committee strongly encourages the Secretary of Transportation to work with the Secretary of Defense to assess the transportation infrastructure that supports access to and from domestic military installations and to develop a strategy for addressing opportunities to improve base access and egress, impact on the local community, and national security.

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

Freight transportation projects.—Major freight corridors improve our economic efficiency, advance exports and imports, increase the efficiency of national and international freight movement, promote economic growth on a regional and national basis, and increase employment. As an example, IH 35 in Texas, which carries more than ten percent of the freight traffic for the entire country remains a critical component of the Primary Highway Freight System on the National Highway Freight Network. The Committee believes that funding for transportation projects that impact the National Highway Freight Network should be a high priority.

Technology and innovation deployment program.—The Committee supports the technology and innovation deployment program's efforts to improve the safety, efficiency, reliability, and performance of our Nation's transportation infrastructure. There is a growing need to accelerate the adoption of best practices, technologies, and materials that lead to faster construction and cost-effective rehabilitation of efficient and safe bridges. The Committee encourages the Department to use these funds for the demonstration and deployment of advanced composite materials in bridge replacement and rehabilitation.

JobMod software.—The Committee directs the Secretary within 180 days of enactment of this Act to revise and update the JobMod input-output economic software model, or equivalent, to ensure that it is capable of estimating the number of jobs supported by $1,000,000,000 of federal-aid highway expenditure as well as the number of on-project jobs created by highway project investments eligible under Title 23, United States Code.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2017	$44,005,100,000
Budget request, fiscal year 2018	44,973,212,000
Recommended in the bill	44,973,212,000
Bill compared with:	
Appropriation, fiscal year 2017	+968,112,000
Budget request, fiscal year 2018	– – –

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of $44,973,212,000, which is $968,112,000 above the enacted level and the same as the budget request. This is the amount required to pay the outstanding obligations of the highway program at levels provided in this Act and prior appropriations Acts.

(RESCISSION)

(HIGHWAY TRUST FUND)

Appropriation, fiscal year 2017	–$857,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	–800,000,000
Bill compared with:	
Appropriation, fiscal year 2017	+57,000,000
Budget request, fiscal year 2018	–800,000,000

COMMITTEE RECOMMENDATION

The Committee recommends a rescission of $800,000,000, which is $57,000,000 less than the 2017 enacted rescission and $800,000,000 larger than the budget request.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

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

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

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

Section 123 requires congressional notification before the Department provides credit assistance under the TIFIA program.

Section 124 requires 60-day notification to the Committees on Appropriations of any grants as authorized under 23 U.S.C. 117.

Section 125 prohibits the termination of the Clearview font as an approved alternate font on highway guide signs.

Section 126 modifies the application of a federal truck weight exemption to include the State of North Dakota.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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

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

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of Contract Authorization	Limitation on Obligations
Appropriation, fiscal year 2017	$277,200,000	($277,200,000)
Budget request, fiscal year 2018	283,000,000	(283,000,000)
Recommended in the bill	283,000,000	(283,000,000)
Bill compared with:		
Appropriation, fiscal year 2017	+5,800,000	(+5,800,000)
Budget request, fiscal year 2018	– – –	(– – –)

This limitation controls FMCSA spending on salaries, operating expenses, and research. It provides 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 the Compliance, Safety, and Accountability Program, regulation and enforcement of freight transport, and federal safety enforcement at the U.S. borders. These resources also fund regulatory development and implementation, information management, research and technology, safety education and outreach, and the safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends $283,000,000 in liquidating cash for motor carrier safety operations and programs. The Committee also recommends limiting obligations from the highway trust fund to $283,000,000 for motor carrier safety operations and programs in fiscal year 2018. These levels are $5,800,000 above the fiscal year 2017 enacted level and the same as the budget request.

The Committee continues bill language specifying funding amounts for the research and technology program and adds language specifying funding amounts for information management, both to remain available until September 30, 2020.

Bus lease and interchange rule.—On August 31, 2016, FMCSA announced its intent to issue a rulemaking to revise the final rule concerning the lease and interchange of passenger carrying motor vehicles, in response to numerous petitions for reconsideration. On June 16, 2017, FMCSA published another notice proposing to respond to the same petitions for reconsideration and seeking comment. However, the June 2017 notice has led to confusion for the public because it is not titled a notice of proposed rulemaking, it does not include regulatory text on which to comment, and the content of the notice is inconsistent with the August 2016 notice. The Committee directs FMCSA to issue a formal notice of proposed rulemaking to modify the rule to resolve the issues as identified in its August 2016 notice, including proposed regulatory text, and to ensure the rule appropriately targets unsafe passenger carriers without unduly interfering in compliant business operations. If FMCSA is unable to effect a modification of the rule by January 1, 2019, the Committee expects FMCSA to grant an additional extension of the compliance date long enough to accommodate an appropriate modification of the rule.

Wireless roadside inspection programs.—The Committee remains concerned about the FMCSA wireless roadside inspection program's impact on private sector innovation and motor carrier safety and operations. The Committee urges the Secretary to continue to monitor this program, as well as other commercially available systems and products, and to take steps to avoid any conflict with existing non-Federal electronic screening systems, duplication of commercially available software applications, overreach of existing authority, and failure to address privacy concerns.

30-minute rest period exemptions.—The 30-minute rest period appropriately seeks to protect safety by ensuring that drivers are not driving more than eight hours without a thirty-minute, non-driving rest period. FMCSA has granted a number of exemptions to these regulations without compromising safety in order to meet the needs of specific industries. Drivers that make multiple stops throughout the day and are working during those non-driving periods, including the loading and unloading of products to be delivered, are experiencing routine breaks from driving while performing on-duty activities. When evaluating exemption requests, the Committee encourages FMCSA to consider: (1) the safety benefits of making routine stops during the day, (2) the safety benefits of drivers remaining physically active during non-driving periods, and (3) the safety implications of adding additional vehicle miles operated to the road if exemptions are not granted.

Safety management system data sharing.—The Committee believes that, as important safety partners, motor carrier insurers should have the same access to safety management system (SMS) data as the motor carriers they insure. The Committee therefore urges FMCSA to implement appropriate credentialing that will allow insurers or potential insurers of motor carriers access to SMS data. The Committee believes that doing so will advance highway safety. The Committee urges the Department to provide for such access within the time frame specified in Sections 5221–5223 of the FAST Act for implementing improvements to the Compliance, Safety, Accountability Program and SMS, and restoring public access to previously available information.

Livestock and insect carriers.—FMCSA has been responsive to problems encountered by motor carriers attempting to comply with the hours-of-service (HOS) regulations while transporting live cargo. The requirement that drivers take a 30-minute break no later than eight hours after coming on duty is problematic for livestock which can become overheated and may sometimes die without the air flow provided by the motion of the truck. A 30-minute break also extends the time animals must spend on the vehicle which is unavoidably stressful. When approached for relief, FMCSA issued a 90-day waiver of the break requirement to get agricultural carriers through the heat of the summer months. The Agency followed up with a 1-year exemption, and because no adverse effects on highway safety were observed, it subsequently extended the exemption for an additional 2 years. Transporters of bee hives reported similar problems with the 30-minute break and FMCSA granted those carriers a 2-year exemption from the break requirement as well. Recognizing the significance of the problem identified by livestock and bee transporters (and other segments of the motor carrier industry), Congress enacted Sec. 5206(b)(1) of the Fixing America's Surface Transportation Act to make these existing HOS exemptions permanent.

Livestock transporters have also drawn attention to the FMCSA rule that limits driving time to 11 hours within a 14-hour window after the driver comes on duty. Although drivers transporting "agricultural commodities," including livestock, are exempt from the HOS regulations while operating within 150 air-miles of the source of such commodities, livestock haulers sometimes make deliveries well beyond the exempt zone. On these trips, they may exceed the 11- and 14-hour limits, even though their HOS "clock" does not start until they go beyond the 150 air-mile radius. The Committee directs FMCSA to balance the welfare of livestock and the risks of driver fatigue on trips beyond the exempt zone and to pay close attention to the special circumstances of agricultural transporters. FMCSA shall continue using its regulatory tools to grant relief that appropriately reconciles highway safety with the unique needs of these carriers and their living cargo.

Regulatory compliance burdens on small carriers.—Small and independent commercial freight carriers are the backbone of the trucking industry and several rulemakings advanced under the previous administration have placed an unusually heavy burden on this critical segment of the trucking industry. While the Committee acknowledges the importance of ensuring the safety of truckers and the rest of the driving public, new regulations must be implemented and enforced in a way that is mindful of the thousands of small businesses that bear the cost of compliance. For example, the Electronic Logging Device (ELD) mandate is projected to cost over $2,000,000,000 to implement making it one of the most expensive of all transportation rulemakings advanced under the previous administration. While large carriers already deploy similar technologies for fleet management, smaller carriers will disproportionately bear new costs associated with the mandate and with no compensating benefit to their bottom line.

The Committee is concerned by reports of serious complications associated with implementation. Many significant technological concerns remain unresolved, including certification of devices, connectivity problems in remote locations, cyber vulnerabilities, and the ability of law enforcement to access data. Further, there are several industries such as carriers of livestock, insects, and other agricultural products that operate under a complex array of HOS exemptions due to the nature of their business and concerns remain as to whether the technology can process these exemptions. As a consequence, many carriers have delayed purchase and installation of ELDs until they can be certain the technology will be compliant. The Committee directs FMCSA to review ELD manufacturers technology platforms to confirm that devices not only meet standards and specifications necessary for all affected industries and fleet sizes to be compliant but also provide a user interface that is reasonably easy to navigate.

In light of the heavy burden of this mandate, especially on small carriers, the Committee directs the Department to analyze whether a full or targeted delay in ELD implementation and enforcement would be appropriate and, if so, what options DOT has within its statutory authority to provide temporary regulatory relief until all ELD implementation challenges can be resolved. FMCSA shall provide a report on its findings to the House and Senate Committees on Appropriations within 60 days of enactment of this Act.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of Contract Authorization	Limitation on Obligations
Appropriation, fiscal year 2017	$367,000,000	($367,000,000)
Budget request, fiscal year 2018	374,800,000	(374,800,000)
Recommended in the bill	374,800,000	(474,800,000)
Bill compared with:		
Appropriation, fiscal year 2017	+7,800,000	(+107,800,000)
Budget request, fiscal year 2018	– – –	(+100,000,000)

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

COMMITTEE RECOMMENDATION

The Committee recommends $374,800,000 in liquidating cash and a $474,800,000 limitation on obligations for these programs, in fiscal year 2018. The obligation limitation is $107,800,000 above the fiscal year 2017 enacted level and $100,000,000 above the budget request.

The Committee recommends the following obligation limitations for programs funded under this account:

Motor carrier safety assistance program	($298,900,000)
High priority activities program	(43,100,000)
Commercial motor vehicle operator grants program	(1,000,000)
Commercial driver's license program implementation program	(31,800,000)
Highly automated commercial vehicle research and development program	(100,000,000)

Highly automated commercial vehicle research and development program.—The Committee recognizes the rapid pace at which vehicle technology is developing, and is interested in validating the safety of these new technologies. As automated safety features continue to advance, it is imperative that DOT has a clear understanding of new technologies and related cybersecurity issues. Understanding how technology advances are evolving and converging will ensure that businesses, consumers, regulators, and other stakeholders are best able to navigate and implement new vehicle capabilities. To forward this understanding, the Committee recommendation provides $100,000,000 for a highly automated commercial vehicle research and development program dedicated to research and demonstrations of highly autonomous vehicle (HAV) technologies and advanced driver automation systems (ADAS). ADAS applications include forward collision warning, pedestrian/cyclist collision warning, headway monitoring warning, lane departure warning, intelligent high beam control, and speed limit indicator systems.

No less than $11,000,000 shall be for direct expenditures on HAV research activities and related contracts and no less than $1,500,000 shall be for ADAS research activities and related contracts. All funded activities shall be administered in coordination with the National Highway Traffic Safety Administration (NHTSA) and shall supplement and not supplant NHTSA's vehicle safety research program including amounts provided for vehicle electronics and emerging technology under the NHTSA Operations and Research heading. The Committee expects the Secretary to coordinate research funding across the Department to deliver a holistic HAV/ADAS research plan that advances DOT's understanding of HAV and ADAS technologies in general and that benefits both commercial motor vehicle and light duty vehicle technology applications. In general, the Committee expects the Secretary to prioritize research initiatives that have the strongest potential to advance the safe deployment of HAV and ADAS technology and deliver the highest net benefits to road safety.

In addition to direct research and development activities, the Secretary shall solicit applications for autonomous vehicle project grants to test the feasibility of deployment through geographically contained demonstrations including but not limited to demonstrations of commercial freight corridors, commercial bus service, and ridesharing programs. In reviewing applications, the Secretary shall give priority to applicants that (1) evaluate HAV or ADAS technologies related to commercial motor vehicle and ridesharing applications, (2) include or are coordinated with research underway at designated automated vehicle proving grounds, (3) provide for the gathering and sharing of critical safety data with the government and other key stakeholders, or (4) evaluate HAV or ADAS applications that benefit transportation-challenged populations including the elderly, individuals with disabilities, and children.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130 subjects the funds appropriated in this Act to certain terms and conditions regarding Mexican-domiciled motor carriers.

Section 131 requires FMCSA to send notice of 49 CFR section 385.308 violations by certified mail, registered mail, or some other manner of delivery that records receipt of the notice by the persons responsible for the violations.

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

Section 133 prohibits funds from being used to amend, revise, or otherwise modify safety fitness determination regulations until certain conditions are met.

Section 134 clarifies the preemption of certain state and local laws and regulations by federal laws and regulations related to motor carriers, and makes such preemption retroactive to the date of enactment of the Federal Aviation Administration Authorization Act of 1994 (Public Law 103–305).

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

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

NHTSA provides grants and technical assistance to state and local governments to enable them to conduct effective local highway safety programs. Together with state and local partners, NHTSA works to reduce the threat of drunk, impaired, and distracted drivers, and to promote policies and devices with demonstrated safety benefits including helmets, child safety seats, airbags, and graduated 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 $926,704,000, which is $15,357,000 above the fiscal year 2017 enacted level and $27,565,000 above the budget request.

The following table summarizes the Committee's recommendations:

	2017 enacted	2018 request	Committee recommendation
Operations and research (general fund and highway trust fund)	$325,975,000	$301,510,000	$329,075,000
Highway traffic safety grants (highway trust fund)	585,372,000	597,629,000	597,629,000
Total	911,347,000	899,139,000	926,704,000

The Committee recommends funding levels that provide NHTSA with sufficient resources to continue its critical work improving the safety of passenger travel on the nation's highway system.

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	(General fund)	(Highway trust fund)	Total
Appropriation, fiscal year 2017	$180,075,000	$145,900,000	$325,975,000
Budget request, fiscal year 2018	152,510,000	149,000,000	301,510,000
Recommended in the bill	180,075,000	149,000,000	329,075,000
Bill compared to:			
Appropriation, fiscal year 2017	– – –	+3,100,000	+3,100,000
Budget request, fiscal year 2018	+27,565,000	– – –	+27,565,000

The operations and research appropriations support research, demonstrations, technical assistance, and national leadership for highway safety programs. Many of these programs are conducted in partnership with state and local governments, the private sector, universities, research units, and various safety associations and organizations. These programs address alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, traffic safety evaluations, motorcycle safety, pedestrian and bicycle safety, pupil transportation, distracted and drowsy driving, young and older driver safety programs, development of improved accident investigation procedures, and emerging technology and cybersecurity research including automated vehicles.

COMMITTEE RECOMMENDATION

The Committee recommends $329,075,000, which is $3,100,000 above the fiscal year 2017 enacted level and $27,565,000 above the budget request. Of this total, $180,075,000 is from the general fund for operations and vehicle safety research, and $149,000,000 is from the highway trust fund for operations and behavioral highway safety research. The recommendation includes amounts adequate to support prior year increases for safety defects investigation and vehicle electronics and emerging technologies.

Automated vehicles.—The auto industry is in the midst of a seismic technological shift that will revolutionize the transportation of people and goods in our lifetime. Connected and self-driving cars have the potential to dramatically reduce the more than 40,000 lives lost on our roads and highways every year and fundamentally transform transportation networks. In addition to reducing roadway fatalities, automated vehicle (AV) technology will drastically improve mobility options for the elderly, persons with disabilities, and other individuals who cannot obtain a drivers' license. The Committee also believes that it is critical the United States lead in the development and use of this life-saving technology, which is also being pursued by many countries around the world. The Committee recognizes the rapid pace at which AV technology is developing, and is interested in validating the safety of the new technology that would operate on our nation's roads.

The Committee is aware of the Department of Transportation's January 19, 2017 designation of ten AV proving ground pilot sites. The intent was to form an initial network of proving grounds focused on the advancement of AV technology. The Committee encourages DOT to support the development of these ten proving grounds and to promote the creation and sharing of best practices for the safe conduct of testing and operations, which will accelerate the pace of safe AV deployment. Several, highly-qualified sites were not included in the initial designation. Without a comprehensive network of experienced proving sites, the goal of establishing a community of practice to develop and share information around safe testing, demonstration, and deployment of AV technology may take much longer. Therefore, the Committee directs the Secretary to evaluate whether DOT should designate additional proving grounds among those that responded to and met the criteria listed in the Department's December 19, 2016 solicitation of proposals for designation and report to the Committee within 60 days after enactment of this Act on its findings.

The Committee continues to be concerned that the Department not create regulatory burdens to the safe development of AV technology and directs the Department to implement a streamlined application process for 49 CFR Part 555 exemption requests and grant or deny a request for exemption within 60 days. Furthermore, the Committee is encouraged by the Department's commitment to respond to interpretation requests of existing federal motor vehicle safety standards within an expedited timeline and encourages the Department to provide these responses within 30 days of submittal.

While there is great promise with the development of advanced driver automation systems (ADAS) technologies, including fully automated vehicles, there are many potentially unexpected consequences in driver cognition and the ultimate safety and success of the automation systems. The Committee is concerned that insufficient research has been conducted around the impact ADAS technologies will have on driver cognition, specifically driver fatigue and situational awareness. The Committee directs NHTSA to work collaboratively with industry and academia to conduct research on the relationship between driver automation technologies and cognitive response. Since several automation systems with near-term deployment opportunity are focused on commercial vehicles, the committee recommends this research focus initially on the trucking industry.

The transition to self-driving vehicles will take place over many years during which these vehicles will interact, and sometimes collide with, vehicles driven by humans. Our legal system has a vast amount of experience apportioning liability after auto accidents but that task could be made more difficult should access to data from AVs involved in accidents be limited. Automakers in both the United States and Europe have already taken some preliminary steps that evidence a desire to limit vehicle data access to third parties such as insurers. Vehicle data from highly automated vehicles must be made available to the parties involved, their insurers, and authorized representatives on reasonable terms. Failure to make that access available could delay compensation to accident victims and increase automobile insurance costs. The Committee urges the Department of Transportation to consider establishing guidelines that allow reasonable access to data for the parties that need such access.

Highway-rail grade crossing safety.—NHTSA has vast experience in addressing driver behaviors that threaten highway safety. Highway-rail grade crossings pose a major risk to highway safety and are an ongoing challenge for the safety community. Eliminating the most hazardous grade crossings will help reduce the risk to automobile and train passengers. The Committee urges NHTSA to work with states to target resources toward the most hazardous crossings. Additionally, increased public awareness will help educate drivers on the dangers of entering active highway-rail grade crossings. Therefore, the Committee recommends that up to $6,500,000 be used to support a high visibility enforcement paid-media campaign in the area of highway-rail grade crossing safety. The Committee directs NHTSA to coordinate these resources with the media on other highway safety campaigns, and to work collaboratively with the Federal Railroad Administration on the campaign's message development.

Crashworthiness research.—The Committee recognizes the importance that lightweight plastics and polymer composites play in meeting consumer demand for innovative vehicles, increased fuel efficiency, and improved automotive structural safety. At the same time, the Committee recognizes there has been an increase in vehicle crashes, injuries, and fatalities that could be mitigated in part by the safety capabilities of these lightweight materials. NHTSA is encouraged to prioritize research of updates to countermeasures in its frontal, side, rollover, front seatbacks and lower interior impacts for children and small adults, as well as pedestrian crashworthiness research, with an emphasis on vehicle light-weighting. NHTSA should leverage existing research being done by the Department of Transportation, the Department of Energy, and industry stakeholders in its development of safety-centered approaches for future lightweight automotive design.

