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SENATE

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TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2024

—————
JULY 20, 2023.—Ordered to be printed
—————

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

REPORT

[To accompany S. 2437]

The Committee on Appropriations reports the bill (S. 2437) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2024, and for other purposes, reports favorably thereon without amendment and recommends that the bill do pass.

Amounts of new budget (obligational) authority for fiscal year 2024

Total of bill as reported to the Senate	\$98,931,000,000
Amount of 2023 appropriations	96,971,906,000
Amount of 2024 budget estimate	98,876,141,000
Bill as recommended to Senate compared to—	
2023 appropriations	+ 1,959,094,000
2024 budget estimate	+ 54,859,000

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OVERVIEW AND SUMMARY OF THE BILL

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

The bill, as reported, provides the proper balance of funding for transportation, housing, and community development programs and activities. It is consistent with the subcommittee's allocation for fiscal year 2024. All accounts in the bill have been closely examined to ensure that a sufficient level of funding is provided to carry out the programs and activities of the DOT, HUD, and related agencies. Details on each of the accounts and the Committee's justifications for the funding levels are included in this report.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2024, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" [PPA] shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations), accompanying reports or explanatory statements of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill or report language.

REPROGRAMMING GUIDELINES

The Committee includes provisions in section 405 establishing the authority by which funding available to the agencies funded by this act or division J of Public Law 117-58 may be reprogrammed

for other purposes. These provisions specifically require the advanced approval of the House and Senate Committees on Appropriations of any proposal to reprogram funds that:

- creates a new program;
- eliminates a PPA;
- increases funds or personnel for any PPA for which funds have been denied or restricted by the Congress;
- proposes to redirect funds that were directed in such reports or explanatory statements for a specific activity to a different purpose;
- augments an existing PPA in excess of \$5,000,000 or 10 percent, whichever is less;
- reduces an existing PPA by \$5,000,000 or 10 percent, whichever is less; or
- creates, reorganizes, or restructures offices different from the congressional budget justifications or the report accompanying this act, whichever is more detailed. This direction applies to both the bill and accompanying reports or explanatory statements.

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

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

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

the House and Senate differences before proceeding, and if reconciliation is not possible, to consider the request to reprogram funds not approved.

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

CONGRESSIONAL BUDGET JUSTIFICATIONS

Budget justifications are the primary tool used by the House and Senate Committees on Appropriations to evaluate the resource requirements and fiscal needs of agencies. The Committee is aware that the format and presentation of budget materials is largely left to the agency within presentation objectives set forth by the Office of Management and Budget [OMB]. The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions. This should include the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in any funding table. Among other items, agencies shall provide a detailed discussion of proposed new initiatives, proposed changes in the agency's financial plan from prior year enactment, and detailed data on all programs and comprehensive information on any office or agency restructurings. At a minimum, each agency must also provide adequate justification for funding and staffing changes for each individual office and materials that compare programs, projects, and activities that are proposed for fiscal year 2025 to the fiscal year 2024 enacted level.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this act. Therefore, the Committee expects that each agency will coordinate with the House and Senate Committees on Appropriations in advance on its planned presentation for its budget justification materials in support of the fiscal year 2025 budget request.

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

With the significant, historical investments of the IIJA and the Inflation Reduction Act [IRA] in addition to annual appropriations funding, the Committee requires a clear and accurate presentation of annual available and requested budgetary resources for each fiscal year in the congressional budget justifications that accompany the President's budget request. Each agency funded under this act shall present all available budgetary resources from contract authority, mandatory budget authority, advanced appropriations, and discretionary budget authority in its congressional justification. Each agency shall also delineate the funding for salaries and expenses [S&E] and number of full-time equivalent [FTE] and full-time positions [FTP] separate and distinct from the programmatic funding, including in the detailed tables in the congressional budg-

et justification. This shall include all S&E funding and FTE/FTP provided by administrative takedowns from any and all budgetary resources. Advance appropriations from division J of the IIJA includes takedowns for administrative expenses, and amounts that are made available for programmatic activities should not be used to exceed the administrative limitation specified in division J of the IIJA. FTEs funded by division J are expected to be managed as a separate and distinct resource and shall not be included or represented as an adjustment to base in the annual discretionary budget request for S&E.

TRANSPARENCY REQUIREMENT

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

AUDIT STANDARDS

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

FEDERALLY FUNDED RESEARCH

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

HUMAN TRAFFICKING

The Committee directs the Department of Transportation to encourage relevant stakeholders, including airports, transit hubs, and recipients of financial assistance from the Department, to implement comprehensive policies to combat human trafficking and support survivors based on guidance and recommendations from the DOT Advisory Committee on Human Trafficking.

AFFORDABLE HOUSING PROGRAM ALIGNMENT

Affordable housing development projects often require multiple sources of Federal funding in order to maintain affordable rents, but conflicting or duplicative requirements can add administrative burden, transaction costs, and development time to the project. For example, a single property financed by multiple Federal programs may require two, three, or more separate inspections in a single year, wasting taxpayer dollars and grantee's time that could be better spent on assisting more families. During an April 2023 hearing on the fiscal year 2024 President's budget request, the Secretary of HUD acknowledged the need to standardize program requirements as much as possible and committed to reducing duplicative inspections and addressing the thicket of statutory, regulatory, and procedural barriers that cause conflict and duplication.

The Committee directs HUD to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on priority administrative actions to harmonize requirements and reduce duplicative efforts across Federal rental assistance programs, key milestones for agency action in fiscal year 2024, and how the Department intends to staff the effort to ensure sustained progress. The Committee also supports this alignment work by directing interagency coordination across HUD, the Department of the Treasury, and the United States Department of Agriculture [USDA] to reduce duplicative inspections, directing HUD to provide clarifying guidance and technical guidance to HOME investment partnerships program [HOME] grantees on alternative processes to reduce duplicative inspections, urging HUD to prioritize critical staff positions to support program alignment, and urging HUD to issue the proposed rules to streamline and modernize the HOME and community development block grant [CDBG] programs.

TITLE I
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

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

SALARIES AND EXPENSES
(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$171,014,000
Budget estimate, 2024	220,406,000
Committee recommendation	191,295,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$191,295,000 for the salaries and expenses of OST, including \$70,000 for reception and representation expenses. The recommendation is \$29,111,000 less than the budget request and \$20,281,000 more than the fiscal year 2023 enacted level.

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

The following table summarizes the Committee’s recommendation in comparison to the fiscal year 2023 enacted level and the budget request:

	Fiscal year—		Committee recommendation
	2023 enacted	2024 estimate	
Office of the Secretary	3,569,000	.....	3,770,000
Office of the Deputy Secretary	1,277,000	.....	1,370,000
Office of the General Counsel	28,089,000	.....	32,272,000
Office of the Under Secretary for Policy	17,469,000	.....	20,064,000
Office of the Assistant Secretary for Budget and Programs	21,026,000	.....	22,724,000
Office of the Assistant Secretary for Government Affairs	3,968,000	.....	7,138,000
Office of the Assistant Secretary for Administration	41,399,000	.....	43,284,000
Office of Public Affairs and Public Engagement	5,727,000	.....	6,244,000
Office of the Executive Secretariat	2,312,000	.....	2,515,000
Office of Intelligence, Security, and Emergency Response	15,533,000	.....	16,506,000
Office of the Chief Information Officer	29,195,000	.....	33,879,000
Office of Tribal Government Affairs	1,450,000	.....	1,529,000
Total	171,014,000	220,406,000	191,295,000

IMMEDIATE OFFICE OF THE SECRETARY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$3,770,000 for fiscal year 2024 for the Immediate Office of the Secretary. The recommendation is \$201,000 more than the fiscal year 2023 enacted level. The Committee directs the Department to abide by both the will and intent of Congress in all funding and policy decisions, and to consult with the House and Senate Committees on Appropriations prior to issuing all notices of funding opportunities [NOFOs].