Truck underride safety research.—The Committee notes that NHTSA's proposed rulemaking in December 2015 to update truck rear impact guard requirements cited 362 annual fatalities associated with light vehicle crashes into the rear of trucks. The Committee encourages NHTSA to move forward with this rulemaking and continue working with relevant experts and stakeholders, including researchers, engineers, safety advocates, and the trucking industry, to facilitate the deployment and adoption of rear and side underride protection devices.

Child hyperthermia prevention.—In prior years, the Committee has recognized the severe child safety crisis involving children left alone in motor vehicles that die of hyperthermia. The Committee has favorably cited the awareness programs conducted by NHTSA. In the 19 years since records have been maintained, more than 700 children, mostly three years old or younger, have died in this tragic way. While progress was made in 2014 and 2015, there were 39 deaths in 2016, and several children have died in early 2017. The Committee therefore directs NHTSA to continue its public education and outreach efforts on child hyperthermia prevention through a public call to action encouraging public messaging and the involvement of a broad coalition of organizations, government agencies, medical professionals, and others who regularly interact with parents and the public. The campaign should focus on parents and caregivers who transport children and encourage bystanders to take action when they see children left alone in cars. We urge that the campaign commence earlier in the year compared to prior campaigns. In addition to public awareness, the Committee urges NHTSA to continue to pursue technological solutions in coordination with industry that can serve as a reminder to parents to remove children from the rear seat prior to leaving their vehicle.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of Contract Authorization	Limitation on obligation
Appropriation, fiscal year 2017	$585,372,000	($585,372,000)
Budget request, fiscal year 2018	597,629,000	(597,629,000)
Recommended in the bill	597,629,000	– – –
Bill compared with:		
Appropriation, fiscal year 2017	12,257,000	(– – –)
Budget request, fiscal year 2018	(– – –)	(– – –)

The highway traffic safety state grant programs authorized under the FAST Act include: Highway Safety Programs, the National Priority Safety Program, and the High Visibility Enforcement Program.

These grant programs provide resources to states for highway safety programs that are data-driven and that meet states' most pressing highway safety problems. They are a critical asset in reducing highway traffic fatalities and injuries.

COMMITTEE RECOMMENDATION

The Committee recommends $597,629,000 in liquidating cash from the highway trust fund to pay outstanding obligations of the highway safety grant programs at the levels provided in this Act and prior appropriations Acts. The Committee also recommends limiting the obligations from the highway trust fund in fiscal year 2018 for the highway traffic safety grants programs to

$597,629,000. These levels are $12,257,000 above the fiscal year 2017 enacted level and the same as the budget request. The recommendation includes $5,494,000 for the driver alcohol detection system for safety (DADSS) program, which funds in-vehicle alcohol detection device research.

The Committee recommends the following funding allocations for grant programs:

Highway safety programs (section 402)	($261,200,000)
National priority safety programs (section 405)	(280,200,000)
High visibility enforcement program	(29,900,000)
Administrative expenses	(26,329,000)

Drug recognition expert and advanced roadside impaired driving enforcement training.—The Committee is concerned about increasing rates of impaired driving, especially as additional states consider and adopt measures to decriminalize marijuana. The use of marijuana, other illicit drugs, and certain prescription drugs before or while driving is a critical public safety issue and the Committee has previously instructed the agency to conduct a study of marijuana-impaired driving to fulfill the requirement of the FAST Act. The Committee recognizes the importance of impaired driving countermeasures at the community level in protecting public safety, and encourages NHTSA to expand its efforts with law enforcement to increase awareness and use of Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training particularly in those states that have adopted recreational or medicinal marijuana laws. The Committee urges NHTSA to expand its efforts to increase awareness and use among law enforcement of DRE and ARIDE training.

Driver alcohol detection system for safety (DADSS).—The FAST Act includes a total of $21,248,000 through fiscal year 2020 for the ongoing advanced drunk driving detection technology program known as DADSS. The DADSS program is an ambitious public-private research effort to develop a publicly-acceptable and commercially-viable technology that will prevent a drunk driver (at or over .08 BAC) from operating a vehicle. Technology development progress to date was demonstrated at DOT headquarters in June 2015. The accompanying bill includes $5,494,000 for fiscal year 2018. In light of the significant life-saving potential of the program, approximately 7,000 lives annually, the Committee urges NHTSA to take steps to accelerate the program, including additional support from the auto industry partners in this activity.

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

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

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

Section 142 prohibits funding for the national roadside survey.

Section 143 prohibits funds from being used to mandate global positioning system tracking without providing full and appropriate consideration of privacy concerns under 5 U.S.C. Chapter 5, subchapter II.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration (FRA) was established by the Department of Transportation Act, on October 15, 1966. The FRA plans, develops, and administers programs and regulations to promote the safe operation of freight and passenger rail transportation in the United States. The U.S. railroad system consists of over 650 railroads with 200,000 freight employees, 171,000 miles of track, and 1.35 million freight cars. In addition, the FRA continues to oversee grants to the National Railroad Passenger Corporation (Amtrak) with the goal of assisting Amtrak with improvements to its passenger service and physical infrastructure.

SAFETY AND OPERATIONS

Appropriation, fiscal year 2017	$218,298,000
Budget request, fiscal year 2018	199,000,000
Recommended in the bill	218,298,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+19,298,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $218,298,000 for safety and operations, which is equal to the fiscal year 2017 enacted level and $19,298,000 above the budget request. Of the amount provided under this heading, $15,900,000 is available until expended. The recommended level fully funds personnel, and does not provide additional positions in fiscal year 2018.

Railroad safety information system (RSIS).—The recommendation includes a total of $4,800,000 for RSIS, an increase of $500,000 from the fiscal year 2017 enacted level and $1,100,000 from the request. This funding level will increase the capabilities of FRA's principal repository of safety data, and will allow FRA to enforce safety regulations that have data collection and management requirements. The Committee directs FRA to develop a user-friendly front-end interface to access its data systems.

Automated track inspection program (ATIP).—The Committee's recommendation includes $16,500,000 for ATIP, an increase of $960,000 from the fiscal year 2017 enacted level, and $7,023,000 from the request. ATIP uses track geometry measurement vehicles to automatically measure track conditions. These vehicles supplement the work of FRA's inspectors to ensure railroads are compliant with the FRA Track Safety Standards. The funding will allow inspection of additional miles of track.

Safe transportation of energy products.—The Committee includes funding for FRA's safe transport of energy products programs. The program includes funding for crude oil safety inspectors, safety route managers and tank car quality assurance specialists, tank car research and increased mileage of ATIP on routes that carry energy produces.

Positive train control (PTC).—The Committee provides $6,600,000 for the PTC support program, equal to the fiscal year 2017 enacted level, and $3,600,000 above the request. This funding level reflects that FRA needs to review 30 additional PTC plans.

Confidential close call (C3RS).—C3RS provides insights about precursor behavior that may lead to human-factor-caused accidents, which account for about one-third of rail accidents. The recommendation includes $3,500,000, $600,000 above the fiscal year 2017 enacted level and the request. The increase will allow FRA to increase the number of reports it analyzes to identify trends. Currently, eight railroads and 17 Peer Review Teams are participating, and several additional railroads are considering participation in the C3RS program. The Committee directs FRA to explore ways to increase participation with railroad employees, whether or not the company has signed an IMOU. Increased participation will make it more difficult to determine which railroad was subject to a report. This confidentiality concern has prevented NASA from making the C3RS data accessible to FRA and the public, preventing further analysis and use in enforcement and outreach initiatives. Further, the Committee directs FRA to explore a model that would allow the public sector to pay into the program, and provide an update on these initiatives 120 days after enactment of this Act.

Trespasser Prevention.—Trespasser fatalities (not including suicides) represent nearly half of all rail operation related fatalities in the U.S., and the numbers are increasing. Since 2011 trespasser fatalities have increased by 23 percent and trespasser injuries have increased by 33 percent. Trespasser accidents take a high toll on the individuals who are killed or injured, their families, and communities, as well as on the railroad employees who witness these tragic events first hand. Some engineers and conductors involved in trespasser accidents are so affected by these tragedies that they are unable to continue their railroad careers. Therefore, the Committee directs FRA to identify and study the causal factors that lead to trespassing incidents on railroad property and develop a national strategy to prevent trespasser accidents, including milestones, timelines, and metrics to define success. The Committee directs FRA to submit the trespassing prevention strategy to the House and Senate Committees on Appropriation no later than August 1, 2018. The Committee expects FRA to implement the national strategy to prevent trespasser accidents within the recommended timelines.

Bridge support program.—FRA developed a bridge inventory database and a bridge management plan review risk model. The Committee provides $600,000, an increase of $400,000 above the request, to further modify the risk model and update the bridge inventory.

The Committee looks forward to receiving studies on standards and protocols to facilitate a passenger and freight rail line at international land crossings between the United States and Mexico; and efforts to harmonize regulations and address congestion at international rail crossings per the recommendations made in the recent GAO report.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriation, fiscal year 2017	$40,100,000
Budget request, fiscal year 2018	39,100,000
Recommended in the bill	40,100,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+1,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $40,100,000 for railroad research and development, which is equal to the fiscal year 2017 enacted level and $1,000,000 more than the budget request.

Safe transportation of energy products (STEP).—The Committee provides $2,000,000 for FRA to research and mitigate risks associated with frequent and large volume rail transport of crude oil.

Short-line safety.—The Committee's recommendation includes $2,000,000 to improve safety practices and safety training for Class II and Class III freight railroads. This supports FRA's initiative to partner with short-line and regional railroads to build a stronger, sustainable safety culture in this segment of the rail industry. The initiative will support safety compliance assessments and training on short lines that transport crude oil.

Intelligent railroad systems.—The Committee's recommendation includes $1,000,000 to facilitate research with universities on intelligent railroad systems.

System safety and risk reduction programs.—The Committee recognizes that continued investments in critical rail infrastructure programs will make our rails, railcars, and trains safer for all who use them. Therefore, the Committee urges FRA to prioritize investments in the development of technologies designed to verify the functional performance of complex electronic systems such as: positive train control, electronically controlled pneumatic brakes, automated train control, passenger door control, train communications, train environmental control, and railcar signs. In addition, the FRA should work with industry to develop standardized performance verification and diagnostics for such systems.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

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. No Federal appropriation is required to implement this program.

The Committee continues bill language specifying that no new direct loans or loan guarantee commitments may be made using Federal funds for the payment of any credit premium amount during fiscal year 2018, except for Federal funds awarded in accordance with section 3028(c) of Public Law 114–94. The Committee directs GAO to report on the efficacy of and implications to the RRIF program and communities of allowing Federal funds to serve as the credit risk premium for RRIF loans, and what type of Federal funds would likely be used for this purpose.

FEDERAL STATE PARTNERSHIP FOR STATE OF GOOD REPAIR

Appropriation, fiscal year 2017	$25,000,000
Budget request, fiscal year 2018	25,945,000
Recommended in the bill	500,000,000
Bill compared with:	
Appropriation, fiscal year 2017	+475,000,000
Budget request, fiscal year 2018	+474,055,000

The FAST Act authorized the federal-state partnership for state of good repair under section 11302. The purpose of these grants is to reduce the state of good repair backlog on publically-owned or Amtrak-owned infrastructure, equipment, and facilities. Eligible activities include capital projects to (1) replace existing assets in-kind or with assets that increase capacity or service levels, (2) ensure that service can be maintained while existing assets are brought into a state of good repair, (3) bring existing assets into a state of good repair.

COMMITTEE RECOMMENDATION

The Committee recommends $500,000,000 for the federal-state partnership for state of good repair grants, $475,000,000 more than the fiscal year 2017 enacted level and $474,055,000 more than the budget request.

According to the NEC Commission's most recent capital investment plan, the Northeast Corridor has a $38,000,000,000 state of good repair backlog covering the various assets of the NEC which must be replaced and modernized simply to sustain current rail services. This backlog must be addressed as soon as possible, and it is critical that the FRA help advance projects that are ready to utilize federal investment. Therefore, the Committee directs FRA to first give preference to eligible projects that have complete environmental impact statements and final design or that address major critical assets which have conditions that pose a substantial risk now or in the future to the reliability of train service before considering other factors.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS GRANTS

Appropriation, fiscal year 2017	$68,000,000
Budget request, fiscal year 2018	25,000,000
Recommended in the bill	25,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−43,000,000
Budget request, fiscal year 2018	– – –

Authorized under Section 11301 of the FAST Act, the purpose of the consolidated rail infrastructure and safety improvement (CRISI) grants is to improve the safety, efficiency, and reliability of passenger and freight rail systems. Eligible activities include a wide range of capital, regional and corridor planning, environmental analyses, research, workforce development, and training projects.

COMMITTEE RECOMMENDATION

The Committee recommends $25,000,000 for CRISI grants, $43,000,000 less than the fiscal year 2017 enacted level and equal to the budget request. The Committee recognizes that communities with high-volume international inland ports on the U.S.-Mexico border face unique transportation challenges caused by international trade. The Committee encourages the agency to consider the impacts of these freight movements, including traffic, highway-rail grade crossings, congestion and safety when awarding grants.

The Committee is encouraged by the efforts of commuter railroads to develop and implement PTC. While the technological and financial hurdles can be formidable, PTC is a lifesaving technology that enjoys broad support across the nation. The Committee encourages the Department to make certification a priority and to provide the necessary technical assistance to commuter railroads as they move toward full implementation.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Amtrak, created as a for-profit business in 1970, operates trains on over 20,000 miles of track owned by freight railroad carries, and over 654 miles of its own track, most of which is on the Northeast Corridor (NEC) from Washington, D.C., to Boston, Massachusetts. Amtrak operates both electrified trains, which can achieve speeds of up to 150 mph on the highest quality track on the NEC, and diesel locomotives, which currently can achieve speeds between 74 to 110 miles per hour.

The FAST Act authorizes funds for Amtrak through 2020 under a new structure that includes two lines of businesses, the Northeast Corridor (NEC) that runs from Boston to Washington, D.C.; and the National Network, which encompasses Amtrak's state-supported and long-distance routes, as well as other non-NEC activities. The account structure, when combined with new planning and reporting requirements on Amtrak's business lines and asset categories, significantly improves the transparency of Amtrak funding and the delivery of its services. The Committee recommends $1,428,000,000 for Amtrak, $67,000,000 below the fiscal year 2017 enacted level and $668,000,000 above the request. The Committee provides funding consistent with the authorized structure.

Congressional budget justification.—The Committee appreciates the level of detail in the fiscal year 2018 budget justification and directs Amtrak to submit justification with a similar level of detail for fiscal year 2019.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, fiscal year 2017	$328,000,000
Budget request, fiscal year 2018	235,000,000
Recommended in the bill	328,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+93,000,000

The Committee recommends $328,000,000 for grants to the Northeast Corridor for operating and capital purposes, which is equal to the fiscal year 2017 enacted level and $93,000,000 above the request. In addition to these funds, the Northeast Corridor retains its operating profits for use on the corridor. This funding level provides $5,000,000 to the Northeast Corridor Commission established under section 24905 of title 49, United States Code. The Committee directs Amtrak to prioritize eligible projects that have complete environmental impact statements and final design or that address major critical assets which have conditions that pose a substantial risk now or in the future to the reliability of train service.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriation, fiscal year 2017	$1,167,000,000
Budget request, fiscal year 2018	525,000,000
Recommended in the bill	1,100,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−67,000,000
Budget request, fiscal year 2018	+575,000,000

The Committee recommends $1,100,000,000 for national network grants to Amtrak, which is $67,000,000 below the fiscal year 2017 enacted level and $575,000,000 above the request. These funds subsidize operating and capital losses on all of Amtrak's existing long-distance routes, state-supported routes, as well as other non-NEC activities. The FAST Act allows Amtrak to transfer operating profits from the Northeast Corridor to this appropriation under certain conditions.

ADMINISTRATIVE PROVISIONS

Section 150. The Committee continues a provision that limits overtime to $35,000 per employee, allows Amtrak's president to waive this restriction for specific employees for safety or operational efficiency reasons, and requires notification to the House and Senate Committees on Appropriations within 30 days of granting such waivers. It also requires Amtrak to submit an annual report summarizing overtime payments incurred by the Corporation for calendar year 2017 and the prior three years. The summary shall include total number of employees that received waivers, total overtime payments paid to employees receiving waivers for each month for 2017 and the prior three calendar years.

Section 151. The Committee includes a provision prohibiting funds from being used for high speed rail in California.

Section 152. The Committee includes a provision prohibiting the Surface Transportation Board from taking action with respect to the construction of high speed rail in California unless the Board has jurisdiction over the entire project.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) was established as a component of the Department of Transportation on July 1, 1968, when most of the functions and programs under the Federal Transit Act (78 Stat. 302; 49 U.S.C. 1601 et seq.) were transferred from the Department of Housing and Urban Development. Known as the Urban Mass Transportation Administration until enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Transit Administration administers federal financial assistance programs for planning, developing, and improving comprehensive mass transportation systems in both urban and non-urban areas.

The most recent authorization for the programs under the Federal Transit Administration is contained in the Fixing America's Surface Transportation (FAST) Act (P.L. 114—94) and extensions. Annual Appropriations Acts included annual limitations on obligations for the transit formula grants programs, and direct appropriations of budget authority from the General Fund of the Treasury for FTA's administrative expenses, some research programs, and capital investment grants.

ADMINISTRATIVE EXPENSES

Appropriation, fiscal year 2017	$113,165,000
Budget request, fiscal year 2018	110,794,692
Recommended in the bill	110,794,692
Bill compared with:	
Appropriation, fiscal year 2017	−2,370,308
Budget request, fiscal year 2018	– – –

COMMITTEE RECOMMENDATION

The Committee recommends a total of $110,794,692 for FTA's administrative expenses, equal to the budget request and $2,370,308 below the fiscal year 2017 enacted level. The Committee's recommendation provides these funds from the General Fund, as usual.

Operating plans.—The Committee reiterates its direction from previous years, which requires the FTA's operating plan to include a specific allocation of administrative expenses resources. The operating plan should include a delineation of full time equivalent employees, for the following offices: Office of the Administrator; Office of Administration; Office of Chief Counsel; Office of Communications and Congressional Affairs; Office of Program Management; Office of Budget and Policy; Office of Research, Demonstration and Innovation; Office of Civil Rights; Office of Planning and Environment; Office of Safety and Oversight; and Regional Offices. Further, the operating plan must include any new programs or changes to the budget request, including new grant programs. In addition, the Committee directs FTA to notify the House and Senate Committees on Appropriations at least thirty days in advance of any change that results in an increase or decrease of more than five percent from the initial operating plan submitted to the Committees for fiscal year 2019.

Budget justifications.—The Committee strongly encourages FTA to maintain the format and content in the fiscal year 2019 documents.

Transit security.—The Committee continues bill language prohibiting FTA from creating a permanent office of transit security.

Annual new starts report.—The Committee has again included bill language requiring FTA to submit the annual new starts report with the initial submission of the budget request due in February, 2018.

Full funding grant agreements (FFGAs).—Title 49 requires that FTA notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking sixty days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the Committee directs FTA to include the following: (1) a copy of the proposed full funding grant agreement; (2) the total and annual federal appropriations required for that project; (3) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2022; (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 the finance plan; (6) the source and security of all public- and private-sector financial instruments; (7) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

The Committee continues the direction to FTA to inform the House and Senate Committees on Appropriations in writing thirty days before approving schedule, scope, or budget changes to any full funding grant agreement. Correspondence relating to changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the full funding grant agreement, including any proposed change in rail car procurements.

In addition, the Committee directs FTA to continue reporting monthly to the House and Senate Committees on Appropriations on the status of each project with a full funding grant agreement or that is within two years of a full funding grant agreement.

Public transit programs provide a significant benefit to individuals who otherwise have no means of transportation.Whether it is to get to work, school, or a doctor's appointment, public transit provides an important service, especially in rural areas where other private transit services are not available. The Committee directs FTA to review the advantages and disadvantages of adding public transit as a qualifying use for Public Benefit Conveyance, and submit a report to the House and Senate Committees on Appropriations within 180 days of enactment of this Act.

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authority	Limitation on obligations
Appropriation, fiscal year 2017	$10,800,000,000	$9,733,706,043
Budget request, fiscal year 2018	10,300,000,000	9,733,353,407
Recommended in the bill	10,300,000,000	9,733,353,407
Bill compared with:		
Appropriation, fiscal year 2017	−500,000,000	−352,636
Budget request, fiscal year 2018	– – –	– – –

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

COMMITTEE RECOMMENDATION

The Committee recommends an obligation limitation of $9,733,353,407 for the formula programs and activities, the same as the budget request and the program authorization. The Committee's recommendation also includes $10,300,000,000 in liquidating funds, which is $500,000,000 less than the fiscal year 2017 enacted level, and equal to the budget request.

The Committee strongly encourages the Federal Transit Administration to follow the guidance set forth in the FAST Act when developing scoring criteria for the competitive Bus and Bus Facilities Program. Per the legislation, the age and mileage of fleet should be the primary consideration for scoring applications.

TECHNICAL ASSISTANCE AND TRAINING

Appropriation, fiscal year 2017	$5,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	5,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+5,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $5,000,000 for technical assistance and training authorized under section 5314(b)(2), which is equal to the fiscal year 2017 level and $5,000,000 above the request. In addition to the directly appropriated funds, another $9,000,000 is provided through the obligation limitation under the header "Transit formula grants."

Of the amount provided for Technical Assistance and Workforce Development for fiscal year 2018, the Committee directs FTA to ensure that no less than $5,000,000 from the general fund will be available for technical assistance and training to increase mobility for people with disabilities and older adults.

CAPITAL INVESTMENT GRANTS

Appropriation, fiscal year 2017	$2,412,631,000
Budget request, fiscal year 2018	1,232,000,000
Recommended in the bill	1,752,989,851
Bill compared with:	
Appropriation, fiscal year 2017	−659,641,149
Budget request, fiscal year 2018	+520,989,851

Grants for capital investment to rail or other fixed guideway transit systems are awarded to public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions under state law.

COMMITTEE RECOMMENDATION

The Committee recommends $1,752,989,851 for capital investment grants which is $659,641,149 below the fiscal year 2017 enacted level and $520,989,851 above the budget request.

The Committee supports the President's commitment to invest in infrastructure, and therefore maintains its position to recognize the need for a robust Capital Investment Grant Program. The Committee directs FTA to continue to advance eligible projects into Project Development, Engineering, and Construction through the Capital Investment Grant evaluation, rating, and approval process.

Specifically, the Committee directs the Secretary to allow a project to enter into project development when the applicant satisfies the requirements; to advance a project into project engineering when that project satisfies the requirements; to negotiate a construction grant with the project sponsor for every project that receives a medium rating or higher, submit the notification to Congress promptly after conclusion of the negotiation of the construction grant agreement, and execute the construction grant agreement within 45 days of providing such notification to Congress if the project continues to meet the requirements; to enter into a full funding grant agreement for any new fixed guideway capital project and core capacity improvement project that has met the requirements immediately after completion of the 30-day notice period for such projects; and enter into a grant agreement for any small start project that has met the requirements immediately after completion of the 10-day notice period for such projects.

The Committee directs FTA to continue to update this Committee on the status of projects that are in the current funding pipeline, and assist those project sponsors who seek to enter into and advance through the funding pipeline of the Capital Investment Grant process.

The Committee directs FTA to issue policy guidance on the Program of Interrelated Projects regarding project eligibility, completing steps in the process, project evaluation, and rating.

The fiscal year 2018 recommendation provides $1,007,929,851 for all current and on-going new starts full funding grant agreements (FFGA), consistent with the agreed-upon payout schedules for each project that is listed in the President's budget request, $145,700,000 for the core capacity program, of which, $100,000,000 is for the project listed in the President's budget request, and $45,700,000 is available for projects anticipating an FFGA in fiscal year 2018, $182,000,000 for small start projects, and $400,000,000 for new projects that meet the criteria of section 5309(q) of title 49.

Finally, the Committee's recommendation includes $17,360,000 (about one percent) for oversight activities related to the investments of this account.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriation, fiscal year 2017	$150,000,000
Budget request, fiscal year 2018	149,714,850
Recommended in the bill	150,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+285,150

Section 601 of Division B of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (Public Law 110–432) authorized $1,500,000,000 over a ten-year period for preventive maintenance and capital grants for the Washington Metropolitan Area Transportation Authority (WMATA). The law requires that the Federal funds be matched dollar-for-dollar by Virginia, Maryland, and the District of Columbia in equal proportions. The compact required under the law has been established, and Virginia, Maryland and the District of Columbia have all committed to providing $50,000,000 each in local matching funds.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $150,000,000 for safety capital grants for WMATA, which is $285,150 greater than the budget request and equal to the fiscal year 2017 enacted level.

The Committee directs WMATA to continue addressing the safety issues within the agency, specifically, those identified, and in many cases mandated by the NTSB and FTA. WMATA is further directed to continue implementing any and all corrective actions to address financial, contracting, and accounting concerns raised by FTA's financial management oversight audit.

Finally, should the WMATA board endorse any effort to defer maintenance, or move funds from maintenance and safety to operating expenses in order to address an operating budget shortfall, the Committee will view those budgetary shifts as a lack of commitment to the spirit in which PRIIA funds were provided and the Committee will consider its financial contributions accordingly.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

Section 160. The Committee continues the provision that exempts previously made transit obligations from limitations on obligations.

Section 161. The Committee continues the provision that allows funds appropriated for capital investment grants and bus and bus facilities not obligated by September 30, 2022, plus other recoveries to be available for other projects under 49 U.S.C. 5309.

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

Section 163. The Committee continues the provision prohibiting funds in this Act from being used to advance a specific line in Harris County, Texas without benefit of a local election.

Section 164. The Committee includes a provision prohibiting funds to enter into an FFGA with a Federal share greater than fifty percent.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriation, fiscal year 2017	$36,028,000
Budget request, fiscal year 2018	28,346,012
Recommended in the bill	28,346,012
Bill compared with:	
Appropriation, fiscal year 2017	−7,681,988
Budget request, fiscal year 2018	– – –

The Great Lakes Saint Lawrence Seaway System, located between Montreal and Lake Erie, is a binational, 15-lock system jointly operated by the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and its Canadian counterpart, the Canadian St. Lawrence Seaway Management Corporation. The SLSDC was established by the St. Lawrence Seaway Act of 1954 and is a wholly owned government corporation and an operating administration of the U.S. Department of Transportation (DOT). The SLSDC is charged with operating and maintaining the U.S. portion of the St. Lawrence Seaway. This responsibility includes the two U.S. locks in Massena, New York, vessel traffic control in portions of the St. Lawrence River and Lake Ontario, and trade development functions to enhance the utilization of the St. Lawrence Seaway.

The Water Resources Development Act of 1986 authorized the Harbor Maintenance Trust Fund as a source of appropriations for SLSDC operations and maintenance. Additionally, the SLSDC generates non-federal revenues which can then be used for operations and maintenance.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $28,346,012 to fund the operations, maintenance, and capital asset renewal needs of the SLSDC. This funding level is $7,681,988 below the fiscal year 2017 enacted level and equal to the budget request. Of the amount provided, the Committee directs $9,500,000 be used for the asset renewal program. The Committee continues the direction to the SLSDC to provide semiannual reports consistent with the requirements stated in the Explanatory Statement of the Department of Transportation Appropriations Act of 2009.

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs that strengthen the U.S. maritime industry in support of the Nation's security and economic needs, as authorized by the Merchant Marine Act of 1936. MARAD's mission is to promote the development and maintenance of an adequate, well-balanced United States merchant marine, sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of serving as a naval and military auxiliary in time of war or national emergency.

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

MARITIME SECURITY PROGRAM

Appropriation, fiscal year 2017	$300,000,000
Budget request, fiscal year 2018	210,000,000
Recommended in the bill	300,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+90,000,000

The purpose of the Maritime Security Program (MSP) is to maintain and preserve a U.S. flag merchant fleet to serve the national security needs of the United States. The MSP provides direct payments to U.S. flagship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support to the Department of Defense in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommends $300,000,000 for the maritime security program, consistent with the authorized funding level, which is equal to the amount provided in fiscal year 2017 and $90,000,000 above the request. Funds are available until expended.

OPERATIONS AND TRAINING

Appropriation, fiscal year 2017	$175,560,000
Budget request, fiscal year 2018	171,820,000
Recommended in the bill	175,620,000
Bill compared with:	
Appropriation, fiscal year 2017	+60,000
Budget request, fiscal year 2018	+3,800,000

The operations and training account provides funding for headquarters and field offices to administer and direct MARAD operations and programs. The account also provides funding for the operation of the U.S. Merchant Marine Academy and financial assistance to the six state maritime academies.

COMMITTEE RECOMMENDATION

The Committee recommends $175,620,000 for MARAD operations and training expenses, $60,000 above the fiscal year 2017 enacted level and $3,800,000 above the budget request.

MARAD operations.—Of the funds provided, a total of $56,020,000 is for headquarters and regional office operations, of which $3,000,000 is for maritime environment and compliance program expenses. The recommendation does not provide funding for the Marine Highways Program.

The Committee continues the reporting requirement that MARAD submit information on the number of vacancies at MARAD headquarters and regional offices, and the duties associated with each vacancy concurrent with the fiscal year 2019 budget submission. The Committee's recommendation assumes no new FTE in the new fiscal year.

United States Merchant Marine Academy.—The U.S. Merchant Marine Academy (the Academy or USMMA) provides educational programs for men and women to become shipboard officers and leaders in the maritime industry. The Committee's funding recommendation includes a total of $84,400,000 in fiscal year 2018 for the USMMA, of which up to $66,400,000 is for Academy operations and not less than $18,000,000 is for capital improvements. The Committee's recommendation includes funding for an attorney dedicated to providing victims of sexual assault and harassment legal advice, consistent with other Federal service academies, $679,000 as requested for seawall repairs, funding for the architecture and engineering work associated with Patten Hall, and upgrades for Fitch Hall. In addition, $2,000,000 is available for gate access control.

State maritime academies.—The Committee recommends $35,200,000 for the state maritime academies. Of the funds provided, $3,000,000 is for direct payments, $2,400,000 is for student payments, and $1,800,000 is for fuel assistance.

Schoolships.—The Committee's recommendation for the state maritime academies includes $22,000,000 for the repair and maintenance of existing schoolships. Further, another $6,000,000 is recommended for the construction of a common schoolship for maritime academies under MARAD.

Sexual assault reporting.—The Committee requests an updated report within 120 days of enactment of this Act that: (1) details the USMMA's current system for reporting and investigating allegations of sexual harassment and assault at the Academy and during Sea Year; (2) details the sexual assault and sexual harassment prevention training programs for students at the Academy and at sea; (3) details the industry implementation of sexual assault and sexual harassment prevention and response best practices in the commercial Sea Year program; and (4) compares student sentiment in Sea Year sailings under the revised Sea Year program with a similar cohort under the old program guidelines.

ASSISTANCE TO SMALL SHIPYARDS

Appropriation, fiscal year 2017	$10,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	3,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−7,000,000
Budget request, fiscal year 2018	+3,000,000

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 recommends $3,000,000 for Assistance to Small Shipyards, $7,000,000 below the fiscal year 2017 enacted level and $3,000,000 above the budget request.

SHIP DISPOSAL

Appropriation, fiscal year 2017	$34,000,000
Budget request, fiscal year 2018	9,000,000
Recommended in the bill	9,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−25,000,000
Budget request, fiscal year 2018	– – –

MARAD serves as the Federal government's disposal agent for government-owned merchant vessels weighing 1,500 gross tons or more. The ship disposal program provides resources to dispose of obsolete merchant-type vessels in the National Defense Reserve Fleet (NDRF). The Maritime Administration was required by Public Law 106–398 to dispose of its obsolete inventory by the end of 2006. These vessels pose a significant environmental threat due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs).

COMMITTEE RECOMMENDATION

The Committee recommends $9,000,000 for ship disposal activities, $25,000,000 below the fiscal year 2017 enacted level and equal to the budget request. The recommendation includes $6,000,000 to dispose of four non-retention NDRF vessels and $3,000,000 to maintain the NS SAVANNAH in protective storage in accordance with the Nuclear Regulatory Commission's license requirements. Funds are available until expended.

The Committee notes that the fiscal year 2017 Appropriation Act provided MARAD with funding to dispose of the final two non-retention vessels held in the Suisun Bay Reserve Fleet and covered by the April 2010 California court consent decree.

Finally, the Committee again encourages MARAD to explore the possibility of making costs associated with maintenance and disposal of the NS SAVANNAH an eligible activity at the National Maritime Heritage Grant program in the 2019 request.

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM

(INCLUDING TRANSFER OF FUNDS)

Appropriation, fiscal year 2017	$3,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	3,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+3,000,000

The maritime guaranteed loan program, as provided for by Title XI of the Merchant Marine Act of 1936, provides for guaranteed loans for purchasers of ships from the U.S. shipbuilding industry and for modernization of U.S. shipyards.

COMMITTEE RECOMMENDATION

The Committee recommends $3,000,000 for the maritime guaranteed loan (Title XI) Program, which is equal to the fiscal year 2017 enacted level and $3,000,000 above the budget request. The recommendation includes bill language that transfers Title XI administrative expenses to the National Surface Transportation and Innovative Finance Bureau to administer the program.

ADMINISTRATIVE PROVISIONS

Section 170. The Committee continues a provision that allows the Maritime Administration to furnish utilities and services and make repairs to any lease, contract, or occupancy involving government property under the control of MARAD and rental payments shall be paid into the Treasury as miscellaneous receipts.

Section 171. The Committee continues a provision regarding MARAD ship disposal.

Section 172. The Committee includes a provision modifying penalty wages regarding foreign and intercostal voyages and coastwise voyages.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The Pipeline and Hazardous Materials Safety Administration (PHMSA) administers nationwide safety programs designed to protect the public and the environment from risks inherent in the commercial transportation of hazardous materials by pipeline, air, rail, vessel, and highway. Many of these materials are essential to the national economy. The agency's highest priority is safety, and it uses safety management principles and security assessments to promote the safe transport of hazardous materials and the security of the nation's pipelines.

OPERATIONAL EXPENSES

Appropriation, fiscal year 2017	$22,500,000
Budget request, fiscal year 2018	20,960,000
Recommended in the bill	20,500,000
Bill compared with:	
Appropriation, fiscal year 2017	−2,000,000
Budget request, fiscal year 2018	−460,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $20,500,000 for PHMSA operational expenses. This is $2,000,000 below the fiscal year 2017 enacted level, and $460,000 below the budget request.

HAZARDOUS MATERIALS SAFETY

Appropriation, fiscal year 2017	$57,000,000
Budget request, fiscal year 2018	55,513,000
Recommended in the bill	57,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+1,487,000

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

COMMITTEE RECOMMENDATION

The Committee recommends $57,000,000, which is the same as the fiscal year 2017 enacted level and $1,487,000 above the budget request. This funding level supports the agency's existing hazardous materials safety program, including prior year increases provided to support the safe transport of energy products. Funding is provided to continue research on hazardous petroleum products, including work with the Department of Energy on test methods for crude oil, carrying out combustion experiments, and modeling to develop hazard profiles of different crude oils. The Committee recommends $7,570,000 of the total to remain available for three years for long-term research and development contracts.

Inland ports of entry.—The Committee directs PHMSA to work with local governments at international inland ports of entry with a high volume of hazardous material border crossings to reduce the risk associated with crossing and storing hazardous material and to enhance the capacity of local officials in dealing with threats of hazardous material incident.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

	(Pipeline Safety Fund)	(Oil spill liability trust fund)	(Underground natural gas storage facility safety fund)	Total
Appropriation, fiscal year 2017	$128,000,000	$20,288,000	$8,000,000	$156,288,000
Budget request, fiscal year 2018	124,263,000	22,081,000	$8,000,000	154,344,000
Recommended in the bill	131,000,000	23,000,000	$8,000,000	162,000,000
Bill compared to:				
Appropriation, fiscal year 2017	+3,000,000	+2,712,000	– – –	+5,712,000
Budget request, fiscal year 2018	+6,737,000	+919,000	– – –	+7,656,000

PHMSA oversees the safety, security, and environmental protection of pipelines through analysis of data, damage prevention, education and training, development and enforcement of regulations and policies, research and development, grants for states pipeline safety programs, and emergency planning and response to accidents. The pipeline safety program is responsible for a national regulatory program to protect the public against the risks to life and property in the transportation of natural gas, petroleum, and other hazardous materials by pipeline.

COMMITTEE RECOMMENDATION

The Committee recommends $162,000,000 to continue pipeline safety operations, research and development, and state grants-in-aid, which is $5,712,000 above the fiscal year 2017 enacted level and $7,656,000 above the budget request. Of the total, $23,000,000 is from the oil spill liability trust fund, and $131,000,000 is from the pipeline safety fund.

The Committee recommendation provides $13,000,000 for research and development, $53,000,000 for state pipeline safety grants, $1,058,000 for state one-call grants, and $1,500,000 for state damage prevention grants. PHMSA shall deliver a report to the House and Senate Committees on Appropriations within 120 days of enactment of this Act that details staffing and hiring plans for fiscal year 2018 as well as actual turnover and hiring in fiscal year 2017.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Appropriation, fiscal year 2017	($28,318,000)
Budget request, fiscal year 2018	(28,318,000)
Recommended in the bill	(28,318,000)
Bill compared to:	
Appropriation, fiscal year 2017	(– – –)
Budget request, fiscal year 2018	(– – –)

The Hazardous Materials Transportation Uniform Safety Act of 1990 (Public Law 101–616) 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 update periodically a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommends $28,318,000 for the emergency preparedness grants program, which is the same as the fiscal year 2017 enacted level and the budget request.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriation, fiscal year 2017	$90,152,000
Budget request, fiscal year 2018	87,306,000
Recommended in the bill	92,152,000
Bill compared with:	
Appropriation, fiscal year 2017	+2,000,000
Budget request, fiscal year 2018	+4,846,000

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides $92,152,000 for the Office of Inspector General, which is $2,000,000 greater than the fiscal year 2017 enacted level and $4,846,000 greater than the budget request. The Committee continues to highly value IG's oversight of departmental programs and activities.

Unfair business practices.—The bill maintains language first enacted in fiscal year 2000, which authorizes the OIG to investigate allegations of fraud and unfair or deceptive practices and unfair methods of competition by air carriers and ticket agents.

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

Audit of Metropolitan Transit Authority of Harris County, Texas.—The Committee directs the IG to provide progress updates on the status of the audit into the financial solvency of the Metropolitan Transit Authority of Harris County, Texas (Houston METRO).

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 180 provides authorization for DOT to maintain and operate aircraft, hire passenger motor vehicles and aircraft, purchase liability insurance, buy uniforms, or allowances therefor.

Section 181 limits appropriations for services authorized by 5 U.S.C. 3109 to the rate permitted for an Executive Level IV.

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

Section 183 stipulates that revenue collected by FHWA and FRA from States, counties, municipalities, other public authorities, and private sources for training be transferred into specific accounts within the agency with an exception.

Section 184 prohibits DOT from using funds for grants of $500,000 or more from any mode at DOT, unless DOT gives a 3-day advance notice to the House and Senate Committees on Appropriations. Also requires notice of any "quick release" of funds from FHWA's emergency relief program, and prohibits notifications from involving funds not available for obligation. Requires DOT to provide a comprehensive list of all loans, loan guarantees, lines of credit, and discretionary grants that will be announced with a 3-day advance notice to the House and Senate Committees on Appropriations.

Section 185 allows funds received from rebates, refunds, and similar sources to be credited to appropriations of DOT.

Section 186 allows amounts from improper payments to a third party contractor that are lawfully recovered by DOT to be made available to cover expenses incurred in recovery of such payments.

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

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

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

Section 190 prohibits the use of funds to implement any geographic, economic, or other hiring preference not otherwise authorized by law, unless certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Management and Administration

Management and Administration accounts provide operating support to the Department of Housing and Urban Development. Funding supports the salaries and expenses of nearly all HUD employees, as well as certain non-personnel expenses critical to carrying out HUD's mission, including funding for shared service agreements. The Committee supports the Department's efforts to transform the way it does business and encourages the Department to continue efforts to streamline operations while making targeted technology and human capital investments.

Budget presentation.—The Committee directs HUD to continue to clearly identify and explain within its budget request the movement, reclassification, or transfer of budgetary resources from one account, program, project, or activity to another account, program, project, or activity in order to facilitate year-over-year comparisons. Any programs, projects, or activities that are newly requested or transferred from accounts outside Management and Administration shall also be clearly identified and clearly distinguished from adjustments to baseline spending.

New initiatives.—The Committee reiterates that the Department must limit the reprogramming of funds between the programs, projects, and activities within each account and that no changes may be made to any program, project, or activity without prior approval of the House and Senate Committees on Appropriations. Unless otherwise identified in the bill or report, the most detailed allocation of budgetary resources presented in the budget justifications is approved with any deviation from such approved allocation subject to reprogramming requirements. All carryover funds, including recaptures and deobligations, are also subject to reprogramming requirements.