Buy America.—The Committee is encouraged by the recent OMB guidance on Buy America as it relates to Federal financial assistance programs for infrastructure. This guidance is consistent with Executive Order 14005 “Ensuring the Future Is Made in All of America by All of America’s Workers.” To support a competitive domestic marketplace, the Committee recognizes the need for infrastructure to be built by American companies, using American products where possible to maximize the safety, security, and economic impact of Federal investments in the United States.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$1,370,000 for the Immediate Office of the Deputy Secretary, which is \$93,000 more than the fiscal year 2023 enacted level.

OFFICE OF THE GENERAL COUNSEL

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$32,272,000 for expenses of the Office of the General Counsel for fiscal year 2024. The recommended funding level is \$4,183,000 more than the fiscal year 2023 enacted level. The Committee recommendation supports adjustments to base and additional contract support as requested.

OFFICE OF THE UNDER SECRETARY FOR POLICY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$20,064,000 for the Office of the Under Secretary for Policy, of which \$2,000,000 is for the Office of Multimodal Freight Infrastructure and Policy. The recommended funding level is \$2,595,000 more than the fiscal year 2023 enacted level. The Committee recommendation supports adjustments to base and the Department's strategic plan activities as requested.

Office of Multimodal Freight Infrastructure and Policy.—The Committee is concerned that the Department has not provided an update on the status of the creation of the office as statutorily required under 49 U.S.C. 118(i). The Committee directs the Department to expeditiously provide the House and Senate Committees on Appropriations and the relevant authorizing committees with the report required. Further, the Department is required to notify

the House and Senate Committees on Appropriations prior to the execution of the authorities under 49 U.S.C. 118(g)(2)-(3).

Department Policies.—The Department’s current statement of international air transportation policy was last updated in 1995 and is now over 28 years old. The Committee directs the Department to brief the House and Senate Committees on Appropriations on the status of this policy document.

Cellular Vehicle-to-Everything Safety Technology.—The use of cellular vehicle-to-everything [C-V2X] technology has the potential to contribute to a variety of ongoing transportation solutions, including facilitating emergency services and improving traffic flow, among others. As such, the Committee expects the Department to encourage the use of C-V2X as a technology-based safety solution by non-Federal projects sponsors. The Department should do so through program guidance, NOFOs for discretionary grant programs, and national roadway safety strategy implementation, where permissible and feasible. The Department should also explore, where appropriate, opportunities to facilitate and accelerate voluntary widespread deployment of transportation efficiency solutions, which include C-V2X, including by conducting research and deployment of emerging technologies and innovative concepts that may foster more rapid public adoption.

Veteran Recruitment.—The men and women of our nation’s military gain significant skills and experience that are readily transferable to second careers in transportation once these individuals separate from military service. Truck drivers, air traffic controllers, aviation maintenance technicians, and others in the military receive specialized training to safely perform their missions in the military. As the DOT seeks to attract veterans into Federal civil service, the Committee encourages the Secretary to collaborate with relevant stakeholders, including military and industry representatives, to evaluate military training and hands-on experience. This collaboration should identify areas where agency training requirements can be streamlined, while maintaining safety and quality standards, to facilitate the efficient integration of veterans into DOT career positions.

Interagency Review.—The Committee directs the Secretary of Transportation to provide comments on the National Marine Fisheries Service proposed rule (87 FR 46921) being considered by the National Oceanic and Atmospheric Administration, including a discussion on the potential impacts that navigation restrictions could have on maritime traffic as well as downstream impacts to other modes of transportation associated with offloading cargo at ports receiving vessel traffic affected by these proposals and the feasibility of using vessel monitoring technology to continuously monitor and report vessel speed.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

The Assistant Secretary for Budget and Programs serves as the Chief Financial Officer for the Department and provides leadership on all financial management matters. The primary responsibilities of this office include ensuring the development and justification of

the Department's annual budget submissions for consideration by the OMB and the Congress. The Office is also responsible for the proper execution and accountability of these resources. In addition, the Office of the Chief Financial Officer for the Office of the Secretary is located within the Office of the Assistant Secretary for Budget and Programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$22,724,000 for the Office of the Assistant Secretary for Budget and Programs. The recommended level is \$1,698,000 more than the fiscal year 2023 enacted level for adjustments to base.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$7,138,000 for the Office of the Assistant Secretary for Governmental Affairs. The recommended level is \$3,170,000 more than the fiscal year 2023 enacted level to accommodate adjustments to base and modernization of the grants notification system [GNS] as requested.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$43,284,000 for the Office of the Assistant Secretary for Administration. The recommended funding level is \$1,885,000 more than the fiscal year 2023 enacted level in order to accommodate adjustments to base.

OFFICE OF PUBLIC AFFAIRS AND PUBLIC ENGAGEMENT

PROGRAM DESCRIPTION

The Director of Public Affairs is the principal advisor to the Secretary and other senior departmental officials on public affairs

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

COMMITTEE RECOMMENDATION

The Committee recommends \$6,244,000 for the Office of Public Affairs, which is \$517,000 more than the fiscal year 2023 enacted level in order to accommodate adjustments to base.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$2,515,000 for the Executive Secretariat. The recommendation is \$203,000 more than the fiscal year 2023 enacted level.

OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

The Committee recommends \$16,506,000 for the Office of Intelligence, Security, and Emergency Response. The recommendation is \$973,000 more than the fiscal year 2023 enacted level.

OFFICE OF THE CHIEF INFORMATION OFFICER

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$33,879,000 for the Office of the Chief Information Officer, which is \$4,684,000 more than the fiscal year 2023 enacted level to accommodate adjustments to base and IT modernization and shared services agreements as requested. The Committee notes that \$6,500,000 was provided in fiscal year 2023 for electronic records modernization. This activity does not have a recurring acquisition cost in fiscal year 2024, but was assumed as an activity within the base request. For future budget requests, the Office should only include the sustainment of such systems.

OFFICE OF TRIBAL AND GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$1,529,000 for the Office of Tribal and Governmental Affairs. The recommendation is \$79,000 more than the fiscal year 2023 enacted level to accommodate adjustment to base and no additional positions.

RESEARCH AND TECHNOLOGY

Appropriations, 2023	\$48,996,000
Budget estimate, 2024	66,500,000
Committee recommendation	51,358,000

PROGRAM DESCRIPTION

The Office of the Assistant Secretary for Research and Technology has taken over the responsibilities previously held by the Research and Innovative Technology Administration. The responsibilities include coordinating, facilitating, and reviewing the Department’s research and development programs and activities; and overseeing and providing direction to the Bureau of Transportation

Statistics, the Intelligent Transportation Systems Joint Program Office, the university transportation centers program, the Volpe National Transportation Systems Center, and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$51,358,000 for the Office of the Assistant Secretary for Research and Technology. This amount is \$2,362,000 more than the fiscal year 2023 enacted level and \$15,142,000 less than the budget request. The Committee is concerned that the representation of administrative costs provided to the Committee in the congressional justification is not fully inclusive of all FTP costs for the office. Thereby, the annual adjustments to base to accommodate the preservation of approved staffing levels in accordance with executive branch cost of living adjustments and other costs are not fully captured. The funding level provided, with available carryover balances, will support the staffing levels on board as of July 10, 2023, and the adjustments to base to preserve these positions for fiscal year 2024 as the office adjusts the 26 FTP funded in programmatic activities to an administrative budget line item as directed in the front matter of this report. This funding level assumes sufficient carryover funding to sustain the programmatic activities of the highly automated systems safety [HASS] center of excellence [COE] at \$4,600,000 and the climate initiative at \$2,100,000 in fiscal year 2024.