HUD management challenges.—Annually since 1991, the Office of Inspector General has reported on the lack of an integrated financial management system at HUD. The Department has been working to replace its core financial management system since fiscal year 2003, and has yet to deliver a successful replacement. Many of the financial challenges and risks are exacerbated by the Department's outdated information technology systems, and yet the Department has shown weaknesses in planning, managing, executing, and appropriately funding its projects, making it difficult to successfully update outdated systems. As the Inspector General noted in his most recent testimony before the Committee, as HUD addresses its future financial management objectives, it must ensure the project is properly planned and managed, its objectives are sequentially met during implementation, and additional funding is spent appropriately. The Committee expects regular updates on its efforts to correct these financial management deficiencies and improve information technology governance.

EXECUTIVE OFFICES

Appropriation, fiscal year 2017	$14,000,000
Budget request, fiscal year 2018	14,708,000
Recommended in the bill	14,708,000
Bill compared with:	
Appropriation, fiscal year 2017	+708,000
Budget request, fiscal year 2018	– – –

The Executive Offices account funds the salaries and expenses of the Office of the Secretary, the Office of the Deputy Secretary, the Office of Adjudicatory Services, the Office of Congressional and Intergovernmental Relations, the Office of Public Affairs, the Office of Small and Disadvantaged Business Utilization, and the Center for Faith-Based and Neighborhood Partnerships.

The Office of the Secretary provides program and policy guidance, and operations management and oversight in administering all programs, functions, and authorities of the Department.

The Office of the Deputy Secretary provides operations management and helps the Department achieve its strategic goals by providing management support to program offices under the direction of the Office of the Secretary.

The Office of Adjudicatory Services, formerly known as the Office of Hearings and Appeals, conducts hearings and makes determinations regarding formal complaints or adverse actions initiated by HUD based upon alleged violations of federal statutes and implementing regulations.

The Office of the Assistant Secretary for Congressional and Intergovernmental Relations is responsible for coordinating Congressional and intergovernmental relations activities involving program offices to ensure the effective and accurate presentation of the Department's views.

The Office of Public Affairs educates the American people about the Department's mission through media outreach and other communication tools, such as press releases, press conferences, the Internet, media interviews, new media, and community outreach.

The Office of Small and Disadvantaged Business Utilization provides small business program design and outreach to the business community and serves as the central referral point for small business regulatory compliance information.

The Center for Faith-based and Neighborhood Partnerships conducts outreach, recommends changes to HUD policies and programs that present barriers to grassroots organizations, and initiates special projects, such as grant writing training.

COMMITTEE RECOMMENDATION

The Committee recommends $14,708,000, which is $708,000 above the fiscal year 2017 enacted level and equal to the budget request.

The bill also provides that no more than $25,000 provided under the Office of the Secretary shall be available for official reception and representation expenses as the Secretary may determine.

Notice of HUD assistance.—HUD provides many different types of financial assistance to accomplish the missions of housing and development. Grants, loans, mortgages, contracts, and cooperative agreements are provided in support of many different types of stakeholders, including individuals, public housing authorities, not-for-profit organizations, states and governors, mayors and cities, and landlords. As a consequence, there is no single HUD point of contact in a given community, or one single grant recipient, and it is difficult to comprehensively track all of HUD's investments, projects, and programs across a single community. The Committee directs the Secretary, either though the various program offices or through technical assistance initiatives, to notify local officials where HUD assistance is, or will be, used for new construction, hazard remediation, or substantial rehabilitation of multifamily units, public buildings, or other projects which involve the construction of or rehabilitation of properties other than single family homes.

ADMINISTRATIVE SUPPORT OFFICES

Appropriation, fiscal year 2017	$517,647,000
Budget request, fiscal year 2018	517,803,000
Recommended in the bill	518,303,000
Bill compared with:	
Appropriation, fiscal year 2017	+656,000
Budget request, fiscal year 2018	+500,000

The Administrative Support Offices (ASO) account funds the salaries and expenses of the Office of Administration, the Office of the Chief Human Capital Officer, the Office of 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 Strategic Planning and Management, the Office of the Chief Information Officer, and the Office of the Chief Operations Officer.

The Committee commends HUD's recognition of the need to institutionalize and stabilize operations within the Department, and establishes the creation of the Office of the Chief Operations Officer (OCOO). The Chief Operations Officer was formerly part of Executive Offices, but is moved to ASO to oversee the day-to-day operations of the Department, focusing on oversight and transformation of HUD's human capital, procurement, administrative, and information technology processes. The OCOO oversees a team that includes the Chief Human Capital Officer (CHCO), the Chief Procurement Officer (CPO), the Chief Information Officer (CIO), the Chief Administrative Officer (CAO), and the Director of the Office of Strategic Planning and Management (OSPM).

The Office of the Chief Financial Officer (CFO) provides leadership in instituting financial integrity, fiscal responsibility, and accountability. The CFO is responsible for all aspects of financial management, accounting, and budgetary matters; ensuring the Department establishes and meets financial management goals and objectives; ensuring the Department is in compliance with financial management legislation and directives; analyzing budgetary implications of policy and legislative proposals; and providing technical oversight with respect to all budget activities throughout the Department.

The General Counsel, as the chief legal officer and legal voice of the Department, is the legal adviser to the Secretary and other principal staff of the Department. It is the responsibility of the Office of the General Counsel (OGC) to provide legal opinions, advice, and services with respect to all programs and activities, and to provide counsel and assistance in the development of the Department's programs and policies. Additionally, OGC conducts high-dollar value insured loan closings for multifamily housing, nursing homes, hospitals, and elderly and disabled housing programs.

The Office of Administration provides general operational support services to all offices and divisions throughout HUD. These services include HUD's non-information technology infrastructure in the following areas: nationwide management and operation of buildings, providing administrative services to all field offices, Freedom of Information Act (FOIA) processing, records management, overseeing HUD broadcasting, and coordinating responses to disasters and emergencies.

The Office of the Chief Human Capital Officer provides human resource services to all offices and divisions throughout HUD, and assures accountability with the Office of Personnel Management, Office of Management and Budget, other Federal agencies, Congress, and the public. These services include HUD's non-information technology infrastructure in the following areas: strategic human capital management, enterprise level training and learning, recruitment and staffing, workforce planning, retention, engagement, succession planning, and Departmental performance management.

The Office of Field Policy and Management (FPM) serves as the principal advisor providing oversight and communicating Secretarial priorities and policies to field office staff and HUD clients. The Regional and Field Office Directors act as the operational managers in each of the field offices and manage and coordinate cross-program delivery in the field.

The Office of the Chief Procurement Officer (OCPO) provides acquisition support for the creating of strong, sustainable, inclusive communities and quality homes for all. OCPO is responsible for managing the agency acquisition workforce and conducting procurement activities.

The Office of Departmental Equal Employment Opportunity (ODEEO) is responsible for ensuring the enforcement of Federal laws relating to the elimination of all forms of discrimination in the Department's employment practices and to ensure equal employment opportunity (EEO). The Office is comprised of two programmatic areas in carrying out the administration, management, and enforcement of its EEO, civil rights, and affirmative employment functions: 1) Equal Employment Opportunity Division, which includes the Alternative Dispute Resolution Program; and 2) the Affirmative Employment Division.

The Office of Strategic Planning and Management drives organizational, programmatic, and operational change across the Department to maximize efficiency and performance. The office facilitates HUD's strategic planning process by identifying the Department's priorities and transformational change initiatives, managing risk, creating and managing work plans for targeted transformation projects, and developing key program performance measures and targets for monitoring.

The Office of the Chief Information Officer is led by the Chief Information Officer (CIO), who reports to the Office of the Secretary/Deputy Secretary. HUD's CIO advises senior managers on the strategic use of information technology to support core business processes and to achieve mission critical goals. OCIO is responsible for providing modern information technology that is secure, accessible, and cost effective while ensuring compliance with applicable regulatory requirements.

COMMITTEE RECOMMENDATION

The Committee recommends $518,303,000 for this account, which is $656,000 above the fiscal year 2017 enacted level and $500,000 above the budget request.

Funding specified for each office is as follows:

Office	Amount
Office of the Chief Operations Officer	$10,762,000
Office of the Chief Financial Officer	50,340,000
Office of the General Counsel	92,006,000
Office of Administration	205,873,000
Office of the Chief Human Capital Officer	38,245,000
Office of Field Policy and Management	49,588,000
Office of the Chief Procurement Officer	19,065,000
Office of the Departmental Equal Employment Opportunity	3,570,000
Office of Strategic Planning and Management	4,975,000
Office of the Chief Information Officer	43,879,000

PROGRAM OFFICE SALARIES AND EXPENSES

PUBLIC AND INDIAN HOUSING

Appropriation, fiscal year 2017	$216,000,000
Budget request, fiscal year 2018	216,633,000
Recommended in the bill	216,633,000
Bill compared with:	
Appropriation, fiscal year 2017	+633,000
Budget request, fiscal year 2018	– – –

The Office of Public and Indian Housing (PIH) oversees the administration of HUD's Public Housing, Housing Choice Voucher, and Native American Programs. PIH is responsible for administering and managing programs authorized and funded by Congress under the basic provisions of the U.S. Housing Act of 1937.

COMMITTEE RECOMMENDATION

The Committee recommends $216,633,000 for this account, which is $633,000 above the level enacted in fiscal year 2017, and equal to the fiscal year 2018 budget request. The Committee directs that at least the same level of budgetary resources as in fiscal year 2017 be allocated to ensure the successful and streamlined completion of Rental Assistance Demonstration (RAD) transactions.

COMMUNITY PLANNING AND DEVELOPMENT

Appropriation, fiscal year 2017	$110,000,000
Budget request, fiscal year 2018	107,554,000
Recommended in the bill	107,554,000
Bill compared with:	
Appropriation, fiscal year 2017	−2,446,000
Budget request, fiscal year 2018	– – –

The Office of Community Planning and Development (CPD) manages a wide range of community development, affordable housing, homeless, special needs, disaster recovery, and economic stimulus and mobility programs that support communities, low-income households, and others requiring assistance. The primary means toward this end is the development of partnerships among all levels of government and the private sector. This Office is responsible for the effective administration of Community Development Block Grants (CDBG), the Home Investment Partnership (HOME), Homeless Assistance Grants, and other HUD community development programs.

COMMITTEE RECOMMENDATION

The Committee recommends $107,554,000 for this account, which is $2,446,000 below the level enacted in fiscal year 2017, and equal to the budget request.

HOUSING

Appropriation, fiscal year 2017	$392,000,000
Budget request, fiscal year 2018	365,829,000
Recommended in the bill	392,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+26,171,000

The Office of Housing provides vital public services through its nationally administered programs, oversees the Federal Housing Administration (FHA), the largest mortgage insurer in the world, and regulates housing industry business. In addition to Executive Direction and supportive offices that work on finance, budget, and operations, there are five program offices within the Office of Housing: 1) Office of Multifamily Housing programs; 2) Office of Healthcare programs; 3) Office of Risk Management and Regulatory Affairs; 4) Office of Single Family Housing programs; and 5) Office of Housing Counseling.

COMMITTEE RECOMMENDATION

The Committee recommends $392,000,000 for this account, which is equal to the fiscal year 2017 enacted level, and $26,171,000 above the budget request. The Committee directs the Department to perform the activities carried out in prior years by the performance-based contract administrators and provides funding for these purposes within the office.

POLICY DEVELOPMENT AND RESEARCH

Appropriation, fiscal year 2017	$24,000,000
Budget request, fiscal year 2018	24,065,000
Recommended in the bill	24,065,000
Bill compared with:	
Appropriation, fiscal year 2017	+65,000
Budget request, fiscal year 2018	– – –

The Office of Policy Development and Research (PD&R) directs the Department's annual research agenda to support the research and evaluation of housing and other departmental initiatives to improve HUD's effectiveness and operational efficiencies. Research proposals are determined through consultation with senior staff from each HUD program office, the Office of Management and Budget, and Congress.

COMMITTEE RECOMMENDATION

The Committee recommends $24,065,000 for this account, which is $65,000 above the level enacted in fiscal year 2017 and equal to the budget request.

FAIR HOUSING AND EQUAL OPPORTUNITY

Appropriation, fiscal year 2017	$72,000,000
Budget request, fiscal year 2018	69,808,000
Recommended in the bill	69,808,000
Bill compared with:	
Appropriation, fiscal year 2017	−2,192,000
Budget request, fiscal year 2018	– – –

The Office of Fair Housing and Equal Opportunity (FHEO) is responsible for developing policies and guidance, and for providing technical support for enforcement of the Fair Housing Act and the civil rights statutes. FHEO serves as the central point for the formulation, clearance and dissemination of policies, intra-departmental clearances, and public information related to fair housing issues. FHEO receives, investigates, conciliates and recommends the issuance of charges of discrimination and determinations of non-compliance for complaints filed under Title VIII and other civil rights authorities. Additionally, FHEO conducts civil rights compliance reviews and compliance reviews under Section 3.

COMMITTEE RECOMMENDATION

The Committee recommends $69,808,000 for this account, which is $2,192,000 below the level enacted in fiscal year 2017 and equal to the budget request.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

Appropriation, fiscal year 2017	$9,353,000
Budget request, fiscal year 2018	7,600,000
Recommended in the bill	7,600,000
Bill compared with:	
Appropriation, fiscal year 2017	−1,753,000
Budget request, fiscal year 2018	– – –

The Office of Lead Hazard Control and Healthy Homes (OLHCHH) is directly responsible for the administration of the Lead-Based Paint Hazard Reduction program authorized by Title X of the Housing and Community Development Act of 1992. The office also addresses multiple housing-related hazards affecting the health of residents, particularly children. The office develops lead-based paint regulations, guidelines, and policies applicable to HUD programs, and enforces the Lead Disclosure Rule issued under Title X. The mission of the OLHCHH is to provide safe and healthy homes for at-risk families and children by promoting and funding housing repairs to address conditions that threaten the health of residents.

COMMITTEE RECOMMENDATION

The Committee recommends $7,600,000 for this account, which is $1,753,000 below the fiscal year 2017 enacted level and equal to the budget request.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

The Department of Housing and Urban Development's Working Capital Fund (WCF) was established by the Consolidated Appropriations Act, 2016 to consolidate by transfer resources that support certain centrally performed administrative functions. The purpose of the WCF is to promote economy, efficiency, and accountability among the various HUD offices that rely on these functions.

COMMITTEE RECOMMENDATION

The Committee recommendation provides the Secretary with the authority to transfer amounts provided in this title for salaries and expenses, except those for the Office of Inspector General, to this account for the purpose of funding centralized activities. The Department is required to centralize and fund from this account any shared service agreements executed between HUD and another federal agency. For fiscal year 2018, the Department is permitted to centralize and fund from this account: financial management, procurement, travel, relocation, human resources, printing, records management, space renovation, furniture, supply services, and other shared services as decided by the Secretary. 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.

Further, prior to centralizing either furniture or space renovation, the Committee directs the Department to deliver a comprehensive, multi-year real property improvement plan that details all planned space realignments, capital improvements, maintenance requirements, and other costs associated with carrying out HUD's most recent strategic plan, including any elements of the General Service Administration (GSA) study on the Weaver Building that HUD plans to include as part of its Reimbursable Work Agreement with GSA.

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 transmit that plan to the House and Senate Committees on Appropriations 30 days prior to transferring such funds into the WCF.

HUD shall include in its annual operating plan a detailed outline of its plans for transferring budgetary resources to the WCF in fiscal year 2018.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2017	$20,292,000,000
Budget request, fiscal year 2018	19,317,900,000
Recommended in the bill	20,486,725,000
Bill compared with:	
Appropriation, fiscal year 2017	+194,725,000
Budget request, fiscal year 2018	+1,168,825,000

In fiscal year 2005, the Housing Certificate Fund was separated into two new accounts: Tenant-Based Rental Assistance and Project-Based Rental Assistance. This account administers the tenant-based Section 8 rental assistance program otherwise known as the Housing Choice Voucher program.

COMMITTEE RECOMMENDATION

The Committee recommends $20,486,725,000 for tenant-based rental assistance, which is $194,725,000 above the fiscal year 2017 enacted level and $1,168,825,000 above the budget request. Consistent with the budget request, the Committee continues the advance of $4,000,000,000 of the funds appropriated under this heading for Section 8 programs to October 1, 2018.

Voucher renewals.—The Committee provides $18,709,725,000 for the renewal of tenant-based vouchers. This level is $354,725,000 above the fiscal year 2017 enacted level and $1,125,899,000 above the budget request. The Committee directs the Department to monitor and report to the House and Senate Committees on Appropriations each quarter on the trends in Section 8 subsidies and to report on the required program alterations due to changes in rent or changes in tenant income.

Veterans affairs supportive housing (VASH).—The Committee provides no less than $577,000,000 within the voucher renewal appropriation to renew over 90,000 eligible VASH vouchers and to continue the effort to eliminate homelessness among our nation's veterans.

Since 2008, the Committee has provided more than $500,000,000 in targeted funding to increase the number of VASH vouchers available to address veterans' homelessness and billions of dollars in additional funding have been made available to renew VASH vouchers. Communities across the country have been able to use these resources to make tremendous strides in addressing veterans' homelessness. According to the Department of Veterans Administration, a number of diverse communities across the country have been able to announce an end to veteran homelessness. These successes are the result of hard work, and effective collaboration, and are aspirational for the rest of the country. However, since 2010, veterans' homelessness has only declined by 36 percent nationally.

For this reason, the Committee directs the Department to use existing authority to recapture HUD–VASH voucher assistance from Public Housing Authorities (PHAs) that voluntarily declare that they no longer have a need for that assistance or have mismanaged their allotted vouchers, and to reallocate vouchers to PHAs with an identified need. The Committee expects HUD to expedite this process. The Committee encourages the Department to prioritize, as part of this reallocation, PHAs that project-base a portion of their HUD–VASH vouchers in high-cost areas. The Committee directs the agency to report to Congress on its plan to implement this section within 120 days of enactment of this Act.

Vouchers for homeless native american veterans.—The Committee provides $7,000,000 for renewal of vouchers for Native American veterans who are homeless or at risk of homelessness living on or near a reservation, or other Indian areas. This program was first funded in fiscal year 2015, and because of the unique nature of the program, a separate renewal line is required. These resources are in addition to VASH appropriations included within voucher renewal funding.

Homeless veterans on U.S.-Mexico border.—The Committee notes that there are many homeless veterans living on the U.S.-Mexico border, many of whom have not historically been counted in the point-in-time homeless survey. The Committee directs HUD to take action to ensure that HUD–VASH vouchers are made available to this unique population. The Committee further directs HUD to develop strategies and recommendations for addressing and reducing veteran homelessness on the U.S.-Mexico border.

HUD–VASH eligibility.—The Committee notes that there are many homeless individuals who previously served in the armed forces but are not considered eligible veterans for the purpose of obtaining VASH assistance. The Committee directs HUD to develop strategies and recommendations to better identify this specific subpopulation and reduce instances of homelessness among them by utilizing existing HUD resources.

Tenant protection.—The Committee provides $60,000,000 for tenant protection vouchers, which is $50,000,000 below the fiscal year 2017 enacted level and the same as the budget request.

Administrative fees.—The Committee provides $1,550,000,000 for allocations to Public Housing Authorities (PHAs) to conduct activities associated with placing and maintaining individuals under Section 8 assistance. This amount is $100,000,000 below the fiscal year 2017 enacted level and the same as the budget request.

Sec. 811 mainstream vouchers.—The Committee provides $150,000,000 for Section 811 tenant-based subsidies. This level is $30,000,000 above the fiscal year 2017 enacted level and $42,926,000 above the budget request. These vouchers serve non-elderly persons with disabilities and the Committee prioritizes additional funding in support of this especially vulnerable population. The Committee directs HUD to issue guidance to the housing agencies administering these vouchers to continue to serve people with disabilities upon turnover.

Public housing authority modernization.—The Committee provides $10,000,000 for allocations to PHAs to modernize information technology systems that manage program and funding data. The Committee expects HUD to prioritize funding to projects that automate business processes and thereby lower PHA administrative costs.

PHA notification.—The Committee continues in bill language the direction to the Department to communicate to each PHA, within 60 days of enactment of this Act, the amount that will be made available to each PHA for fiscal year 2018. The amount provided in this account is the only source of federal funds that may be used to renew tenant-based vouchers. The amounts appropriated here may not be augmented from any other source.

Public housing assessment system.—The Committee directs HUD to study and report back to the Committee on potential changes to the public housing assessment system for PHAs that operate 550 or fewer public housing units and housing choice vouchers combined by taking into consideration physical inspections and an annual financial assessment based on current assets and liabilities. The Department shall deliver a report to the House and Senate Committees on Appropriations of its findings within 60 days of enactment of this Act. The Committee remains interested in ways to reduce onerous regulations for small public housing authorities.

Unit cost inflation and PHA administrative burdens.—Nearly three-quarters of HUD's annual appropriations are devoted to the cost of renewing rent subsidies, and, without changes, rent subsidy inflation will consume more and more taxpayer resources just to support the same number of households. In addition to keeping pace with inflation, increased leasing and other factors have increased the overall number of units subsidized by annual appropriations by over 67,000 units (including vouchers and permanent supportive housing) from 2012 to 2016.

The Committee supports efforts to reform HUD's subsidized housing programs to address per unit costs so that supporting subsidized units remains fiscally sustainable. The President's Budget proposes a series of statutory reforms intended to forward this goal. However, the vast majority of these proposals require changes in authorizing law that are beyond the Committee's jurisdiction. The recommendation encourages the Secretary to work expeditiously toward identifying a legislative reform package that is agreeable to both the Administration and the relevant committees of jurisdiction.

In the meantime, the Committee directs the Secretary to identify and execute administrative and regulatory actions within HUD's existing authorities that will reduce administrative burdens on PHAs and free these state and local partners to devote more resources to serving residents rather than bureaucratic requirements. The Committee believes that several regulations and HUD policy requirements have been expanded beyond what is statutorily required. This expansion not only increases administrative cost per unit but in many instances undermines PHA ability to deliver safe and affordable housing stock to low-income families. Actions to be taken by HUD shall include but not be limited to waivers of and changes to regulatory provisions and policy guidelines related to (1) PHA administrative, planning, and reporting requirements, (2) audits including energy audits, (3) income verifications and re-certifications, and (4) program assessments. It is critical that these actions do not invalidate HUD's oversight requirements but rather alleviate administrative burdens by reforming policies and programs that have little to no operational benefit for PHAs or are outside their realm of responsibility and expertise. The following regulations are just a few examples of policies that appear ripe for reform: (1) PHA plan requirements, (2) environmental review requirements, and (3) energy and utility data collection requirements. Further, the magnitude of regulations issued by HUD coupled with the growing cost of serving assisted families puts small PHAs at a special disadvantage. In carrying out the above direction to reduce administrative burdens, the Secretary shall give special consideration to actions that will provide relief to PHAs that serve 550 or fewer public housing units and housing choice vouchers combined.

While reducing administrative burdens is imperative, the Committee recognizes that HUD must strike a balance between administrative relief and responsible oversight. Therefore, when carrying out this directive, HUD shall safeguard its oversight responsibilities adequate to protect resident health and safety, taxpayer investment, and a safe and decent affordable housing stock. HUD shall deliver a report to the House and Senate Committees on Appropriations within 60 days of enactment of this Act that identifies what administrative relief actions it will carry out in fiscal year 2018, explains why remaining oversight safeguards will be adequate, and outlines the approximate timeline for HUD to execute all identified actions.

Quality assurance of physical inspections.—The Committee is troubled by reports of deplorable living conditions found in some HUD-subsidized properties across the country. The scope of this issue spans geographic regions, highlights systemic problems, and calls into question the effectiveness of HUD oversight, and the Real Estate Assessment Center's inspections of HUD-assisted housing. The Committee encourages the Department to work with Congress on enforcement actions, including civil monetary penalties, that HUD can take to ensure PHAs and landlords maintain the physical quality of HUD-assisted units. Similarly, while the Committee is supportive of efforts to quickly issue tenant-protection vouchers, the issuance of these vouchers is a tacit acknowledgement that the Department has failed to ensure units are maintained as decent, safe and sanitary. Additionally, failure to maintain the physical condition of HUD-assisted properties results in a loss of critical affordable housing, and tenant protection vouchers are of questionable value to families that encounter a lack of affordable housing in their communities. The Committee directs the Department to solicit comments from stakeholders, including tenants, to identify ways the Department can improve its inspection protocols and oversight. The Committee will continue to closely monitor the Department's efforts and progress and directs the Department to submit to the House and Senate Committees on Appropriations within 60 days of enactment of this Act a report which includes a plan for how HUD could improve the inspection process and related protocols including quality assurance of inspections, a list of actions yet to be implemented, an update on the status of actions undertaken, and a timeline for how long it would take to complete all actions.

HOUSING CERTIFICATE FUND

(INCLUDING RESCISSIONS)

The Housing Certificate Fund, until fiscal year 2005, provided funding for both the project-based and tenant-based components of the Section 8 program. Project-Based Rental Assistance and Tenant-Based Rental Assistance are now separately funded accounts. The Housing Certificate Fund retains balances from previous years' appropriations.

COMMITTEE RECOMMENDATION

Language is included to allow unobligated balances from specific accounts to renew or amend Project-Based Rental Assistance contracts.

PUBLIC HOUSING CAPITAL FUND

Appropriation, fiscal year 2017	$1,941,500,000
Budget request, fiscal year 2018	628,000,000
Recommended in the bill	1,850,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−91,500,000
Budget request, fiscal year 2018	+1,222,000,000

The public housing capital fund provides funding for public housing capital programs, including public housing development and modernization. Examples of capital modernization projects include replacing roofs and windows, improving common spaces, upgrading electrical and plumbing systems, and renovating the interior of an apartment.

COMMITTEE RECOMMENDATION

The Committee recommends $1,850,000,000 for the public housing capital fund, which is $91,500,000 below the fiscal year 2017 enacted level and $1,222,000,000 above the budget request.

Within the amounts provided, the Committee directs that:

—No more than $8,300,000 is directed to support the ongoing public housing financial and physical assessment activities of the Real Estate Assessment Center;

—Up to $20,000,000 is made available for emergency capital needs, excluding Presidentially-declared disasters. The Committee includes language to ensure that funds are used only for repairs needed due to an unforeseen and unanticipated emergency event or natural disaster that occurs during fiscal year 2018, or for certain security measures;

—$35,000,000 is for the resident opportunity and self-sufficiency program; and

—$15,000,000 is provided for the Jobs-Plus program to improve employment opportunities and earnings of public housing residents.

Physical needs assessment prohibition.—The Committee has included bill language prohibiting funds for HUD's Physical Needs Assessment (PNA) requirement for PHAs. Implementation of PNA requirements on PHAs unnecessarily increases administrative burdens on PHAs and appears to have no operational benefit for local housing programs.

Public housing mortgage program.—In fiscal year 2017, Congress directed the Secretary to report to the House and Senate Committees on Appropriations on the utilization of the public housing mortgage program (PHMP), specifying existing program impediments, the Department's plan to address those impediments, and if the PHMP can be a useful tool to address public housing capital needs no later than 90 days after enactment.

For fiscal year 2018, the Committee further directs the Secretary to create a research advisory committee which shall advise the Secretary with respect to policy and regulatory changes that would allow for increased use of the PHMP no later than 60 days after enactment of this bill. The advisory committee shall include program and research experts from the agency, industry groups, PHAs, private and multifamily mortgage lenders, and tenant advocacy groups. The research advisory committee shall collaborate on evidence-based best practices to ensure tenant protections while encouraging PHAs to leverage private capital for the modernization of their portfolio through the capital markets. The Secretary shall supply the House and Senate Committees on Appropriations with quarterly reports relating to the progress of the research advisory committee and shall submit a report to the House and Senate Committees on Appropriations no later than 180 days after enactment.

PUBLIC HOUSING OPERATING FUND

Appropriation, fiscal year 2017	$4,400,000,000
Budget request, fiscal year 2018	3,900,000,000
Recommended in the bill	4,400,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+500,000,000

The public housing operating fund subsidizes the costs associated with operating and maintaining public housing. This subsidy supplements funding received by public housing authorities from tenant rent contributions and other income. In accordance with section 9 of the United States Housing Act of 1937, as amended, funds are allocated by formula to public housing authorities for the following purposes: utility costs; anti-crime and anti-drug activities, including the costs of providing adequate security; routine maintenance cost; administrative costs; and general operating expenses.

COMMITTEE RECOMMENDATION

The Committee recommends $4,400,000,000 for the federal share of PHA operating expenses. This amount is the same as the fiscal year 2017 enacted level and $500,000,000 above the budget request.

Substance abuse and safety.—The Committee is aware of concerns regarding criminal activity and substance abuse in public housing. While access to public housing is critical for all low-income residents, the Committee believes it is equally important that a safe and nurturing environment be available for children and families. The Committee directs the Secretary of the Department of Housing and Urban Development, with appropriate consultation and collaboration with PHAs, to review current policies and regulations regarding substance abuse and criminal activity. This review should include a determination of whether policies are effective in promoting both access and safety for families in public housing units. The Committee encourages this review to propose any suggested adjustments and changes to existing statutes or regulations in order to deter criminal activity on public housing property. This report shall be transmitted to the House and Senate Committees on Appropriations within 180 days of enactment of this Act.

Alexander County Housing Authority.—The Committee takes notice of the events unfolding in Alexander County, Illinois and expects HUD to work with the community to find adequate housing for public housing residents displaced due to alleged financial mismanagement and fraud by previous PHA leadership that resulted in unlivable conditions and financial insolvency preceding HUD placing the PHA in receivership. Further, the Committee expects HUD to work expeditiously to investigate and resolve the root causes for the receivership and to return the housing authority to local control as soon as local officials can demonstrate the capacity to responsibly manage the Alexander County Housing Authority's portfolio.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriation, fiscal year 2017	$137,500,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	20,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−117,500,000
Budget request, fiscal year 2018	+20,000,000

COMMITTEE RECOMMENDATION

The Committee recommends $20,000,000 for the Choice Neighborhoods Initiative Program, which is $117,500,000 below the fiscal year 2017 enacted level and $20,000,000 above the budget request. The Committee encourages the Department to give prior year planning grant recipients priority consideration when awarding implementation grants.

FAMILY SELF SUFFICIENCY

Appropriation, fiscal year 2017	$75,000,000
Budget request, fiscal year 2018	75,000,000
Recommended in the bill	75,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	– – –

The Family Self-Sufficiency program funds coordinators to help HUD-assisted residents achieve economic independence.

COMMITTEE RECOMMENDATION

The Committee provides $75,000,000 to support the Family Self-Sufficiency program. This is the same as the fiscal year 2017 enacted level and the same as the budget request. The Committee expects the Department to prioritize assistance to individuals and families that results in job stability, increased tenant incomes, and greater rent contributions.

NATIVE AMERICAN HOUSING BLOCK GRANTS

Appropriation, fiscal year 2017	$654,000,000
Budget request, fiscal year 2018	600,000,000
Recommended in the bill	654,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+54,000,000

The Native American Housing Block Grants program, authorized by the Native American Housing Assistance and Self-Determination Act of 1996 (25 U.S.C. 4111 et seq.), provides funds to American Indian tribes and their Tribally Designated Housing Entities (TDHEs) to address affordable housing needs within their communities.

COMMITTEE RECOMMENDATION

The Committee recommends $654,000,000 for Native American Housing Block Grants, which is the same as the fiscal year 2017 enacted level and $54,000,000 above the budget request.

—$3,500,000 is for organizations representing Native American housing interests to provide training and technical assistance to Indian housing authorities and TDHEs. Of this amount, no less than $2,000,000 is for a national organization as authorized under NAHASDA.

—$2,000,000 is for Title VI loan guarantees up to $17,391,304.

Bill language is included to reduce formula allocation funding from any grantee that has an unexpended balance greater than three times its formula allocation.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

Credit subsidy:	
Appropriation, fiscal year 2017	$7,227,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	7,227,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+7,227,000
Limitation on guaranteed loans:	
Appropriation, fiscal year 2017	1,762,682,927
Budget request, fiscal year 2018	– – –
Recommended in the bill	1,953,243,243
Bill compared with:	
Appropriation, fiscal year 2017	+190,560,316
Budget request, fiscal year 2018	+1,953,243,243

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

COMMITTEE RECOMMENDATION

The Committee recommends $7,227,000 in new credit subsidy for the Section 184 loan guarantee program, which is the same as the fiscal year 2017 enacted level and $7,227,000 above the budget request. This will guarantee a loan volume of $1,953,243,243, which is $190,560,316 above the fiscal year 2017 enacted level and $1,953,243,243 above the budget request.

COMMUNITY PLANNING AND DEVELOPMENT

Appropriation, fiscal year 2017	$6,803,000,000
Budget request, fiscal year 2018	2,580,000,000
Recommended in the bill	6,594,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−209,000,000
Budget request, fiscal year 2018	+4,014,000,000

The Office of Community Planning and Development (CPD) is responsible for administering the Community Development Block Grants (CDBG), the Home Investment Partnership (HOME), Housing Opportunities for Persons with AIDS (HOPWA), Homeless Assistance Grants (HAG), and other HUD community development programs. Most of these programs pass Federal funds through to state and local governments and other entities to address housing and development needs.

COMMITTEE RECOMMENDATION

The Committee recommends $6,594,000,000 for Community Planning and Development programs, which is $209,000,000 below the fiscal year 2017 enacted and $4,014,000,000 above the budget request.

Veterans' service organizations.—The Committee encourages HUD to examine ways to work with existing, eligible veterans' service organizations to improve their facilities. The Department is encouraged to examine existing programs to evaluate the feasibility of making grants available for facility rehabilitation at eligible veterans' service organizations. The Committee recognizes the important role local veterans' service organizations play in community development and support.

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriation, fiscal year 2017	$356,000,000
Budget request, fiscal year 2018	330,000,000
Recommended in the bill	356,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+$26,000,000

The Housing Opportunities for Persons with AIDS (HOPWA) program provides states and localities with resources to address the housing needs of low-income persons living with HIV/AIDS. Funding is distributed by formula to qualifying states and metropolitan areas based on the cumulative incidences of AIDS reported to the Centers for Disease Control. Government recipients are required to have a HUD-approved Comprehensive Plan or Comprehensive Housing Affordability Strategy.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $356,000,000 for the HOPWA program, which is the same as the fiscal year 2017 enacted and $26,000,000 above the budget request. The Committee recommendation includes formula grants and funding for the renewal of certain expiring contracts that were previously funded under HOPWA competitive grants.

COMMUNITY DEVELOPMENT FUND

Appropriation, fiscal year 2017	$3,060,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	2,960,000,000
Bill compared with:	
Appropriation, fiscal year 2017	–100,000,000
Budget request, fiscal year 2018	+2,960,000,000

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of $2,960,000,000 for the Community Development Fund account, which is $100,000,000 below the fiscal year 2017 enacted level and $2,960,000,000 above the budget request.

Of the amounts made available:

—$2,900,000,000 is for the Community Development Block Grants ("CDBG") formula program for entitlement communities and states. This is $100,000,000 below the fiscal year 2017 enacted level and $2,900,000,000 above the budget request; and

—$60,000,000 is for the Native American Housing and Economic Development Block Grant (also known as "Indian CDBG"), which is the same as fiscal year 2017 enacted level and $60,000,000 above the budget request.

Of the amount provided for the CDBG formula programs $7,000,000 is for insular areas, per 42 U.S.C. 5306(a)(2), which is the same as fiscal year 2017 enacted level and the budget request. The recommendation continues language requiring the Department to notify grantees of their formula allocation within 60 days of enactment of this Act.

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriation, fiscal year 2017	$950,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	850,000,000
Bill compared with:	
Appropriation, fiscal year 2017	–100,000,000
Budget request, fiscal year 2018	+850,000,000

The HOME investment partnerships program provides block grants to participating jurisdictions (states, units of local government, Indian tribes, and insular areas) to undertake activities that expand the supply of affordable housing in the jurisdiction. HOME block grants are distributed based on formula allocations. Upon receipt of these Federal funds, state and local governments develop a housing affordability strategy to acquire, rehabilitate, or construct new affordable housing, or to provide rental assistance to eligible families.

COMMITTEE RECOMMENDATION

The Committee recommends $850,000,000 for activities funded under this account, which is $100,000,000 below the fiscal year 2017 enacted and $850,000,000 above the budget request.

People with disabilities and the elderly.—The Committee encourages the Department and grantees to utilize HOME funds to modernize, rehabilitate, and develop housing for people with disabilities and the elderly. The Committee notes that HOME funding is a flexible funding source that can leverage other capital to address the shortage of housing for the elderly and the disabled.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriation, fiscal year 2017	$54,000,000
Budget request, fiscal year 2018	– – –
Recommended in the bill	45,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−9,000,000
Budget request, fiscal year 2018	+45,000,000

Self-Help Homeownership Opportunity Program (SHOP) funds are distributed through grants to nonprofit organizations and consortia that have experience in providing or facilitating self-help homeownership opportunities. Grant funds are used for land acquisition and improvements associated with developing new, decent dwellings for low-income persons, including those living in colonias, using the self-help model.

Section 4 Capacity Building funds are set-aside within this account for activities described under section 4(a) of the HUD Demonstration Act of 1993 (42 U.S.C. 9816 note). Section 4 funds are awarded to a limited number of non-profits, which use the funds to develop the capacity of community development corporations (CDCs) and community housing development organizations (CHDOs). The CDCs and CHDOs then undertake community development and affordable housing activities. Section 4 funds must be matched by recipients with at least three times the grant amount in private funding.

COMMITTEE RECOMMENDATION

The Committee recommends $45,000,000 for this account which includes $10,000,000 for SHOP: $30,000,000 for Section 4 capacity building, including no less than $5,000,000 for rural capacity building: and $5,000,000 for capacity building grants to national rural housing organizations that operate capacity building activities in at least seven HUD regions.

The Committee urges that Section 4 funds be awarded competitively to non-profits to aid community development corporations and community housing development organizations. Further, the Committee recognizes that the Section 4 capacity building program strengthens the nation's lower-income urban and rural communities through the expansion of affordable housing units.

HOMELESS ASSISTANCE GRANTS

Appropriation, fiscal year 2017	$2,383,000,000
Budget request, fiscal year 2018	2,250,000,000
Recommended in the bill	2,383,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+133,000,000

The Homeless Assistance Grants account provides funding for programs under title IV of the McKinney Act, as amended by the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act of 2009. HEARTH Act programs include the Continuum of Care (CoC) competitive grants, the Emergency Solutions Grants (ESG) program, and the Rural Housing Stability Grants program.

COMMITTEE RECOMMENDATION

The Committee recommends $2,383,000,000 for the homeless assistance grants programs, which is the same as the fiscal year 2017 enacted level and $133,000,000 above the budget request. The recommendation includes funding to support continuum of care project renewals of no less than $2,106,000,000, at least $270,000,000 in formula emergency solutions grants, and up to $7,000,000 is available for the national homeless data analysis project.

Continuum of care renewals.—The funding level provided for continuum of care renewals is $88,000,000 above the fiscal year 2017 enacted level, and $113,000,000 above the budget request.

Emergency solutions grants.—The funding level provided for formula emergency solutions grants is the same as the fiscal year 2017 enacted level and $20,000,000 above the budget request.

Performance-driven funding awards.—The Committee believes that holding projects accountable to their ability to demonstrate effectiveness through performance data is essential to getting the most out of limited federal resources. The Committee is encouraged by HUD's commitment to this performance driven decision-making, and urges HUD to continue advancing these strategies to meet the goal of ending chronic homelessness. The recommendation continues language which mandates that the Secretary direct an increasing share of funding on the basis of system performance.

Continuum of care funding reallocation.—The recommendation includes language that directs the Secretary to prioritize funding to grantees that, when appropriate, reallocate funding from lower performing projects to higher performing projects.

Timeliness of contracts.—The Committee recognizes that significant work on housing and homelessness is done by smaller non-profit organizations across the country. As an acknowledgement of their contribution to HUD's goals to address homelessness, the Committee encourages HUD to ensure these organizations do not carry a heavy cash flow burden due to the very slow flow of government contract dollars to these entities. As such, the Committee encourages HUD to agree to have all contracts signed and funds available to draw no more than 45 days beyond the beginning of the normal contract period.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriation, fiscal year 2017	$10,816,000,000
Budget request, fiscal year 2018	10,751,000,000
Recommended in the bill	11,082,000,000
Bill compared with:	
Appropriation, fiscal year 2017	+266,000,000
Budget request, fiscal year 2018	+330,900,000

The project-based rental assistance account provides a rental subsidy to a private landlord tied to a specific housing unit so that the properties themselves, rather than the individual living in the unit, remain subsidized. Amounts provided in this account include funding for the renewal of expiring project-based contracts, including Section 8, moderate rehabilitation, and single-room occupancy contracts, amendments to Section 8 project-based contracts, and administrative costs for contract administration.