Positioning Navigation and Timing [PNT] Technologies and Global Positioning System [GPS] Backup.—The Committee reiterates its support of the findings in the Department’s January, 2023 report entitled, “Complementary PNT and GPS Backup Technologies Demonstration Report (DOT-VNTSC-20-07)”, which found that “the best strategy for achieving resilient PNT service is to pursue multiple technologies to promote diversity in the PNT functions that support transportation and other critical infrastructure sectors.” The report found that based on the demonstration, the technologies that show strong performance, operational diversity, operational readiness, and cost effectiveness are the low-frequency and ultra-high frequency terrestrial and L-band satellite broadcasts for PNT functions with supporting fiber optic time services to transmitters/control segments. The Committee recommendation sustains the fiscal year 2023 investment of \$15,000,000 in fiscal year 2024 to enable the Secretary to maintain the complementary PNT and backup GPS technologies program, which will allow for the wide adoption of multiple technologies that provide the necessary GPS backup and complementary PNT as identified by the Department’s report. This amount is in addition to the anticipated carryover of \$14,900,000 from prior year funds. Funding will enable, among other things, the development of safety-critical PNT requirements and standards, vulnerability and performance testing, certification protocols for safety-critical functions, the procurement of services as deemed appropriate by the Department, and user adoption models in order to facilitate the responsible use of resilient PNT services to meet Federal requirements for widespread adoption. The Committee expects the Department to report its findings and recommendations enabling GPS backup to the House and

Senate Committees on Appropriations within 1 year of enactment of this act.

The Committee commends the Department for its action to ensure cybersecurity and all-hazards resilience, including PNT, are part of the standard NOFO language in the Department’s discretionary programs. As such, the Committee believes it is equally important to ensure eligible recipients are informed of the eligible activities and therefore expects the Department to provide adequate notice to its recipients.

The Committee remains concerned about the disruptions caused by interferences resulting from jamming and spoofing at and around our nation’s air traffic system, as well as the threats to other critical infrastructure. A recent GAO Report [GAO–23–105335] entitled “GPS Disruptions” noted the vulnerabilities to unintentional and intentional interference from a variety of sources. The Committee is alarmed at the potential of such interference to effect transportation safety and directs the Department to continue working toward the deployment of backup technologies that will prevent interference and provide a resilient backup GPS capability for critical infrastructure.

Advanced Research Projects Advancement for Infrastructure [ARPA-I].—The recommendation includes \$14,750,000 to support ARPA–I as authorized by 49 U.S.C. 119 and the open research initiative as authorized by 49 U.S.C. 5506. The funding will advance and deploy technology products that have the potential to transform transportation systems and the way they are used with an emphasis on technology transfer and commercialization.

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$800,000,000
Budget estimate, 2024	1,220,000,000
Committee recommendation	800,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$800,000,000 for grants and credit assistance for investment in significant transportation projects, which is equal to the fiscal year 2023 enacted level and \$420,000,000 less than the budget request.

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

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

Improving Construction Project Delivery.—The Committee believes that completing transportation infrastructure projects punctually and responsibly is a key step toward improving our nation's infrastructure system to better facilitate the safe and efficient movement of people and goods. The Committee is aware that integrated project delivery [IPD] is a construction delivery method that integrates project teams, including agencies, engineers, builders, and owners, which can lead to significant project delivery efficiencies. The Committee encourages the Secretary to incorporate IPD options in implementing and administering funding made available by the IIJA. When considering RAISE applications, the Committee encourages the Secretary, to the extent appropriate, to consider awarding at least one grant which proposes employing the IPD method.

Mega Project Eligibility.—The Committee directs the Secretary of Transportation to interpret eligibility for public transportation projects under 49 U.S.C. 6701(d)(1)(E) to include new multi-modal projects where the addition of public transportation project components provide a significant improvement to the mobility benefits for users of highways or intercity passenger rail.

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

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE
BUREAU

Appropriations, 2023	\$8,850,000
Budget estimate, 2024	10,550,000
Committee Recommendation	9,558,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$9,558,000 for the Bureau, which is \$992,000 less than the budget request and \$708,000 more than the fiscal year 2023 enacted level to accommodate adjustments to base.

Selection Process for Nationally Significant Multimodal Freight and Highway Projects Program [INFRA] Grants.—The Committee is aware of the GAO report entitled “Discretionary Transportation Grants: DOT Should Take Actions to Improve the Selection of Freight and Highway Projects” [GAO–18–38] specifically related to the documentation of INFRA grant decisions, as well as the most recent report entitled “Discretionary Transportation Grants: DOT Should Clarify Application Requirements and Oversight Activities” [GAO–22–104532]. The Committee appreciates the Department’s efforts to notify unsuccessful applicants within 60 days of announcing awards and to provide more feedback to such applicants. Moving forward, the Committee directs the Department to fully implement the recommendation included in the most recent GAO report.

Coordination with Joint Office of Energy and Transportation.—The Committee directs the Bureau to coordinate with the Joint Office of Energy and Transportation to leverage private sector engineering, operational, and financial support for commercial depot deployment of low- or no-emission port drayage and long-haul trucks along commercial and trade corridors.

Transit-Oriented Development.—The GAO has recommended that the Bureau should better document its rationale for financing decisions in order to evaluate the pilot program allowing for transportation infrastructure finance and innovation act [TIFIA] and railroad rehabilitation and improvement financing [RRIF] loans to be used for transit-oriented development. The Committee directs the agency to report to the House and Senate Committees on Appropriations on the status of the implementation of these recommendations which will be valuable in providing certainty to project development and determining how additional improvements can be made to facilitate affordable housing development along transit corridors.

RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT

Appropriations, 2023	
Budget estimate, 2024 *	
Committee recommendation *	\$25,000,000

*The IJA provides \$2,000,000 in contract authority for this program for fiscal year 2024.

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$25,000,000 for the rural and Tribal infrastructure advancement program. The recommended funding level is \$25,000,000 more than the budget request and \$25,000,000 more than the level provided in fiscal year 2023.

This program funds activities that are similar to those funded in the fiscal year 2023 enacted bill under the thriving communities initiative heading, which provides funding for technical assistance throughout the full project lifecycle to areas of persistent poverty and disadvantaged communities, the majority of which are located in rural areas. Section 21205 of the Public Law 117–58 separately authorized a rural and Tribal assistance infrastructure advancement pilot program to provide financial, technical, and legal assistance to rural communities, federally recognized Indian Tribes, and the Department of Hawaiian Homelands. Both programs encourage the development and dissemination of best practices, research, modeling and cost-benefit analysis to aid in the development of applications for Federal funding and financial assistance. Given that the thriving communities program has received \$50,000,000 over the past two fiscal year and has \$28,000,000 in carryover balances, the Committee is directing resources for the authorized IIJA activities that have a targeted focus on the needs of Native Americans, Native Hawaiians, Native Alaskans, and rural communities. Tribes, specifically, are twice as likely to live in poverty compared to the rest of the Nation and face the most significant capacity constraints to access Federal assistance for which there is overwhelming need.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

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

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2023	\$5,000,000
Budget estimate, 2024	5,000,000
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee is recommending \$5,000,000 for the Secretary's financial management capital initiative, which is equal to the fiscal year 2023 enacted level and equal to the budget request, in order to increase data quality, ensure compliance with financial standards and reporting, continue DATA Act compliance, and provide oversight of DOT's risk and controls.

CYBER SECURITY INITIATIVES

Appropriations, 2023	\$48,100,000
Budget estimate, 2024	49,000,000
Committee recommendation	49,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$49,000,000 to support the Secretary's cyber security initiative, which is \$900,000 more than the fiscal year 2023 enacted level and equal to the budget request.