COMMITTEE RECOMMENDATION

The Committee provides a total of $11,082,000,000, including $400,000,000 provided as advance appropriations, for the annual renewal of project-based contracts. This funding level is $266,000,000 above the fiscal year 2017 enacted level and $330,900,000 above the budget request.

The recommendation funds renewals, amendments, and provides 12 months of funding for all contracts in the portfolio to continue to provide safe and stable affordable housing to approximately 1.2 million households each year. The funding level does not assume any rental reforms proposed in the request.

Performance-based contract administrators (PBCAs).—PBCAs are public housing agencies, as defined by 42 USC 1437(a), which include state and local public housing authorities and their instrumentalities. They are responsible for conducting on-site management reviews of assisted properties, adjusting contract rents, and reviewing, processing, and paying monthly vouchers, among other tasks. PBCAs have been integral to the Department's efforts to reduce improper payments, protect residents, and ensure properties are well maintained. In prior years, the Committee directed the Department to solicit and award PBCA contracts under full and open competition, without geographic limitation, and in accordance with the Competition in Contracting Act and the Federal Acquisition Regulation. The Committee continues to reject any attempt to weaken the PBCAs' comprehensive oversight of the properties administered under their management, diminish the applicability of Federal law, or limit out-of-state competition by reliance on letters from state attorneys general, as seen in the 2012 NOFA process, or otherwise.

HUD, however, has not been responsive to the Committee's direction to conduct the solicitation and award of performance-based contracts to PBCAs a) under full and open competition, b) without regard to geographic limitations, c) in accordance with the Competition and Contracts Act and Federal Acquisition Regulation, and d) with comprehensive oversight—allowing a single PBCA to be responsible for each of the tasks associated with a particular property receiving project-based rental assistance, including all tasks currently assigned to PBCA contractors as well as any others which HUD may be authorized to use. Until the Committee gets assurances that HUD will respond appropriately, the Committee directs HUD to perform these functions in-house and provides adequate funding under the Management and Administration account.

HOUSING FOR THE ELDERLY

Appropriation, fiscal year 2017	$502,400,000
Budget request, fiscal year 2018	510,000,000
Recommended in the bill	573,000,000
Bill compared with:	
Appropriation, fiscal year 2017	+70,600,000
Budget request, fiscal year 2018	+63,000,000

The housing for the elderly (Section 202) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of housing intended for low income elderly people. In addition, the program provides project-based rental assistance contracts (PRAC) to support operational costs for units constructed under the program.

COMMITTEE RECOMMENDATION

The Committee recommends $573,000,000, $70,600,000 above the fiscal year 2017 enacted level and $63,000,000 above the budget request. This amount will fully fund Section 202 contract renewals and amendments in fiscal year 2018. The recommendation does not include rental reforms proposed in the budget request.

The recommendation provides $483,000,000 for the renewal and amendment of project rental assistance contracts (PRAC), up to $90,000,000 for service coordinators and the continuation of congregate services grants, and allows funds for property inspections and related costs.

The Committee continues to include bill language relating to the initial contract and renewal terms for assistance provided under this heading and language allowing funds to be used for inspections and analysis of data by HUD's real estate assessment center (REAC) program office.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriation, fiscal year 2017	$146,200,000
Budget request, fiscal year 2018	121,300,000
Recommended in the bill	147,000,000
Bill compared with:	
Appropriation, fiscal year 2017	+800,000
Budget request, fiscal year 2018	+25,700,000

The Housing for Persons with Disabilities (Section 811) program provides eligible private, non-profit organizations with capital grants to finance the acquisition, rehabilitation or construction of supportive housing for disabled persons and provides project-based rental assistance to support operational costs for such units.

COMMITTEE RECOMMENDATION

The Committee recommends $147,000,000 for Section 811 activities, which is $800,000 above the fiscal year 2017 enacted level and $25,700,000 above the budget request. This level will fully fund the project rental assistance and project assistant contract renewals and amendments in fiscal year 2018, and does not assume rental reforms proposed in the budget request. The Committee continues to include bill language allowing funds to be used for inspections and analysis of data by HUD's REAC program office.

HOUSING COUNSELING ASSISTANCE

Appropriation, fiscal year 2017	$55,000,000
Budget request, fiscal year 2018	47,000,000
Recommended in the bill	50,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−5,000,000
Budget request, fiscal year 2018	+3,000,000

Section 106 of the Housing and Urban Development Act of 1968 authorized HUD to provide housing counseling services to homebuyers, homeowners, low and moderate income renters, and the homeless.

COMMITTEE RECOMMENDATION

The Committee recommends $50,000,000 for housing counseling assistance, $5,000,000 below the fiscal year 2017 enacted level and $3,000,000 above the budget request.

The Committee notes that the economy continues to improve and foreclosures continue to decline. Foreclosure filings for 2016 were reported on 933,000 properties, which represents a 10-year low and a reduction of 14 percent from 2015. The foreclosure rate has stayed within a historically normal range for three years, even with the pipeline of legacy foreclosures resulting from the housing bubble. The Committee continues its commitment to counseling programs and provides funding above the requested level for HUD's housing counseling assistance program. Further the Committee continues to provide funding for the Neighborhood Reinvestment Corporation's core program, which offers housing counseling services.

The Committee retains bill language that provides two-year funding availability to allow HUD flexibility to obligate recaptures and unobligated balances to support counseling activity rather than allowing the funds to expire. The bill retains language that requires HUD to make grants within 180 days of enactment of this Act, and allows multi-year agreements, subject to the availability of annual appropriations.

The Committee encourages HUD to coordinate with FEMA's flood insurance advocate to ensure HUD counselors located in flood-prone states receive adequate training and information to educate future homeowners on their potential flood risks, associated flood insurance premiums, home mitigation measures available proven to reduce flood risk, and any federal assistance available for mitigation projects and activities.

RENTAL HOUSING ASSISTANCE

Appropriation, fiscal year 2017	$20,000,000
Budget request, fiscal year 2018	14,000,000
Recommended in the bill	14,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−6,000,000
Budget request, fiscal year 2018	– – –

The rental housing assistance account includes existing long-term project-based rental assistance contracts covering affordable housing units under the rent supplement and section 236 rental assistance payment (RAP) programs. Enacted in 1965 and 1974 respectively, these programs created affordable units for low-income families. Monthly payments are made to project owners from existing contract balances, and new budget authority for short-term extensions of expiring contracts and annual contract amendments. Contract amendments provide additional subsidy to below-market contracts where rents have been constrained and owners are unable to adequately service properties and perform ongoing maintenance.

COMMITTEE RECOMMENDATION

The Committee recommends $14,000,000 in funding for the rental housing assistance program, $6,000,000 below the fiscal year 2017 enacted level and equal to the budget request. This appropriation will fully fund contract amendment and extension needs in fiscal year 2018. The Committee continues bill language that allows HUD to use unobligated balances and recaptured funds for extensions and amendments.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriation, fiscal year 2017	$10,500,000
Budget request, fiscal year 2018	11,000,000
Recommended in the bill	11,000,000
Bill compared with:	
Appropriation, fiscal year 2017	+500,000
Budget request, fiscal year 2018	– – –

The National Manufactured Housing Construction and Safety Standards Act of 1974, as amended by the Manufactured Housing Improvement Act of 2000, authorizes the Secretary to establish Federal manufactured home construction and safety standards for the construction, design, and performance of manufactured homes. All manufactured homes are required to meet the Federal standards, and fees are charged to producers to cover the costs of administering the Act. HUD estimates that there are 8 million manufactured homes built since 1976 that are currently in use.

COMMITTEE RECOMMENDATION

The Committee recommends up to $11,000,000 for the manufactured housing standards programs to be derived from certification label fees collected and deposited in the manufactured housing fees trust fund, established pursuant to the Manufactured Housing Improvement Act of 2000. The Committee does not provide a direct appropriation for this account. The recommendation is $500,000 above the fiscal year 2017 enacted level and equal to the budget request. This increase reflects the growth in production since 2011, which is projected to continue.

The Committee includes language allowing the Department to collect fees from program participants for the dispute resolution and installation programs. These fees are to be deposited into the trust fund and may be used by the Department subject to the overall cap placed on the account.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation of direct loans	Limitation of guaranteed loans	Administrative contract expenses
Appropriation, fiscal year 2017	$5,000,000	$400,000,000,000	$130,000,000
Budget request, fiscal year 2018	5,000,000	400,000,000,000	160,000,000
Recommended in the bill	5,000,000	400,000,000,000	135,000,000
Bill compared to:			
Appropriation, fiscal year 2017	– – –	– – –	+5,000,000
Budget request, fiscal year 2018	– – –	– – –	−25,000,000

The Federal Housing Administration's (FHA) mutual mortgage insurance program account includes the Mutual Mortgage Insurance (MMI) and cooperative management housing insurance funds. This program account covers unsubsidized programs, primarily the single-family home mortgage program, which is the largest of all the FHA programs. These include the Condominium, Section 203(k) rehabilitation, and Home Equity Conversion Mortgage programs (HECM) and the multifamily Cooperative Management Housing Insurance (CMHI) funds. The cooperative housing insurance program provides mortgages for cooperative housing projects of more than five units that are occupied by members of a cooperative housing corporation.

COMMITTEE RECOMMENDATION

The Committee recommends the following limitations on loan commitments in the MMI program account: $400,000,000,000 for loan guarantees and $5,000,000 for direct loans. The recommendation also includes $135,000,000 for administrative contract expenses.

The Committee's recommendation for administrative contract expenses is $5,000,000 above the fiscal year 2017 enacted level and $25,000,000 below the budget request. The increase over the prior year's level is for system automation, quality control efforts, and risk management improvements. The Committee denies authority to assess a new fee to augment administrative costs.

FHA loan limits.—The Committee directs HUD to review FHA loan limits in large land area counties that experienced a reduction of at least 25 percent to FHA loan limits in 2014 when the Housing Economic Recovery Act's loan limits replaced those in the Economic Stimulus Act of 2008. The study should analyze if a county's geographic size distorts the FHA loan limit calculation and if home sales price data shows that FHA loan limits are inadequate for distinct subareas.

Home equity conversion mortgage (HECM).—The Committee continues bill language that lifts the statutory aggregate cap of 275,000 HECM loan guarantees in fiscal year 2018.

Eminent domain.—The Committee continues bill language that prohibits financing of properties obtained through eminent domain. The Committee continues to be concerned about proposals for local governments to seize underwater performing mortgages and then refinance them into an FHA product. The Committee required HUD to submit a report on April 1, 2014 detailing the effects using eminent domain for these purposes will have on the housing market, including FHA primary and refinance market, as well as the broader mortgage market, interest rates, homeownership, and affordability. The Committee continues to await the delivery of this report, and continues to prohibit HUD from financing mortgages for properties that have been subject to eminent domain.

Property assessed clean energy (PACE) loans.—The Committee includes bill language prohibiting funds from being used to purchase, guarantee, or insure any mortgage on properties that have a PACE loan in a first lien position—superior to the FHA loan. PACE loans are issued by state or local governments for energy efficiency improvements; are attached to the property, as opposed to the borrower; and often secured by an assessment or tax. Interest rates on these loans are significantly higher than typical mortgage rates, lines of credits, and even some credit cards.

Loans repaid by a tax or assessment enjoy a first lien position and, therefore, have priority in receiving proceeds in the event of a foreclosure. A PACE loan would be fully satisfied before the FHA mortgage. FHA's subordinate position increases the risk of loss to the MMI fund and by extension, taxpayers. The Committee notes that the MMI fund was forced to draw $1,700,000,000 from the U.S. Treasury just four years ago to cover projected losses on loans it guarantees, and just reached its statutory capital reserve level just two years ago.

On December 22, 2014, the Federal Housing Finance Agency (FHFA) prohibited Fannie Mae and Freddie Mac from purchasing or refinancing a mortgage with an existing first lien PACE loan. In its role as conservator to the GSEs, FHFA stated that "one of the bedrock principles in the process is that the mortgages supported must remain in a first lien position."

In July 2016, however, HUD changed its policy and began allowing FHA to insure properties that have a first lien PACE loan. The new Administration is concerned about this risky position and is reviewing its policy related to PACE loans. Others are concerned that borrowers are not fully informed and aware of their legal and financial commitments. On April 5, the "Protecting Americans from Credit Entanglements Act of 2017" (PACE Act) was introduced in the Senate. This bill would increase transparency for homebuyers by requiring a Truth in Lending Act disclosure that details the loan terms and conditions, consistent with other forms of home financing.

The Committee is concerned about HUD's decision to allow an FHA mortgage to be in a second lien position to a PACE loan. The Committee supports energy efficiency improvements, but not at the expense of the MMI fund or general taxpayers. Further, interest rates on FHA projects could increase to reflect this increased risk, making the homebuying process less affordable for the very population that FHA mortgage were created to assist. Therefore, the Committee includes bill language that prospectively prohibits FHA from purchasing, insuring, or guaranteeing a property that has a PACE loan in a first lien position. Finally, the Committee notes that the prohibition does not eliminate the PACE program and consumers will continue to be able to fund energy efficiency improvements via a PACE loan or other financing mechanisms. This prohibition serves only to protect the MMI fund and taxpayers.

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation of direct loans	Limitation of guaranteed loans
Appropriation, fiscal year 2017	$5,000,000	30,000,000,000
Budget request, fiscal year 2018	5,000,000	30,000,000,000
Recommended in the bill	5,000,000	30,000,000,000
Bill compared to:		
Appropriation, fiscal year 2017	– – –	– – –
Budget request, fiscal year 2018	– – –	– – –

The Federal Housing Administration's (FHA) general insurance and special risk insurance (GI and SRI) program account includes 17 different programs administered by FHA. The GI fund includes a wide variety of insurance programs for special-purpose single and multifamily loans, including loans for property improvements, manufactured housing, multifamily rental housing, condominiums, housing for the elderly, hospitals, group practice facilities, and nursing homes. The SRI fund includes insurance programs for mortgages in older, declining urban areas that would not otherwise be eligible for insurance, mortgages with interest reduction payments, and mortgages for experimental housing and for high-risk mortgagors who would not normally be eligible for mortgage insurance without housing counseling.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on loan guarantees of $30,000,000,000, equal to the fiscal year 2017 enacted level and the budget request. It includes a limitation of $5,000,000 for direct loans, which is equal to the fiscal year 2017 enacted level and equal to the budget request. This program provides short-term purchase money mortgages to allow non-profit and governmental agencies to acquire single-family properties and resell to low income purchasers. However, use has declined recently due to the shortage of state/local government subsidies needed to offset participants' development costs associated with administering the program.

The Committee encourages HUD to coordinate with FEMA's flood insurance advocate and identify rehabilitation activities eligible under section 203(k) that also fulfill FEMA's hazard mitigation standards and to identify qualifying disaster mitigation rehabilitation options on its website and other promotional materials.

Government National Mortgage Association

GUARANTEES OF MORTGAGE BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation of guaranteed loans	Administrative contract expenses
Appropriation, fiscal year 2017	$500,000,000,000	$23,000,000
Budget request, fiscal year 2018	500,000,000,000	25,400,000
Recommended in the bill	500,000,000,000	25,400,000
Bill compared to:		
Appropriation, fiscal year 2017	– – –	+2,400,000
Budget request, fiscal year 2018	– – –	– – –

The Guarantees of Mortgage-Backed Securities Program facilitates the financing of residential mortgage loans insured or guaranteed by the Federal Housing Administration, the Department of Veterans Affairs, and the Rural Housing Services program. The Government National Mortgage Association (GNMA) guarantees the timely payment of principal and interest on securities issued by private service institutions such as mortgage companies, commercial banks, savings banks, and savings and loan associations that assemble pools of mortgages and issue securities backed by the pools. In turn, investment proceeds are used to finance additional mortgage loans. Investors include non-traditional sources of credit in the housing market such as pension and retirement funds, life insurance companies, and individuals.

COMMITTEE RECOMMENDATION

The recommendation includes a $500,000,000,000 limitation on loan commitments for mortgage-backed securities, as requested, and $25,400,000 for the personnel costs of GNMA, to be funded by commitment and multiclass fees. The recommendation for personnel costs is $2,400,000 above the fiscal year 2017 enacted level and equal to the budget request.

POLICY DEVELOPMENT AND RESEARCH

Appropriation, fiscal year 2017	$89,000,000
Budget request, fiscal year 2018	85,000,000
Recommended in the bill	85,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−4,000,000
Budget request, fiscal year 2018	– – –

Title V of the Housing and Urban Development Act of 1970, as amended, directs the Secretary of the Department of Housing and Urban Development to undertake programs of research, evaluation, and reports relating to the Department's mission and programs. These functions are carried out internally and through grants and contracts with industry, nonprofit research organizations, educational institutions, and through agreements with state and local governments and other federal agencies. The research programs seek ways to improve the efficiency, effectiveness, and equity of HUD programs and to identify methods to achieve cost reductions. This appropriation is used to support HUD evaluation and monitoring activities and to conduct housing surveys. Finally, funds under this heading are used to support technical assistance activities to the various states, communities, and agencies that are charged with administering HUD's programs and funds.

COMMITTEE RECOMMENDATION

The Committee recommends $85,000,000 for this account, which is $4,000,000 below the fiscal year 2017 enacted level and equal to the budget request.

Of the activities proposed in the budget, the Committee recommends up to $50,000,000 for the core research programs, including market surveys, research support and dissemination, data acquisition, housing finance studies, research partnerships, and housing technology. The Committee recommends $5,000,000 for new and continuing studies and demonstration evaluations, with up to $2,000,000 for the Moving to Work study, up to $1,500,000 to continue the Choice Neighborhoods study, and funds for the Family

Unification Program and Family Self-Sufficiency evaluation and the Rental Assistance Demonstration Choice Mobility evaluation.

Further, the Committee's recommendation includes $30,000,000 for all technical assistance. Of the funds made available under technical assistance, $5,000,000 shall be available on a competitive basis to a non-profit or private sector organizations to provide technical assistance to distressed cities or regions.

Of the funds identified for technical assistance to troubled PHA's, the Committee strongly urges the Department to target truly troubled or at-risk PHAs requiring assistance to conduct basic business and housing responsibilities versus assisting with glitzy and bonus endeavors that reflect the previous Administration's strategies, such as energy performance contracts, but do little to fulfill basic needs.

The Committee directs HUD to publish the margin of error at the place level for the low-and-moderate income (LMI) American Community Survey data HUD used to determine CDBG eligibility for each place that has a margin of error that is 20% or greater. The Committee directs HUD to provide this data to the House and Senate Committees on Appropriations within 90 days of enactment of this Act. Further, the Committee directs HUD to explore the use of administrative data sets to provide an alternative measure of area income for the CDBG program when standard data have large margins of error and to report its progress to the House and Senate within 90 days of enactment of this Act.

As in prior years, the bill includes a general provision in Title II that prohibits funds from being used for a doctoral dissertation research grant program. The bill includes a general provision in Title II that allows the Department to use prior year deobligated or unexpended funds made available to the Office of Policy Development and Research for other research and evaluations. The Committee provides this authority under the condition that any new obligations are subject to the regular reprogramming procedures outlined in Section 405.

The Committee looks forward to receiving studies required in the fiscal year 2017 Act: the options for measuring AMI using more localized methodologies; the feasibility of using these alternative measurements; and HUD's plans to test the identified alternatives, and best practices and recommendations to address the displacement of lower-income families and long-time residents in urban areas; and loss of affordable housing across the nation, as required in the fiscal year 2017 Act.

Fair Housing and Equal Opportunity

FAIR HOUSING ACTIVITIES

Appropriation, fiscal year 2017	$65,300,000
Budget request, fiscal year 2018	65,300,000
Recommended in the bill	65,300,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	– – –

The Office of Fair Housing and Equal Opportunity (OFHEO) is responsible for developing policies and guidance, and for providing technical support for enforcement of the Fair Housing Act and the civil rights statutes. OFHEO serves as the central point for the formulation, clearance and dissemination of policies, intra-departmental clearances, and public information related to fair housing issues. OFHEO receives, investigates, conciliates and recommends the issuance of charges of discrimination and determinations of non-compliance for complaints filed under Title VIII and other civil rights authorities. Additionally, OFHEO conducts civil rights compliance reviews and compliance reviews under section 3.