OFFICE OF CIVIL RIGHTS

Appropriations, 2023	\$14,800,000
Budget estimate, 2024	28,595,000
Committee recommendation	18,228,000

PROGRAM DESCRIPTION

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal employment opportunity matters, formulating civil rights policies and procedures for the operating administrations, investigating claims that small businesses were denied certification or improperly certified as disadvantaged business enterprises, overseeing the Department's conduct of its civil

rights responsibilities, and making final determinations on civil rights complaints. In addition, the office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs.

COMMITTEE RECOMMENDATION

The Committee recommends a funding level of \$18,228,000 for the Office of Civil Rights. The recommendation is \$3,428,000 more than the fiscal year 2023 enacted level and \$10,367,000 less than the budget request. The increase in resources will be used to accommodate adjustments to base.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$36,543,000
Budget estimate, 2024	25,017,000
Committee recommendation	24,069,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$24,069,000 for transportation planning, research, and development, which is \$948,000 less than the budget request and \$12,474,000 less than the fiscal year 2023 enacted level. Within this funding level, the Committee recommendation also includes \$3,443,000 to accommodate congressionally directed spending [CDS] for eligible projects. The Committee directs the OST to provide funding for those projects listed in the table at the end of this report in the corresponding amounts. The Committee further directs that the specific funding allocated for CDS shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans.

Autonomous Vehicle Research in Rural Communities.—The Committee continues to believe that autonomous vehicles have the potential to enhance roadway safety and increase mobility options for all Americans, but have additional challenges to overcome in order to bring these benefits to rural Americans. Therefore, the Committee is concerned by the Department’s delays in awarding the \$10,000,000 appropriated by the Consolidated Appropriations Act, 2022 (Public Law 117–103) and the additional \$15,000,000 directed by the Consolidated Appropriations Act, 2023 (Public Law 117–328). Should the previously appropriated funds not be awarded to the higher education consortia as intended by Congress within 90 days of enactment of this act, the Department is directed to brief

the Committee on its plan to adhere to prior congressional intent for these funds.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2023	\$505,285,000
Budget estimate, 2024	
Committee recommendation	522,165,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of \$522,165,000 on activities financed through the WCF. The recommended limit is \$16,880,000 more than the limit enacted for fiscal year 2023. As in past years, the bill specifies that the limitation on the WCF shall apply only to the Department and not to services provided for other entities. The Committee directs services to be provided on a competitive basis to the maximum extent possible. The Committee reminds the Department that in fiscal year 2023 the Committee only approved the migration of commodity IT to the WCF and permission to expand activities to human capital and IT activities was not approved. The Committee again directs the Department to only sustain the migration of commodity IT to the WCF and permission to expand activities for human capital and IT activities are denied.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriations, 2023	\$5,132,000
Budget estimate, 2024	7,314,000
Committee recommendation	5,330,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$5,330,000, which is \$198,000 more than the fiscal year 2023 enacted level, and \$1,984,000 less than the budget request.

PAYMENTS TO AIR CARRIERS
(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2023	\$354,827,000
Budget estimate, 2024	348,554,000
Committee recommendation	348,554,000

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

	Appropriations	Mandatory	Total
Appropriations, 2023	\$354,827,000	\$134,132,000	\$488,959,000
Budget estimate, 2024	348,554,000	154,410,530	502,964,530
Committee recommendation	348,554,000	154,410,530	502,964,530

The Committee recommends an appropriation of \$348,554,000 for the EAS program. This appropriation would be in addition to an estimated \$154,410,530 from overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of \$502,964,530. The Committee’s recommendation for the appropriation is equal to the budget request and \$6,273,000 less than the fiscal year 2023 enacted level.

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

ADMINISTRATIVE PROVISIONS OFFICE OF THE SECRETARY OF
TRANSPORTATION

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

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

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

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

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

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

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

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

Section 108 allows the Secretary to transfer and consolidate administrative resources for certain programs.

Section 109 allows funding provided for national infrastructure investments to be used to address cost increases for certain projects.

Section 109A rescinds previous appropriations.

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

FEDERAL AVIATION ADMINISTRATION

PROGRAM DESCRIPTION

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

decreased in December 2001 with the transfer of civil aviation security activities to the Transportation Security Administration.

COMMITTEE RECOMMENDATION

The total recommended funding level for the FAA for fiscal year 2024 amounts to \$20,278,761,000, including new budget authority and a limitation on the obligation of contract authority. The following table summarizes the Committee’s recommendations and advance appropriations provided by the IIJA for fiscal year 2024:

	General Fund Advance Appropriations in IIJA	Committee recommendation	Total
Operations		\$12,740,627,000	\$12,740,627,000
Facilities and equipment	\$1,000,000,000	3,429,000,000	4,429,000,000
Research, engineering, and development		260,000,000	260,000,000
Grants-in-aid to airports (obligation limitation)		3,350,000,000	3,350,000,000
Grants-in-aid to airports (general fund)		500,728,000	500,728,000
Airport infrastructure grants	3,000,000,000		3,000,000,000
Airport terminal grants	1,000,000,000		1,000,000,000
Sec. 119F Rescission of funds		- 1,594,000	- 1,594,000
Total	5,000,000,000	20,278,761,000	25,278,761,000

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2023	\$11,915,000,000
Budget estimate, 2024	12,740,627,000
Committee recommendation	12,740,627,000

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$12,740,627,000 for FAA Operations. This funding level is equal to the budget request, and \$825,627,000 more than the fiscal year 2023 enacted level. As in past years, the FAA is directed to report immediately to the House and Senate Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system. The following table summarizes the Committee’s recommendation in comparison to the budget estimate and the fiscal year 2023 enacted level:

FAA OPERATIONS

	Fiscal year—		Committee recommendation
	2023 enacted	2024 estimate	
Air traffic organization	\$8,812,537,000	.....	\$9,444,828,000
Aviation safety	1,630,794,000	.....	1,745,532,000
Commercial space transportation	37,854,000	.....	42,018,000
Finance and management	918,049,000	.....	949,376,000
NextGen operations and planning	65,581,000	.....	70,097,000
Security and hazardous materials safety	152,509,000	.....	163,951,000
Staff offices	297,676,000	.....	324,825,000
Total	11,915,000,000	12,740,627,000	12,740,627,000

Funding Level.—The increase of \$825,627,000 will allow the FAA to address ongoing challenges with air traffic controller staffing, aircraft certification improvements, new entrants in the national airspace system [NAS], and improving the efficiency and responsiveness of the agency, and consist of the following:

- \$617,348,000 for adjustments to base;
- \$93,646,000 for the air traffic controller hiring surge in fiscal year 2024, which will allow the FAA to bring in 1,800 new air traffic controllers and increase/expedite the training capacity at the air traffic control training academy;
- \$50,000,000 for telecommunications infrastructure sustainment to update outdated legacy communications equipment that is no longer supported by telecommunications carriers;
- \$25,000,000 for NAS maintenance and sustainment, which will help improve the reliability and stability of critical systems needed for air traffic management, such as the notice to air missions [NOTAM] system;
- \$16,210,000 and 53 FTP to address aircraft certification reform legislation requirements, such as the safety hotline and whistleblower complaints and a safety culture assessment;
- \$7,918,000 and 72 FTP to strengthen aviation safety oversight, including efforts to help reduce the backlog of operator certifications and increased requirement associated with accident investigations;
- \$2,125,000 and 20 FTP to improve hazardous materials transportation safety oversight;
- \$3,444,000 and 2 FTP to enhance sustainability at the Mike Monroney Aeronautical Center [MMAC] and the Tech Center;
- \$4,050,000 and 30 FTP to for the technical operations division of the air traffic organization [ATO]; and

—\$1,710,000 and 12 FTP for flight standards services of the office of aviation safety [AVS].