COMMITTEE RECOMMENDATION

The Committee recommends $65,300,000 for fair housing programs, equal to the fiscal year 2017 enacted level and the request. Of the total, $24,300,000 is for the fair housing assistance programs; and $39,200,000 for the fair housing initiative programs, of which not less than $7,450,000 is for education and outreach programs. A total of $300,000 is for the limited English proficiency initiative and $1,500,000 is for the National Fair Housing Training Academy (NFHTA). The Committee directs the Department to investigate transitioning training provided by NFHTA to computer and web-based training courses, and directs HUD to provide the committee within 90 days of enactment of this Act, costs and revenues associated with operating NHFTA, and costs and revenues associated with a web-based training model. Further, the Committee directs HUD to focus resources on education, outreach, and training initiatives, and supporting local and state organizations that conduct investigations and adjudicate claims.

Spend plan.—The Committee directs the Department to provide a spend plan for all funds and activities in this account concurrent with the fiscal year 2018 operating plan and provide 3 days' notice prior to the announcement of any grant.

Affirmatively furthering fair housing (AFFH).—A number of communities and local organizations have expressed concern that the guidance provided by HUD regarding compliance with the new AFFH rule is vague, and the communication with stakeholders regarding requirements and compliance is lacking. In fiscal year 2017, the Committee directed HUD to address these concerns, and continue to refine the tools and resources available to stakeholders to comply with the new rule. The Committee directs HUD to submit a report 90 days after enactment of this Act summarizing activity taken in fiscal year 2017 and plans for fiscal year 2018 to make compliance with this rule more transparent.

The Committee continues to carry bill language prohibiting HUD from directing a grant to make zoning changes as part of carrying out the AFFH rule.

Disparate impact and insurance.—The Committee notes that the McCarran-Ferguson Act of 1945 explicitly states that, "unless a Federal law specifically relates to the business of insurance, that law shall not apply where it would interfere with State insurance regulation."

The Fair Housing Act does not specifically relate to the business of insurance. In fact, The United States District Court, Northern Division of Illinois found that "HUD's response to the insurance industry's concerns [regarding the Disparate Impact Rule] was arbitrary and capricious" and remanded a portion of the "Implementation of the Fair Housing Act's Discriminatory Effects Standard" rule regarding insurance back to HUD for further consideration and explanation.

The Committee is concerned that HUD continues to assert insurance regulatory authority that contradicts the McCarran-Ferguson statutory mandate and the limitations on disparate impact liability set forth by the US Supreme Court in Texas Department of Housing and Community Affairs v The Inclusive Communities Project, Inc., 135 S.Ct. 2507 (2015).

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

Appropriation, fiscal year 2017	$145,000,000
Budget request, fiscal year 2018	130,000,000
Recommended in the bill	130,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−15,000,000
Budget request, fiscal year 2018	– – –

The Office of Lead Hazard Control and Healthy Homes is responsible for administering the lead-based paint hazard reduction program authorized by Title X of the Housing and Community Development Act of 1992. The office also addresses multiple housing-related health hazards through the healthy homes initiative, pursuant to the Secretary's authority in sections 501 and 502 of the Housing and Urban Development Act of 1970 (12 U.S.C. 1701z–1 and 1701z–2).

The office develops lead-based paint regulations, guidelines, and policies applicable to HUD programs and enforces the lead disclosure rule issued under Title X. For both lead-related and healthy homes issues, the office designs and administers programs for grants, training, research, demonstration, and education.

COMMITTEE RECOMMENDATION

The Committee recommends $130,000,000 for the lead programs, which is $15,000,000 below the fiscal year 2017 enacted level and equal to the budget request.

The Committee recommends no more than $25,000,000 for the healthy homes initiative, and directs the Department to fund activities aimed at reducing incidences of asthma, mold, pests and radon.

The Committee directs the Department to provide a spend plan for all funds and activities in this account concurrent with the fiscal year 2018 operating plan and provide 3 days' notice prior to the announcement of any grant.

INFORMATION TECHNOLOGY FUND

Appropriation, fiscal year 2017	$257,000,000
Budget request, fiscal year 2018	250,000,000
Recommended in the bill	150,000,000
Bill compared with:	
Appropriation, fiscal year 2017	−107,000,000
Budget request, fiscal year 2018	−100,000,000

The Information Technology Fund finances the information technology (IT) systems that support departmental programs and operations, including FHA Mortgage Insurance, housing assistance and grant programs, as well as core financial and general operations.

COMMITTEE RECOMMENDATION

The Committee recommends $150,000,000 in direct appropriations for the IT Fund to support Department-wide information technology system activities, which is $107,000,000 less than the fiscal year 2017 enacted level and $100,000,000 below the budget request. The Department requires approximately $250,000,000 simply to operate basic telecommunication services and existing information technology contracts, and prior to enactment, the Committee will work to identify sources of funds to maintain and upgrade the Department's systems. The Committee strongly urges HUD to continue refining the services and contracts under the Department's Working Capital Fund so that IT services can be funded by the users.

The Committee directs HUD to continue its efforts to retire obsolete, unproductive, and expensive information technology systems, and streamline and consolidate current services contracts in an effort to direct resources for higher priority and more effective systems.

The Committee directs the Government Accountability Office (GAO) to evaluate the Department of Housing and Urban Developments' information security framework for protecting information related to housing, community investment, and mortgage loans. Specifically, this review should identify (1) what entities collect, store, and process such data and connect with HUD systems and networks; (2) to what extent do requirements for the protection of the data defined by HUD align with federal guidance; and (3) how effective are the processes and procedures that HUD has in place to oversee the implementation of security and privacy protections for the data.

OFFICE OF INSPECTOR GENERAL

Appropriation, fiscal year 2017	$128,082,000
Budget request, fiscal year 2018	126,000,000
Recommended in the bill	128,082,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+2,082,000

The Office of Inspector General (IG) provides agency-wide audit and investigative functions to identify and correct management and administrative deficiencies that create conditions for existing or potential instances of waste, fraud, and mismanagement. The audit function provides internal audit, contract audit, and inspection services. Contract audits provide professional advice to agency contracting officials on accounting and financial matters relative to negotiation, award, administration, re-pricing, and settlement of contracts. Internal audits evaluate all facets of agency operations. Inspection services provide detailed technical evaluations of agency operations. The investigative function provides for the detection and investigation of improper and illegal activities involving programs, personnel, and operations.

COMMITTEE RECOMMENDATION

The Committee recommends $128,082,000 for the Office of Inspector General, which is equal to the fiscal year 2017 enacted level and $2,082,000 greater than the budget request. The Committee does not provide funds for any additional personnel.

The Committee has found the reports and investigations undertaken by the IG over the past few years to be interesting and pertinent to the work of the Committee.

General Provisions—Department of Housing and Urban Development

(INCLUDING TRANSFER OF FUNDS)

(INCLUDING RESCISSION)

Section 201 splits overpayments evenly between Treasury and State Housing Finance Agencies.

Section 202 prohibits funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 requires any grant or cooperative agreement to be made on a competitive basis, unless otherwise provided, in accordance with Section 102 of the Department of Housing and Urban Development Reform Act of 1989.

Section 204 relates to the availability of funds for services and facilities for GSEs and others subject to the Government Corporation Control Act and the Housing Act of 1950.

Section 205 prohibits the use of funds in excess of the budget estimates, unless provided otherwise.

Section 206 relates to the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 207 requires the Secretary to provide quarterly reports on uncommitted, unobligated, recaptured, and excess funds in each departmental program and activity.

Section 208 requires the Administration's budget and HUD's budget justifications for fiscal year 2019 be submitted in the identical account and sub-account structure provided in this Act.

Section 209 exempts GNMA from certain requirements of the Federal Credit Reform Act of 1990.

Section 210 authorizes HUD to transfer debt and use agreements from an obsolete project to a viable project, provided that no additional costs are incurred and other conditions are met.

Section 211 sets forth requirements for Section 8 voucher assistance eligibility, and includes consideration for persons with disabilities.

Section 212 distributes Native American Housing Block Grants to the same Native Alaskan recipients as in fiscal year 2005.

Section 213 authorizes the Secretary to insure mortgages under Section 255 of the National Housing Act.

Section 214 instructs HUD on managing and disposing of any multifamily property that is owned or held by HUD.

Section 215 allows the Section 108 loan guarantee program to guarantee notes or other obligations issued by any State on behalf of non-entitlement communities in the State.

Section 216 allows PHAs that own and operate 400 or fewer units of public housing to be exempt from asset management requirements.

Section 217 restricts the Secretary from imposing any requirements or guidelines relating to asset management that restrict or limit the use of capital funds for central office costs, up to the limit established in QHWRA.

Section 218 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.

Section 219 requires the Secretary to publish all notice of funding availability that is competitively awarded on the internet for fiscal year 2018.

Section 220 requires attorney fees for programmatic litigation to be paid from the individual program office and Office of General Counsel salaries and expenses appropriations, and requires the Department to submit a spend plan to the House and Senate Committees on Appropriations.

Section 221 allows the Secretary to transfer up to 10 percent of funds or $4,000,000, whichever is less, appropriated under the headings "Administrative Support Offices" or "Program Office Salaries and Expenses" to any other office funded under such headings.

Section 222 requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 223 places a salary and bonus limit on public housing agency officials and employees.

Section 224 prohibits the use of funds for the doctoral dissertation research grant program at HUD.

Section 225 extends the HOPE VI program to September 30, 2018.

Section 226 requires the Secretary to notify the House and Senate Committees on Appropriations at least 3 full business days before grant awards are announced.

Section 227 prohibits funds to be used to require or enforce the Physical Needs Assessment (PNA).

Section 228 prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 229 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with respect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 230 allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be reobligated for additional research.

Section 231 prohibits funds to be used for financial awards for employees subject to administrative discipline in fiscal year 2018.

Section 232 allows program income as an eligible match for 2016, 2017, and 2018 Continuum of Care funds.

Section 233 permits HUD to provide one year transition grants under the continuum of care program with no more than 50 percent of the grant provided for costs of eligible activities of the program component originally funded.

Section 234 prohibits the use of funds to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out the final rule entitled, "Affirmatively Furthering Fair Housing" or the notice entitled, "Affirmatively Furthering Fair Housing Assessment Tool".

Section 235 extends the mark to market program to September 30, 2022.

Section 236 prohibits new guarantees or insurance on properties with a PACE loan that is or has the potential to be in a superior lien position compared to the mortgage guaranteed or insured under the MMI fund.

TITLE III—RELATED AGENCIES

UNITED STATES ACCESS BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2017	$8,190,000
Budget request, fiscal year 2018	7,928,000
Recommended in the bill	8,190,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+262,000

The United States Access Board (Access Board) was established by section 502 of the Rehabilitation Act of 1973 with the primary mission of ensuring accessibility for people with disabilities. The Access Board is responsible for developing guidelines under the Americans with Disabilities Act, the Architectural Barriers Act, and the Telecommunications Act. The Access Board is responsible for developing standards under section 508 of the Rehabilitation Act for accessible electronic and information technology used by federal agencies. The Access Board also enforces the Architectural Barriers Act and provides training and technical assistance on the guidelines and standards it develops.

The Access Board has been given responsibilities under the Help America Vote Act to serve on the Election Assistance Commission's Board of Advisors and Technical Guidelines Development Committee. Additionally, the Board maintains a small research program that develops technical assistance materials and provides information needed for rulemaking.

COMMITTEE RECOMMENDATION

The Committee recommends $8,190,000 for the operations of the Access Board, which is equal to the fiscal year 2017 enacted level and $262,000 greater than the budget request.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriation, fiscal year 2017	$27,490,000
Budget request, fiscal year 2018	26,149,000
Recommended in the bill	27,490,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+1,341,000

Established in 1961, the Federal Maritime Commission (FMC) is an independent government agency, responsible for the regulation of oceanborne transportation in the foreign commerce of the United States. The Federal Maritime Commission monitors ocean common carriers, marine terminal operators, conferences, ports, and ocean transportation intermediaries to ensure they maintain just and reasonable practices. Among other activities, FMC also maintains a trade monitoring and enforcement program, monitors the laws and practices of foreign governments and their impacts on shipping conditions in the U.S., and enforces special regulatory requirements as they apply to controlled carriers.

The principal shipping statutes administered by the FMC are the Shipping Act of 1984 (46 U.S.C. 40101–41309), the Foreign Shipping Practices Act of 1988 (46 U.S.C. 42301–42307), Section 19 of the Merchant Marine Act, 1920 (46 U.S.C. 42101–42109), Public Law 89–777 (46 U.S.C. 44101–44106).

COMMITTEE RECOMMENDATION

The Committee recommends $27,490,000 for the Federal Maritime Commission. This amount is equal to the fiscal year 2017 enacted level, and $1,341,000 above the budget request. Of the funds provided, not less than $552,024 is available for the Office of Inspector General.

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriation, fiscal year 2017	$23,274,000
Budget request, fiscal year 2018	23,274,000
Recommended in the bill	23,274,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	– – –

The Amtrak Inspector General is an independent, objective unit responsible for detecting and preventing fraud, waste, abuse, and violations of law and for promoting economy, efficiency and effectiveness at Amtrak.

COMMITTEE RECOMMENDATION

The Committee recommends $23,274,000 for Amtrak's Office of Inspector General (Amtrak OIG), which is equal to the fiscal year 2017 enacted level and the budget request. The recommended level will allow Amtrak OIG to undertake audits, evaluations, and investigations and will ensure the OIG's effective oversight of Amtrak's programs and operations.

The OIG's efforts have resulted in valuable studies and recommendations for this Committee and for the Corporation that have yielded cost savings and management improvements. These studies have been in a number of areas, including food and beverage service, capital planning, overtime, and fraud. In addition, Amtrak OIG has been instrumental in developing an audit process to review invoices and identifying overpayments.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2017	$106,000,000
Budget request, fiscal year 2018	105,170,000
Recommended in the bill	106,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+830,000

Initially established along with the Department of Transportation (DOT), the National Transportation Safety Board (NTSB) commenced operations on April 1, 1967, as an independent federal agency charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in other modes of transportation—railroad, highway, marine and pipeline—and issuing safety recommendations aimed at preventing future accidents. Although it has always operated independently, the NTSB relied on the 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 effective April of 1975.

In addition to its investigatory duties, the NTSB is responsible for maintaining the government's database of civil aviation accidents and conducting special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, the NTSB supplies investigators to serve as U.S. Accredited Representatives for aviation accidents overseas involving U.S.-registered aircraft, or involving aircraft or major components of U.S. manufacture. The NTSB also serves as the court of appeals for any airman, mechanic or mariner whenever certificate action is taken by the Administrator of the Federal Aviation Administration (FAA) or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA. In addition, the NTSB operates the NTSB Academy in Ashburn, Virginia.

COMMITTEE RECOMMENDATION

The Committee recommends $106,000,000 for the salaries and expenses of the NTSB, which is equal to the fiscal year 2017 enacted level and $830,000 greater than the budget request.

NTSB Academy.—The agency is encouraged to continue to seek additional opportunities to lease out, or otherwise generate revenue from the NTSB Academy, so that the agency can appropriately focus its resources on the important investigative work that is central to the agency's mission. In addition, the agency is again directed to submit detailed information on the costs associated with the NTSB Academy, as well as the revenue the facility is expected to generate, as part of the fiscal year 2019 budget request.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriation, fiscal year 2017	$140,000,000
Budget request, fiscal year 2018	27,400,000
Recommended in the bill	140,000,000
Bill compared with:	
Appropriation, fiscal year 2017	– – –
Budget request, fiscal year 2018	+112,600,000

The Neighborhood Reinvestment Corporation (NRC) was created by the Neighborhood Reinvestment Corporation Act (title VI of the Housing and Community Development Amendments of 1978). Neighborhood Reinvestment Corporation now operates under the trade name 'NeighborWorks America.' NeighborWorks America helps local communities establish working partnerships between residents and representatives of the public and private sectors.

These partnership-based organizations are independent, tax-exempt, community-based nonprofit entities, often referred to as NeighborWorks organizations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $140,000,000 for fiscal year 2018, which is equal to the fiscal year 2017 enacted level and $112,600,000 above the budget request.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

Appropriation, fiscal year 2017	$37,000,000
Budget request, fiscal year 2018	37,100,000
Recommended in the bill	37,100,000
Bill compared with:	
Appropriation, fiscal year 2017	+100,000
Budget request, fiscal year 2018	– – –

The Surface Transportation Board (STB) was created in the Interstate Commerce Commission Termination Act of 1995 and is the successor agency to the Interstate Commerce Commission. The STB is an economic regulatory and adjudicatory body charged by Congress with resolving railroad rate and service disputes and reviewing proposed railroad mergers, as the regulation of other surface transportation carriers, including intercity bus industry and surface pipeline carriers, and household-good carriers. The Surface Transportation Board Reauthorization Act of 2015 (P.L. 114–110) established the Board as a wholly independent agency and expanded the Board's membership from three to five Board Members.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $37,100,000 for fiscal year 2018, which is $100,000 more than the fiscal year 2017 enacted level and equal to the budget request. The STB is estimated to collect $1,250,000 in fees, which will offset the appropriation for a total program cost of $35,850,000.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriation, fiscal year 2017	$3,600,000
Budget request, fiscal year 2018	570,000
Recommended in the bill	570,000
Bill compared with:	
Appropriation, fiscal year 2017	−3,030,000
Budget request, fiscal year 2018	– – –

The mission of the United States Interagency Council on Homelessness (USICH) is to coordinate multi-agency Federal response to homelessness.

COMMITTEE RECOMMENDATION

The Committee recommends $570,000 for the shut-down costs of the United States Interagency Council on Homelessness. This is $3,030,000 below the fiscal year 2017 enacted level and the same as the budget request. The Committee encourages the Administration to continue interagency outreach on homelessness strategies within available resources.

TITLE IV—GENERAL PROVISIONS, THIS ACT

(INCLUDING RESCISSIONS)

Section 401 prohibits pay and other expenses for non-Federal parties intervening in regulatory or adjudicatory proceedings.

Section 402 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 403 limits consulting service expenditures in procurement contracts to those contained in the public record.

Section 404 prohibits employee training not directly related to the performance of official duties.

Section 405 specifies requirements for reprogramming funds.

Section 406 provides that fifty percent of unobligated balances for salaries and expenses may remain available for certain purposes, subject to the approval of the House and Senate Committees on Appropriations.

Section 407 prohibits the use of funds for any project that seeks to use the power of eminent domain, unless eminent domain is employed only for a public use.

Section 408 prohibits funds from being transferred to any department, agency, or instrumentality of the U.S. Government, except where transfer authority is provided in this Act.

Section 409 prohibits funds in this Act from being used to permanently replace an employee intent on returning to his or her past occupation after completion of military service.

Section 410 prohibits funds in this Act from being used unless the expenditure is in compliance with the Buy American Act.

Section 411 prohibits funds from being appropriated or made available to any person or entity that has been convicted of violating the Buy American Act.

Section 412 prohibits funds for first-class airline accommodations in contravention of sections 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.

Section 414 restricts the number of employees that agencies funded in this Act may send to international conferences.

Section 415 caps the amount of fees the Surface Transportation Board can charge and collect for rate or practice complaints filed at the amount authorized for court civil suit filing fees.

Section 416 rescinds all unobligated balances from various salaries and expenses accounts.