Staffing Levels.—The Committee directs the FAA to provide quarterly staffing updates, including hiring and separations, by program office for all positions funded by this act.

Controller Hiring Surge.—The Committee applauds the FAA’s ongoing controller hiring surge in order to meet the shortfall in air traffic controller staffing due to restrictions to travel and training during COVID–19 pandemic. Restrictions at the air traffic controller training academy and air traffic control [ATC] facilities for 2 years severely limited the number of new controllers and training for new or transferred controllers, and required existing controllers to undergo refresher training on a more frequent basis. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on a quarterly basis on: (1) the status of hiring new controllers; (2) actual staffing levels, including hiring and separation levels, at all ATC facilities; and (3) flight delays at each ATC facility by category.

The Committee appreciates the FAA’s efforts to incorporate both the current staffing standard and the collaborative resource workgroup [CRWG] targets in the most recent controller workforce plan [CWP]. While there are significant differences in the assumptions behind the two methodologies, the Committee notes that the hiring targets over the next 5 years are the same. In that time, the FAA should continue its work to resolve the differences in methodologies, accounting for all relevant factors and taking into consideration the input from all relevant offices within the FAA including the ATO and the Office of Finance and Management. The CWP should continue to be submitted solely by the Administrator of the FAA.

The Committee notes that in response to Office of Inspector General [OIG] recommendation in Report AV2023035 related to implementing a new labor distribution system, the FAA has already begun implementing the air traffic operations management systems [ATOMS] that will track controller timekeeping and various work assignments. The Committee directs the FAA to provide quarterly updates to the House and Senate Committees on Appropriations on its progress in implementing ATOMS and make the Committees aware of any challenges that may impede the deployment of this system throughout the NAS by the end of calendar year 2024.

Runway Incursions.—The Committee is concerned with the increased number of runway incursion incidents occurring throughout the Nation. While the Committee applauds the FAA’s efforts to mitigate these incidents through educational outreach, training, marking, lighting, and new technology, the Committee believes that more can be done to increase safety and reduce runway incursion incidents. Therefore, the Committee directs the Chief Operating Officer of the FAA to provide monthly briefings to the House and Senate Committees on Appropriations on: (1) the status and progress of the runway incursion mitigation program; (2) the number of runway incursion incident totals, including the severity of the incursions; and (3) the process the FAA is using to address each runway incursion.

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

Contract Towers.—The Committee recommendation provides not less than \$194,000,000 for the contract tower program, including the cost-share contract towers. The Committee directs the FAA to continue to operate all contract towers currently in the program, including the contract tower cost-share program, as well as to expeditiously add qualified eligible airports. The Committee directs the FAA to expedite the applications for cost-benefit ratio studies upon receipt of all applications to the contract tower program, including from Pinal Airpark, and to take into account all relevant operations activities, including military and commercial operations, as permissible under current law. The Committee also directs the FAA to provide flexibility to contract towers at small-hub airports with unique terrain and winter weather challenges so they include a minimum of two controllers during all regularly scheduled commercial flights, where permissible under current law. The Committee is aware of concerns about the FAA’s efforts to realign and expand the number of FAA contract tower service areas. The Committee expects the FAA to respond to inquiries from Congress about the rationale for this proposal, its impact on controllers, and the impact on the risk to the NAS as a result of this change. Further, the Committee also expects the FAA to respond to all Congressional inquiries about this matter within 30 days of enactment of this act. The Committee directs the FAA to provide a briefing to the House and Senate Appropriations Committee on the FAA’s plans regarding the realignment within 45 days of enactment of this act.

FAA Technical Operations Workforce.—The Committee reiterates its support for the FAA to develop a workforce plan for the technical operations service unit, as required by House Report 117–402.

Mitigating Radar Gaps for High-Traffic Airports.—The Committee is aware of concerns with the level of air traffic services in certain mountain west airports where fire management-related air traffic contributes to airspace congestion. The FAA shall identify airports where inadequate radar coverage is limiting airport capacity for commercial, military, and fire management-related air traffic, and increase staffing and/or provide terminal radar approach control facility [TRACON] services at such airports to better meet broad community needs, if justified.

FAA Public Hearing.—The Committee notes that the proposal to modify the Condor 1 and Condor 2 military operating areas has been withdrawn. However, the Committee remains concerned with

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

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

Aeronautical Mobile Communications Services [AMCS].—The AMCS program provides the FAA voice communications over oceanic airspace. The program primarily uses high frequency radio channels, but the FAA should evaluate whether satellite voice communications would be a cost-effective way to minimize operational gaps when high frequency service is unavailable.

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

Air Tour Operators in Hawaii.—The Committee appreciates the FAA's work to establish air tour operator management plans for national parks in Hawaii, but remains concerned with excessive noise in areas outside of national parks. The FAA should work with the State of Hawaii and all relevant stakeholders to address noise concerns related to air tour operators, and to work with the authorizing committees to develop legislation to address these concerns.

Air Tour and Sport Parachuting Safety.—The Committee directs the FAA to convene an aviation rulemaking committee [ARC] to review and develop findings and recommendations relating to improving the operations of air tour operators. The Committee also directs the FAA to convene an ARC to review and develop findings and recommendations to improve sport parachute operations. The FAA shall submit a report based on the findings of the ARCs to the House and Senate Committees on Appropriations not later than 20 months after the date of enactment of this act.

Radio Altimeters and 5G.—The Committee directs the FAA to continue altimeter research and support voluntary forums with industry partners in order to establish new performance standards that consider the future of 5G, 6G, 7G, and beyond. The FAA should brief the House and Senate Committees on any research and development activities that the FAA can conduct and/or sponsor to prepare for 6G, 7G, and beyond.

Alaska Safety Initiative.—The Committee is aware of concerns with the lack of progress with the FAA Alaska safety initiative

[FAASI]. Not less than 90 days after enactment of this act, the FAA shall brief the House and Senate Committees on Appropriations on the agency's accomplishments in support of the FAASI initiative as outlined in the FAASI roadmap.

Safety.—Funding made available in this act to study commercial operations should prioritize the safety effects relative to two-person flights, except those related to unmanned aerial vehicles.

Advanced Air Mobility [AAM].—The Committee supports the FAA's updated blueprint for airspace and procedure changes to accommodate future air taxis and other AAM operations. The FAA has committed to completing the proposed special Federal aviation requirement which will enable commercial operations and pilot licensing by December 31, 2024.

Unmanned Aircraft Systems [UAS] Test Sites.—The Committee recommendation includes \$6,000,000 for providing matching funds to commercial entities that contract with an FAA-designated UAS test site to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS into the NAS. The Committee encourages the FAA to use up to \$3,000,000 for virtual testing at the test sites.

UAS Airworthiness Approvals.—The Committee directs the FAA to brief the House and Senate Committees on Appropriations on its progress toward processing airworthiness approvals of low-risk small UAS through declarative certification.

Small UAS Procurement.—For any acquisition of small UAS using funds provided by the FAA, including those to Federal grant recipients, the FAA should require certification of review of the Department of Homeland Security industry alert, and any subsequent and relevant UAS guidance, and completion of a risk assessment that considers the proposed use of the foreign-made UAS. The Committee also directs the FAA to regularly brief the House and Senate Committees on Appropriations, on an as-needed basis, on any security risks or challenges identified by either agency from any small UAS or UAS components.

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

Aircraft Certification.—The Committee recommendation includes not less than \$351,373,000 for aircraft certification service. The Committee expects the FAA to continue its efforts on training safety oversight personnel involved in the certification process through opportunities for knowledge-sharing, including demonstration projects, between the FAA and industry, and access to the FAA training for the FAA employees and other individuals performing oversight work on behalf of the agency.

Flight Standards Certification Services Oversight Process.—The Committee is aware of concerns with delays in the processing of applications and the resulting backlog contained in the flight standards certification services oversight process [CSOP] list, including applications for part 135, AAM, and other new entrants. The Committee recommendation includes \$1,710,000 to increase staffing up to 12 FTP above the request for the general aviation safety assurance and air carrier safety assurance offices to help reduce the certification service oversight process backlog. The FAA should con-

sider using its existing authority for temporary and term appointment positions to recruit experienced engineers, for a limited time duration if necessary, in order to expand the FAA's technical expertise. These individuals should have a specialized background in a line or field that is concerned with the safety certification of aircraft and other airborne objects and systems, including: aerospace engineering, aerospace physiology, aeronautical engineering, airworthiness engineering, electrical engineering, human factors engineering, software engineering, or systems engineering. The FAA should also continue to address initial certifications, work with industry to improve initial screening and the standardization of applications, and streamline the exemptions process to reduce the number of aviation safety inspectors necessary for UAS work. The Committee directs the FAA to brief the House and Senate Committees on Appropriations within 90 days of enactment of this act on: (1) the staffing allocated to part 135 and other CSOP listed applications; (2) the total backlog of applications; (3) the time it takes to process applications; and (4) steps the FAA will take to provide a more timely process.

Independent Study on a Future State on Type Certification Processes.—The Committee directs the FAA to enter into an agreement with an appropriate Federally-funded research and development center, or other independent nonprofit organizations with aviation policy expertise, to conduct a review and study to foster continuous safety improvements in the certification system by identifying the digital and modeling requirements, and the necessary policy, procedures, and vision, to improve the safety of aircraft certification activities in the future.

Safety Management System [SMS].—The Committee applauds the FAA for issuing a proposed rulemaking expanding the use of SMS for aircraft manufacturers and charter, commuter, and air tour operators. The Committee directs the FAA to ensure all necessary plans, procedures, and staffing resources necessary to oversee SMS for these new entities are in place prior to implementation. The Committee also directs the FAA to issue a rulemaking requiring each person holding a certificate under 14 CFR 119, and authorized to conduct operations in accordance with provisions of 14 CFR 135, to implement an SMS, as appropriate for their operations.

Regulatory Process Improvements.—The Committee is aware of concerns about delays in the FAA's regulatory process for issues such as cybersecurity, pilot training standards, and transport airplane propulsion safety certification. The FAA should conduct a comprehensive review of its regulatory processes to improve the timeliness, transparency, and performance accountability in the promulgation of rules, regulatory policies, and guidance to the extent that such improvements would not reduce or deter safety. The FAA shall report its findings to the House and Senate Committees on Appropriations within 120 days of the enactment of this act.

Commercial Space Operations.—The Committee has provided substantial staffing increases over the last few years and expects the FAA to prioritize these resources for its human spaceflight activities, to the extent permissible under current law, in order to be ready for the end of the "learning period" under 51 U.S.C. 50905.

The FAA should also continue integration of commercial space operations in the NAS and reduce the resulting delays to aircraft, including by working with commercial space operators to provide data to the space data integrator. The Committee is also aware of concerns with the FAA's approval of SpaceX's starship/super heavy launch from the Boca Chica spaceport on April 20, 2023. The Committee directs the FAA to provide a briefing on the mishap report to the House and Senate Committees on Appropriations prior to any future starship/super heavy launches.

Notifications.—The Committee is disappointed with the FAA's lack of notifications to the Committee regarding significant disruptions in the FAA's ATC operations that have led to flight delays and cancellations. While the Committee understands the FAA's need to fully assess the issues at hand prior to notifying the Committee, far too often, the Committee receives notifications from second or third-hand sources instead of directly from the FAA. The Committee directs the FAA to provide prompt notifications to the House and Senate Committees on Appropriations when significant disruptions occur in the NAS within one day of such an occurrence and to respond to congressional inquiries as quickly as possible.

Human Resources.—The Committee supports the FAA's efforts to leverage commercially available technology to improve its human resources service delivery platform.

Minority Serving Institutions [MSI] Intern Program.—The Committee continues to support the MSI intern program, and provides not less than \$5,000,000 to continue this initiative. The FAA should prioritize interns from MSIs located in geographically isolated communities. In its ongoing efforts to increase the diversity of FAA staff, the FAA should strive to increase the number of interns hired in a full-time capacity after graduation and to work with MSI interns to identify barriers and challenges for individuals from underrepresented and underserved communities to working at the FAA.

NAS Resource Needs.—The rapid expansion of new entrants into the NAS has implications for all other users of the NAS, as well as the FAA's ability to manage resources necessary to maintain the safest most efficient aerospace system in the world. Within 90 days of enactment of this act, the FAA is directed to initiate a study that compares its total current resources and the current resources dedicated to new entrants to the range of resources required to meet the needs of both existing users and new entrants for each fiscal year through fiscal year 2033. The study should also assess the extent to which existing and new users contribute appropriately and fairly to the resources needed to manage their use of the national airspace through 2033. In carrying out this study, the FAA shall consult with aerospace industry stakeholders, including representatives from air carriers, general aviation, commercial UAS interests, recreational drone system interests, commercial space industry, and any other representatives the FAA deems necessary. The FAA shall submit the results of the study to the House and Senate Committees on Appropriations within 18 months after the initiation of this study.

Women in Aviation Advisory Board.—In March 2022, the Women in Aviation Advisory Board [WIAAB], as authorized under section

612 of the FAA Reauthorization Act of 2018, issued recommendations and strategies to address the significant underrepresentation of women in aviation. The WIAAB identified several challenges that are specific to the commercial airline industry, given the physical constraints and scheduling needs related to working in a commercial aircraft. The Committee therefore directs the GAO to undertake a more detailed analysis of such barriers that are specific to the commercial airline industry and examine the extent to which such barriers could be addressed by the commercial airline industry and FAA without further regulations.

Veterans’ Pilot Training Program.—The Committee remains supportive of the veterans pilot training program, under which flight training schools received funding through cooperative agreements with the FAA to provide training and education to veterans to become commercial airline pilots. The Committee acknowledges the program’s importance as a tool in helping to address the Nation’s current commercial pilot shortage, and directs that any remaining funds previously appropriated for the program remain available for use in fiscal year 2024. The Committee further directs the FAA to provide the assessment required in the fiscal year 2022 joint explanatory statement, including recommendations on how to provide effective pilot training to veterans, within 120 days of enactment of this act.

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)
(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$2,945,000,000
Budget estimate, 2024	3,462,000,000
Committee recommendation	3,429,000,000

Note: The Committee recommendation includes \$469,000,000 in emergency-designated funding.

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$3,429,000,000 for the facilities and equipment account of the FAA, of which \$469,000,000 is designated as emergency spending. The recommended level is \$33,000,000 less than the budget request and \$484,000,000 more than the fiscal year 2023 enacted level. The Committee expects the FAA to make sound investment decisions and report to the House and Senate Committees on Appropriations on any major cost overruns or delays. The Committee recommenda-

tion includes \$15,000,000 for CDS. The Committee directs the FAA to provide funding for the projects listed in the table at the end of this report in the corresponding amounts. The Committee further directs that the specific funding allocated in the table below shall not diminish or prejudice the application of a specific airport or geographic region to receive discretionary grants or multi-year letters of intent.