Section 417 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 418 establishes a spending reduction account.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses	114,000	111,899	111,899	-2,101	---
Immediate Office of the Secretary	(2,758)	---	(2,758)	---	(+2,758)
Immediate Office of the Deputy Secretary	(1,040)	---	(1,040)	---	(+1,040)
Office of the General Counsel	(20,772)	---	(20,772)	---	(+20,772)
Office of the Under Secretary of Transportation for Policy	(10,033)	---	(10,033)	---	(+10,033)
Office of the Assistant Secretary for Budget and Programs	(14,019)	---	(14,019)	---	(+14,019)
Office of the Assistant Secretary for Governmental Affairs	(2,546)	---	(2,546)	---	(+2,546)
Office of the Assistant Secretary for Administration	(29,356)	---	(27,255)	(-2,101)	(+27,255)
Office of Public Affairs	(2,142)	---	(2,142)	---	(+2,142)
Office of the Executive Secretariat	(1,760)	---	(1,760)	---	(+1,760)
Office of Intelligence, Security, and Emergency Response	(11,089)	---	(11,089)	---	(+11,089)
Office of the Chief Information Officer	(18,485)	---	(18,485)	---	(+18,485)
Research and Technology	13,000	8,465	8,465	-4,535	---
National Infrastructure Investments	500,000	---	---	-500,000	---
National Surface Transportation and Innovative Finance Bureau	3,000	3,000	1,000	-2,000	-2,000
Maritime Guaranteed Loan administrative expenses (by transfer)	---	---	(3,000)	(+3,000)	(+3,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Financial Management Capital	4,000	3,000	---	-4,000	-3,000
Cyber Security Initiatives	15,000	10,000	15,000	---	+5,000
Office of Civil Rights	9,751	9,500	9,500	-251	---
Transportation Planning, Research, and Development	12,000	8,500	8,500	-3,500	---
Working Capital Fund	(190,389)	(202,245)	(202,245)	(+11,856)	---
Minority Business Resource Center Program	941	500	500	-441	---
(Limitation on guaranteed loans)	(18,367)	---	---	(-18,367)	---
Small and Disadvantaged Business Utilizaton and Outreach /Minority Business Outreach	4,646	3,999	3,999	-647	---
Payments to Air Carriers (Airport & Airway Trust Fund)	150,000	---	150,000	---	+150,000
Administrative Provisions					
Working Capital Fund (Sec. 104) (reappropriation)	---	12,000	---	---	-12,000
Total, Office of the Secretary	826,338	170,863	308,863	-517,475	+138,000
Federal Aviation Administration					
Operations	10,025,852	9,890,886	10,185,482	+159,630	+294,596
Air traffic organization	(7,559,785)	(7,491,938)	(7,691,814)	(+132,029)	(+199,876)
Aviation safety	(1,298,482)	(1,257,981)	(1,309,749)	(+11,267)	(+51,768)
Commercial space transportation	(19,826)	(17,905)	(21,587)	(+1,761)	(+3,682)
Finance and management	(771,342)	(758,192)	(777,506)	(+6,164)	(+19,314)
NextGen	(60,155)	(59,041)	(59,951)	(-204)	(+910)
Security and Hazardous Materials Safety	(107,161)	(100,961)	(112,622)	(+5,461)	(+11,661)
Staff offices	(209,101)	(204,868)	(212,253)	(+3,152)	(+7,385)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Facilities and Equipment (Airport & Airway Trust Fund)	2,855,000	2,766,200	2,855,000	---	+88,800
Rescission of unobligated balances	---	-31,200	---	---	+31,200
Research, Engineering, and Development (Airport & Airway Trust Fund	176,500	150,000	170,000	-6,500	+20,000
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,750,000)	(3,000,000)	(3,000,000)	(-750,000)	---
(Limitation on obligations)	(3,350,000)	(3,350,000)	(3,350,000)	---	---
Administration	(107,691)	(111,863)	(111,863)	(+4,172)	---
Airport cooperative research program	(15,000)	(15,000)	(15,000)	---	---
Airport technology research	(31,375)	(33,210)	(33,210)	(+1,835)	---
Small community air service development program.	(10,000)	---	---	(-10,000)	---
Total, Federal Aviation Administration	13,057,352	12,775,886	13,210,482	+153,130	+434,596
Limitations on obligations	(3,350,000)	(3,350,000)	(3,350,000)	---	---
Total budgetary resources	(16,407,352)	(16,125,886)	(16,560,482)	(+153,130)	(+434,596)
Federal Highway Administration					
Limitation on Administrative Expenses	(435,795)	(442,692)	(442,692)	(+6,897)	---
Federal-Aid Highways (Highway Trust Fund):					
(Liquidation of contract authorization)	(44,005,100)	(44,973,212)	(44,973,212)	(+968,112)	---
(Limitation on obligations)	(43,266,100)	(44,234,212)	(44,234,212)	(+968,112)	---
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Rescission of contract authority (Highway Trust Fund).	-857,000	---	-800,000	+57,000	-800,000
Administrative Provisions					
Repurposing unused highway funding (Sec. 124).........	---	---	---	---	---
Total, Federal Highway Administration...........	-857,000	---	-800,000	+57,000	-800,000
Limitations on obligations......................	(43,266,100)	(44,234,212)	(44,234,212)	(+968,112)	---
Exempt contract authority.......................	(739,000)	(739,000)	(739,000)	---	---
Total budgetary resources.......................	(43,148,100)	(44,973,212)	(44,173,212)	(+1,025,112)	(-800,000)
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund)(Liquidation of contract authorization)..	(277,200)	(283,000)	(283,000)	(+5,800)	---
(Limitation on obligations)......................	(277,200)	(283,000)	(283,000)	(+5,800)	---
Motor Carrier Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)............	(367,000)	(374,800)	(374,800)	(+7,800)	---
(Limitation on obligations)......................	(367,000)	(374,800)	(474,800)	(+107,800)	(+100,000)
Total, Federal Motor Carrier Safety Administration................................	---	---	---	---	---
Limitations on obligations.....................	(644,200)	(657,800)	(757,800)	(+113,600)	(+100,000)
Total budgetary resources.......................	(644,200)	(657,800)	(757,800)	(+113,600)	(+100,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
National Highway Traffic Safety Administration					
Operations and Research (general fund)	180,075	152,510	180,075	---	+27,565
Operations and Research (Highway Trust Fund)					
(Liquidation of contract authorization)	(145,900)	(149,000)	(149,000)	(+3,100)	---
(Limitation on obligations)	(145,900)	(149,000)	(149,000)	(+3,100)	---
Subtotal, Operations and Research	325,975	301,510	329,075	+3,100	+27,565
Highway Traffic Safety Grants (Highway Trust Fund)					
(Liquidation of contract authorization)	(585,372)	(597,629)	(597,629)	(+12,257)	---
(Limitation on obligations)	(585,372)	(597,629)	(597,629)	(+12,257)	---
Highway safety programs (23 USC 402)	(252,300)	(261,200)	(261,200)	(+8,900)	---
National priority safety programs (23 USC 405)	(277,500)	(280,200)	(280,200)	(+2,700)	---
High visibility enforcement	(29,500)	(29,900)	(29,900)	(+400)	---
Administrative expenses	(26,072)	(26,329)	(26,329)	(+257)	---
Total, National Highway Traffic Safety Administration	180,075	152,510	180,075	---	+27,565
Limitations on obligations	(731,272)	(746,629)	(746,629)	(+15,357)	---
Total budgetary resources	(911,347)	(899,139)	(926,704)	(+15,357)	(+27,565)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Federal Railroad Administration					
Safety and Operations	218,298	199,000	218,298	---	+19,298
Railroad Research and Development	40,100	39,100	40,100	---	+1,000
Federal State Partnership for State of Good Repair	25,000	25,945	500,000	+475,000	+474,055
Consolidated Rail Infrastructure and Safety Improvements	68,000	25,000	25,000	-43,000	---
Restoration and Enhancement Grants	5,000	---	---	-5,000	---
Subtotal	356,398	289,045	783,398	+427,000	+494,353
National Railroad Passenger Corporation:					
Northeast Corridor Grants	328,000	235,000	328,000	---	+93,000
National Network	1,167,000	525,000	1,100,000	-67,000	+575,000
Subtotal	1,495,000	760,000	1,428,000	-67,000	+668,000
Administrative Provisions					
Transportation Technology Center financing (Sec. 151)	---	100,000	---	---	-100,000
Total, Federal Railroad Administration	1,851,398	1,149,045	2,211,398	+360,000	+1,062,353
Federal Transit Administration					
Administrative Expenses	113,165	110,795	110,795	-2,370	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization).....	(10,800,000)	(10,300,000)	(10,300,000)	(-500,000)	---
(Limitation on obligations)......................	(9,733,706)	(9,733,353)	(9,733,353)	(-353)	---
Technical Assistance and Training....................	5,000	---	5,000	---	+5,000
Capital Investment Grants............................	2,412,631	1,232,000	1,752,990	-659,641	+520,990
Washington Metropolitan Area Transit Authority Capital and Preventive Maintenance.........................	150,000	149,715	150,000	---	+285
Total, Federal Transit Administration..........	2,680,796	1,492,510	2,018,785	-662,011	+526,275
Limitations on obligations.....................	(9,733,706)	(9,733,353)	(9,733,353)	(-353)	---
Total budgetary resources......................	(12,414,502)	(11,225,863)	(11,752,138)	(-662,364)	(+526,275)
Saint Lawrence Seaway Development Corporation					
Operations and Maintenance (Harbor Maintenance Trust Fund)..	36,028	28,346	28,346	-7,682	---
Maritime Administration					
Maritime Security Program............................	300,000	210,000	300,000	---	+90,000
Operations and Training..............................	175,560	171,820	175,620	+60	+3,800
Assistance to Small Shipyards........................	10,000	---	3,000	-7,000	+3,000
Ship Disposal..	34,000	9,000	9,000	-25,000	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Maritime Guaranteed Loan (Title XI) Program Account:					
Administrative expenses	3,000	---	3,000	---	+3,000
Transfer to NST Innovative Finance Bureau (transfer out)	---	---	(-3,000)	(-3,000)	(-3,000)
Total, Maritime Administration	522,560	390,820	490,620	-31,940	+99,800
Pipeline and Hazardous Materials Safety Administration					
Operational Expenses:					
General Fund	22,500	20,960	20,500	-2,000	-460
Hazardous Materials Safety:					
General Fund	57,000	55,513	57,000	---	+1,487
Pipeline Safety:					
Pipeline Safety Fund	128,000	124,263	131,000	+3,000	+6,737
Oil Spill Liability Trust Fund	20,288	22,081	23,000	+2,712	+919
Underground Natural Gas Storage Facility Safety Fund	8,000	8,000	8,000	---	---
Subtotal	156,288	154,344	162,000	+5,712	+7,656
Subtotal, Pipeline and Hazardous Materials Safety Administration	235,788	230,817	239,500	+3,712	+8,683

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Pipeline safety user fees	-128,000	-124,263	-131,000	-3,000	-6,737
Underground Natural Gas Storage Facility Safety Fund user fee	-8,000	-8,000	-8,000	---	---
Emergency Preparedness Grants:					
Limitation on emergency preparedness fund	(28,318)	(28,318)	(28,318)	---	---
Total, Pipeline and Hazardous Materials Safety Administration	99,788	98,554	100,500	+712	+1,946
Office of Inspector General					
Salaries and Expenses	90,152	87,306	92,152	+2,000	+4,846
General Provisions - Department of Transportation					
Extending the availability of certain payments (Sec. 186(1))	---	2,000	---	---	-2,000
Total, title I, Department of Transportation	18,487,487	16,347,840	17,841,221	-646,266	+1,493,381
Appropriations	(19,344,487)	(16,379,040)	(18,641,221)	(-703,266)	(+2,262,181)
Rescissions	---	(-31,200)	---	---	(+31,200)
Rescissions of contract authority	(-857,000)	---	(-800,000)	(+57,000)	(-800,000)
Limitations on obligations	(57,725,278)	(58,721,994)	(58,821,994)	(+1,096,716)	(+100,000)
Total budgetary resources	(76,212,765)	(75,069,834)	(76,663,215)	(+450,450)	(+1,593,381)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
TITLE II - DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Management and Administration					
Executive Offices	14,000	14,708	14,708	+708	---
Administration Support Offices	517,647	517,803	518,303	+656	+500
Program Office Salaries and Expenses:					
Public and Indian Housing	216,000	216,633	216,633	+633	---
Community Planning and Development	110,000	107,554	107,554	-2,446	---
Housing	392,000	365,829	392,000	---	+26,171
Policy Development and Research	24,000	24,065	24,065	+65	---
Fair Housing and Equal Opportunity	72,000	69,808	69,808	-2,192	---
Office of Lead Hazard Control and Healthy Homes	9,353	7,600	7,600	-1,753	---
Subtotal	823,353	791,489	817,660	-5,693	+26,171
Total, Management and Administration	1,355,000	1,324,000	1,350,671	-4,329	+26,671
Public and Indian Housing					
Tenant-based Rental Assistance:					
Renewals	18,355,000	17,583,826	18,709,725	+354,725	+1,125,899
Tenant protection vouchers	110,000	60,000	60,000	-50,000	---
Administrative fees	1,650,000	1,550,000	1,550,000	-100,000	---
Sec. 811 mainstream voucher renewals	120,000	107,074	150,000	+30,000	+42,926
Incremental VASH vouchers	40,000	---	---	-40,000	---
VASH renewals	---	---	(577,000)	(+577,000)	(+577,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Tribal veterans affairs supportive housing renewals	7,000	7,000	7,000	---	---
Incremental family unification vouchers	10,000	---	---	-10,000	---
PHA Modernization	---	10,000	10,000	+10,000	---
Subtotal (available this fiscal year)	20,292,000	19,317,900	20,486,725	+194,725	+1,168,825
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	20,292,000	19,317,900	20,486,725	+194,725	+1,168,825
Public Housing Capital Fund	1,941,500	628,000	1,850,000	-91,500	+1,222,000
Public Housing Operating Fund	4,400,000	3,900,000	4,400,000	---	+500,000
Choice Neighborhoods	137,500	---	20,000	-117,500	+20,000
Family Self-Sufficiency	75,000	75,000	75,000	---	---
Native American Housing Block Grants	654,000	600,000	654,000	---	+54,000
Indian Housing Loan Guarantee Fund Program Account	7,227	---	7,227	---	+7,227
(Limitation on guaranteed loans)	(1,762,683)	---	(1,953,243)	(+190,560)	(+1,953,243)
Native Hawaiian Housing Block Grant	2,000	---	---	-2,000	---
Total, Public and Indian Housing	27,509,227	24,520,900	27,492,952	-16,275	+2,972,052
Community Planning and Development					
Housing Opportunities for Persons with AIDS	356,000	330,000	356,000	---	+26,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Community Development Fund:					
CDBG formula	3,000,000	---	2,900,000	-100,000	+2,900,000
Indian CDBG	60,000	---	60,000	---	+60,000
Subtotal	3,060,000	---	2,960,000	-100,000	+2,960,000
Community Development Loan Guarantees (Section 108):					
(Limitation on guaranteed loans)	(300,000)	---	(300,000)	---	(+300,000)
Spending of prior year balances	---	---	---	---	---
HOME Investment Partnerships Program	950,000	---	850,000	-100,000	+850,000
Self-help and Assisted Homeownership Opportunity Program	54,000	---	45,000	-9,000	+45,000
Homeless Assistance Grants	2,383,000	2,250,000	2,383,000	---	+133,000
Total, Community Planning and Development	6,803,000	2,580,000	6,594,000	-209,000	+4,014,000
Housing Programs					
Project-based Rental Assistance:					
Renewals	10,581,000	10,466,100	11,082,000	+501,000	+615,900
Contract administrators	235,000	285,000	---	-235,000	-285,000
Subtotal (available this fiscal year)	10,816,000	10,751,100	11,082,000	+266,000	+330,900
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	10,816,000	10,751,100	11,082,000	+266,000	+330,900

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Housing for the Elderly	502,400	510,000	573,000	+70,600	+63,000
Housing for Persons with Disabilities	146,200	121,300	147,000	+800	+25,700
Housing Counseling Assistance	55,000	47,000	50,000	-5,000	+3,000
Rental Housing Assistance	20,000	14,000	14,000	-6,000	---
Manufactured Housing Fees Trust Fund	10,500	11,000	11,000	+500	---
Offsetting collections	-10,500	-11,000	-11,000	-500	---
Total, Housing Programs	11,539,600	11,443,400	11,866,000	+326,400	+422,600
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)	(5,000)	(5,000)	(5,000)	---	---
Offsetting receipts	-7,437,000	-7,392,000	-7,392,000	+45,000	---
Proposed offsetting receipts (HECM)	-97,000	300,000	---	+97,000	-300,000
Additional offsetting receipts (Sec. 222)	---	-30,000	---	---	+30,000
Administrative contract expenses	130,000	160,000	135,000	+5,000	-25,000
General and Special Risk Program Account:					
(Limitation on guaranteed loans)	(30,000,000)	(30,000,000)	(30,000,000)	---	---
(Limitation on direct loans)	(5,000)	(5,000)	(5,000)	---	---
Offsetting receipts	-464,000	-619,000	-619,000	-155,000	---
Total, Federal Housing Administration	-7,868,000	-7,581,000	-7,876,000	-8,000	-295,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Government National Mortgage Association					
Guarantees of Mortgage-backed Securities Loan Guarantee Program Account:					
(Limitation on guaranteed loans)	(500,000,000)	(500,000,000)	(500,000,000)	---	---
Administrative expenses	23,000	25,400	25,400	+2,400	---
Offsetting receipts	-101,000	-116,000	-116,000	-15,000	---
Offsetting receipts	-1,102,000	-1,560,000	-1,560,000	-458,000	---
Proposed offsetting receipts (HECM)	-21,000	60,000	---	+21,000	-60,000
Additional contract expenses	1,000	1,000	1,000	---	---
Total, Gov't National Mortgage Association	-1,200,000	-1,589,600	-1,649,600	-449,600	-60,000
Policy Development and Research					
Research and Technology	89,000	85,000	85,000	-4,000	---
Fair Housing and Equal Opportunity					
Fair Housing Activities	65,300	65,300	65,300	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Office of Lead Hazard Control and Healthy Homes					
Lead Hazard Reduction	145,000	130,000	130,000	-15,000	---
Information Technology Fund	257,000	250,000	150,000	-107,000	-100,000
Office of Inspector General	128,082	126,000	128,082	---	+2,082
Total, title II, Department of Housing and Urban Development	38,823,209	31,354,000	38,336,405	-486,804	+6,982,405
Appropriations	(43,655,709)	(36,322,000)	(43,634,405)	(-21,304)	(+7,312,405)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts	(-9,222,000)	(-9,357,000)	(-9,687,000)	(-465,000)	(-330,000)
Offsetting collections	(-10,500)	(-11,000)	(-11,000)	(-500)	---
(Limitation on direct loans)	(10,000)	(10,000)	(10,000)	---	---
(Limitation on guaranteed loans)	(932,062,683)	(930,000,000)	(932,253,243)	(+190,560)	(+2,253,243)
TITLE III - OTHER INDEPENDENT AGENCIES					
Access Board	8,190	7,928	8,190	---	+262
Federal Maritime Commission	27,490	26,149	27,490	---	+1,341
National Railroad Passenger Corporation Office of Inspector General	23,274	23,274	23,274	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
National Transportation Safety Board	106,000	105,170	106,000	---	+830
Neighborhood Reinvestment Corporation	140,000	27,400	140,000	---	+112,600
Surface Transportation Board	37,000	37,100	37,100	+100	---
Offsetting collections	-1,250	-1,250	-1,250	---	---
Subtotal	35,750	35,850	35,850	+100	---
United States Interagency Council on Homelessness	3,600	570	570	-3,030	---
Total, title III, Other Independent Agencies	344,304	226,341	341,374	-2,930	+115,033
TITLE IV - GENERAL PROVISIONS - THIS ACT					
Unobligated balances (Sec. 417) (rescission)	-4,000	---	-7,000	-3,000	-7,000
Emergency Relief Program (Sec 419) (emergency)	528,000	---	---	-528,000	---
CDBG Disaster Relief (Sec 420) (emergency)	400,000	---	---	-400,000	---
Total, title IV, General Provisions This Act	924,000	---	-7,000	-931,000	-7,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR 2017
AND BUDGET REQUESTS AND AMOUNTS RECOMMENDED IN THE BILL FOR 2018
(Amounts in thousands)

	FY 2017 Enacted	FY 2018 Request	Bill	Bill vs. Enacted	Bill vs. Request
Grand total	58,579,000	47,928,181	56,512,000	-2,067,000	+8,583,819
Appropriations	(63,345,750)	(52,928,631)	(62,618,250)	(-727,500)	(+9,689,619)
Emergency appropriations	(928,000)	---	---	(-928,000)	---
Rescissions	(-4,000)	(-31,200)	(-7,000)	(-3,000)	(+24,200)
Rescissions of contract authority	(-857,000)	---	(-800,000)	(+57,000)	(-800,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	---	---
Offsetting receipts	(-9,222,000)	(-9,357,000)	(-9,687,000)	(-465,000)	(-330,000)
Offsetting collections	(-11,750)	(-12,250)	(-12,250)	(-500)	---
(by transfer)	---	---	3,000	+3,000	+3,000
(transfer out)	---	---	-3,000	-3,000	-3,000
(Limitation on obligations)	(57,725,278)	(58,721,994)	(58,821,994)	(+1,096,716)	(+100,000)
Total budgetary resources	(116,304,278)	(106,650,175)	(115,333,994)	(-970,284)	(+8,683,819)