Major Capital Programs.—FAA major capital programs, including NextGen, continue to improve the safety, security, and reliability of FAA’s critical air traffic control systems, as well as improving airline operations and reducing passenger delays by improving aircraft separation, improving flight planning, and optimizing re-routing of flights in real time. These programs incurred over \$270,000,000 in cost escalations as a result of necessary restrictions during the COVID–19 pandemic. While the FAA has successfully completed many projects over the last year, it has also had to reduce the scope of several projects, which could reduce the long-term benefits of NextGen investments. To keep the Committee apprised of such changes, the FAA is directed to notify the House and Senate Committees on Appropriations within 3 business days of the joint resources council making any final investment decisions, establishing a baseline for previously approved projects, or making acquisition program baseline changes that alter program performance, cost or schedule baseline.

The following table provides allocations of funds for FAA facilities and equipment from the IIJA for fiscal year 2024, which are subject to section 405 of this act:

ALLOCATION OF FUNDS FOR FAA FACILITIES AND EQUIPMENT FROM THE INFRASTRUCTURE INVESTMENT AND JOBS ACT—FISCAL YEAR 2024

	Committee recommendation
Terminal and En Route Air Traffic Control Facilities—Replace	\$662,000,000
Unstaffed Infrastructure Sustainment and Real Property Disposition	15,000,000
Electrical Power System—Sustain/Support and Fuel Storage Tank Replacement and Management	60,000,000
Hazardous Materials Management and NAS Facilities, OSHA, and Environmental Standards Compliance	23,000,000
Navigation, Landing and Lighting	40,000,000
Other	200,000,000

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

FACILITIES AND EQUIPMENT

	Committee recommendation
Activity 1—Engineering, Development, Test and Evaluation	
Advanced Technology Development and Prototyping	\$34,440,000
William J. Hughes Technical Center Laboratory Sustainment	16,900,000
William J. Hughes Technical Center Infrastructure Sustainment	10,000,000
NextGen—Separation Management Portfolio	14,400,000
NextGen—Traffic Flow Management Portfolio	10,000,000
NextGen—On Demand NAS Portfolio	8,500,000
NextGen—NAS Infrastructure Portfolio	12,000,000
NextGen Support Portfolio	5,000,000
NextGen—Unmanned Aircraft Systems (UAS)	14,000,000

FACILITIES AND EQUIPMENT—Continued

	Committee recommendation
NextGen—Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	11,000,000
TOTAL ACTIVITY 1	136,240,000
Activity 2— Air Traffic Control Facilities and Equipment	
a. En Route Programs	
En Route Automation Modernization [ERAM]—System Enhancements and Tech Refresh	80,000,000
Next Generation Weather Radar [NEXRAD]	3,000,000
Air Route Traffic Control Center [ARTCC] & Combined Control Facility [CCF] Building Im- provements	106,231,194
Air/Ground Communications Infrastructure	5,700,000
Air Traffic Control En Route Radar Facilities Improvements	5,977,630
Oceanic Automation System	6,550,000
Next Generation Very High Frequency Air/Ground Communications [NEXCOM]	64,000,000
System-Wide Information Management	66,500,000
Automatic Dependant Surveillance—Broadcast [ADS-B] NAS Wide Implementation	138,400,000
Air Traffic Management Implementation Portfolio	32,100,000
Time Based Flow Management Portfolio	33,000,000
NextGen Weather Processor	48,700,000
Data Communications in Support of NextGen Air Transportation System	69,950,000
Offshore Automation	59,600,000
Reduced Oceanic Separation	2,000,000
En Route Service Improvements	2,000,000
Commercial Space Integration	5,000,000
Subtotal En Route Programs	728,708,824
b. Terminal Programs	
Standard Terminal Automation Replacement System [STARS] (TAMR Phase 1)	90,100,000
Terminal Automation Program	5,100,000
Terminal Air Traffic Control Facilities—Replace	35,000,000
ATCT/Terminal Radar Approach Control [TRACON] Facilities—Improve	67,000,000
NAS Facilities OSHA and Environmental Standards Compliance	38,908,000
Integrated Display System [IDS]	55,250,000
Terminal Flight Data Manager [TFDM]	65,200,000
Performance Based Navigation Support Portfolio	8,000,000
UAS Implementation	5,000,000
Airport Ground Surveillance Portfolio	33,200,000
Terminal and EnRoute Surveillance Portfolio	107,300,000
Terminal and EnRoute Voice Switch and Recorder Portfolio	75,050,000
Enterprise Information Platform	11,000,000
Remote Towers	3,000,000
Subtotal Terminal Programs	599,108,000
c. Flight Service Programs	
Future Flight Services Program	1,500,000
Alaska Flight Service Facility Modernization [AFSFM]	2,700,000
Weather Camera Program	3,000,000
Weather Systems Portfolio	25,300,000
Subtotal Flight Service Programs	32,500,000
d. Landing and Navigational Aids Program	
Very High Frequency [VHF] Omnidirectional Radio Range [VOR] Minimum Operating Network [MON]	6,000,000
Wide Area Augmentation System for GPS	92,100,000
Instrument Flight Procedures Automation	2,000,000
Runway Safety Areas—Navigational Mitigation	1,000,000
Landing and Lighting Portfolio	60,000,000
Distance Measuring Equipment VHF VOR Tactical Air Navigation Sustainment Portfolio	10,000,000
Subtotal Landing and Navigational Aids Programs	171,100,000
e. Other ATC Facilities Programs	
Fuel Storage Tank Replacement and Management	24,032,500
Unstaffed Infrastructure Sustainment	57,903,550

FACILITIES AND EQUIPMENT—Continued

	Committee recommendation
Aircraft Replacement and Related Equipment Program	62,000,000
Airport Cable Loop Systems—Sustained Support	10,000,000
Alaskan Satellite Telecommunications Infrastructure (ASTI)	750,000
Real Property Disposition	6,000,000
Electrical Power Systems—Sustain/Support	143,212,753
Energy Management and Compliance	5,355,000
Child Care Center Sustainment	1,600,000
FAA Telecommunications Infrastructure	340,800,000
Operational Analysis and Reporting Systems	15,000,000
Subtotal Other ATC Facilities Programs	666,653,803
TOTAL ACTIVITY 2	2,198,070,627
Activity 3—Non-Air Traffic Control Facilities and Equipment	
a. Support Equipment	
Hazardous Materials Management	30,629,373
Aviation Safety Analysis System	28,000,000
NAS Recovery Communications	12,000,000
Facility Security Risk Management	18,000,000
Information Security	32,000,000
System Approach for Safety Oversight	21,000,000
NextGen System Safety Management Portfolio	6,000,000
National Test Equipment Program	3,000,000
Mobile Assets Management Program	2,400,000
Configuration, Logistics, and Maintenance Resource Solutions	26,800,000
Tower Simulation System—Tower Training Simulator	6,000,000
Subtotal Support Equipment	185,829,373
b. Training, Equipment and Facilities	
Aeronautical Center Infrastructure Sustainment	20,000,000
Distance Learning	1,000,000
Subtotal Training, Equipment and Facilities	21,000,000
TOTAL ACTIVITY 3	206,829,373
Activity 4—Facilities and Equipment Mission Support	
System Engineering and Development Support	36,500,000
Program Support Leases	45,000,000
Logistics and Acquisition Support Services	12,000,000
Mike Monroney Aeronautical Center Leases	16,400,000
Transition Engineering Support	19,000,000
Technical Support Services Contract	28,000,000
Resource Tracking Program	9,000,000
Center for Advanced Aviation System Development	57,000,000
Aeronautical Information Management Program	29,350,000
TOTAL ACTIVITY 4	252,250,000
Activity 5—Personnel and Related Expenses	
Personnel and Related Expenses	635,610,000
SUBTOTAL ALL ACTIVITIES	3,429,000,000

Offshore Automation.—The Committee recommendation includes \$59,600,000 for offshore automation. The FAA should keep the House and Senate Committees on Appropriations up to date on this critical project and ensure that the project incorporate the needs of the FAA service operations centers, including equipage, cabinetry and consoles, and improved floor-space design.

STARS.—The Committee is aware that the base equipment (hardware, monitors, and keyboards) used to operate STARS will reach its end of lifecycle in 2026. The FAA should develop a plan to review and replace this equipment as needed.

Terminal Air Traffic Control Facilities-Replace.—The Committee directs the FAA to continue working to address aging and antiquated air traffic control facilities that it leases from airport authorities to ensure they are fully compliant with current building codes consistent with being occupied by air traffic controllers. The Committee recognizes that this, in many cases, may require the construction of new air traffic facilities to replace existing ones. The Committee continues to direct the FAA to consider creative financing options and to include consideration of long-term cost recovery leases, when conditions warrant the construction of new air traffic control towers. The Committee also directs the FAA to brief the House and Senate Committee on Appropriations on how airports in the contract tower program that currently have a mobile air traffic control tower can qualify for FAA funding for a new brick-and-mortar air traffic control tower.

TFDM.—The Committee recommendation includes \$65,200,000 and directs the FAA to report to the House and Senate Committees on Appropriations on the feasibility, challenges, and benefits of expanding the number of airports on the TFDM waterfall.

Airport Ground Surveillance Portfolio.—The airport surface detection equipment—model X [ASDE-X] and airport surface surveillance capability [ASSC] systems alert to controllers of pending conflicts and collisions on the airport surface, and have been critical to reducing runway incursions. The FAA is directed to brief the House and Senate Committees on Appropriations on the maintenance and obsolescence issues related to these systems, including with the multilateration remote units, and the feasibility of expanding air ground surveillance systems in more airports.

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

Landing and Lighting Portfolio.—The Committee remains concerned with the slow pace of installing instrument landing systems [ILS] previously funded and directs the FAA to develop a plan to install these systems. The FAA is also encouraged to prioritize projects at municipal-owned airports that previously received an approach lighting system to implement a shortened approach lighting system that does not allow airline pilots to operate in lower visibility conditions. The Committee notes that of the \$40,000,000 for navigation and landing from fiscal year 2024 IIJA funds, \$18,000,000 should be used for ILS installation.

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

Improved Air Traffic Surveillance Services in Caribbean Airspace.—The Committee is aware of concerns with ADS-B coverage in the Caribbean airspace, which is only served by one long-range

radar. The FAA should assess the feasibility of additional ADS-B ground stations in this airspace if needed to improve the safety, capacity, redundancy, and reliability of air traffic management service in this area.

Procurement.—The FAA should exercise a procurement process that considers the selection of both commercially available and proprietary technologies, and tailors the selection based on the capabilities and merits of each technology, while also considering the implications for maintaining competition. The FAA should also conduct full and open competitions for the acquisition of new technologies and where possible for sustainment and enhancement efforts associated with older technologies.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$255,000,000
Budget estimate, 2024	255,130,000
Committee recommendation	260,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$260,000,000 for the FAA’s research, engineering, and development activities. The recommended level of funding is \$4,870,000 more than the budget request and \$5,000,000 more than the fiscal year 2023 enacted level.

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

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Committee recommendation
Fire Research and Safety	\$7,136,000
Propulsion and Fuel Systems	4,000,000
Advanced Materials/Structural Safety	14,720,000
Aircraft Icing	2,472,000
Digital System Safety	3,689,000
Continued Air Worthiness	8,425,000
Flight Deck/Maintenance/System Integration Human Factors	14,301,000
System Safety Management/Terminal Area Safety	9,252,000
Air Traffic Control/Technical Operations Human Factors	5,911,000
Aeromedical Research	10,000,000
Weather Program	14,786,000
Unmanned Aircraft Systems Research	21,128,000

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

	Committee recommendation
Alternative Fuels for General Aviation	11,201,000
Commercial Space Transportation Safety	2,000,000
NextGen Wake Turbulence	3,728,000
Information/Cyber Security	5,707,000
Environment & Energy	21,000,000
NextGen—Environmental Research—Aircraft Technologies and Fuels	68,000,000
System Planning and Resource Management	5,097,000
Aviation Grant Management	20,000,000
William J. Hughes Technical Center Laboratory Facilities	5,447,000
Aviation Accessibility Research	2,000,000
Total	260,000,000

Advanced Materials/Structural Safety.—The Committee recommendation includes a total of \$14,720,000 for advanced materials/structural safety, of which not less than \$10,000,000 shall be for the COE for joint advanced materials and structures [JAMS]. The Committee recommendation includes \$6,000,000 to advance the use of these new additive materials (both metallic and non-metallic based additive processes) in the commercial aviation industry and \$4,000,000 to advance the use of fiber reinforced composite materials in the commercial aviation industry through the FAA joint advanced materials and structures COE.

UAS Research.—The Committee recommendation includes \$21,128,000 for UAS research. Of this amount, \$14,000,000 is for the UAS COE of which \$2,000,000 is for transportation disaster preparedness and response, partnering with institutions that have demonstrated experience in damage assessment, collaboration with State transportation agencies, and applied UAS field testing.

Alternative Fuels for General Aviation.—The Committee recommendation includes \$11,201,000 for alternative fuels for general aviation. The Committee directs the FAA’s management advisory council to initiate a special review of the FAA’s actions and plans to phase out lead from aviation gasoline. The special review shall include the effectiveness of the FAA’s eliminate aviation gasoline lead emissions [EAGLE] initiative, the role of agencies beyond the DOT and Environmental Protection Agency [EPA] to help expedite the phase out of lead, whether additional actions or measures can be taken to accelerate the safe transition to unleaded aviation gasoline, and recommendations for improving the FAA’s ongoing activities, including additional interagency participation and support, with a view towards accelerating the phase out of lead from aviation gasoline. The FAA shall submit a summary of the Council’s findings to the House and Senate Committees on Appropriations no later than 2 years after the date of enactment of this act.

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

NextGen-Environmental Research-Aircraft Technologies and Fuels.—The Committee recommendation includes \$68,000,000, of which \$26,500,000 shall be for the ASCENT COE on SAFs and aviation noise, and \$38,000,000 shall be for the continuous lower energy, emissions, and noise [CLEEN] program. The Committee

continues to direct the FAA to prioritize research related to SAFs, certification of SAFs, and challenges associated with the SAF supply chain. The Office of Environment and Energy and the Office of Airports should work together to identify SAF related projects at airports that can be funded from airport improvement program [AIP] grants. The FAA should also support hydrogen and fuel-cell related technologies that could reduce the noise and emissions footprint in future aircraft.

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

SAF Assessment.—The Committee supports the Department’s commitment to support the development of infrastructure and transportation systems that will connect SAF feedstock producers, SAF refiners, and aviation end users. Within 90 days of enactment of this act, the FAA is directed to update the House and Senate Committees on Appropriations on these efforts, including an assessment of locations in FAA’s Central Region that are near a significant Defense Logistics Agency refueling location.

Aviation Grant Management.—The Committee recommendation includes \$20,000,000 for the aviation workforce development programs as authorized by section 625 of the FAA Reauthorization Act of 2018. Funds provided for aircraft pilot workforce should be prioritized for applicants that can help increase the number of qualified pilots in commercial service and that demonstrate the ability to leverage private sector investments.

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

GRANTS—IN—AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

	Fiscal year—		Committee recommendation
	2023 enacted	2024 estimate	
Resources from the Airport and Airway Trust Fund:			
Limitation on obligations	\$3,350,000,000	\$3,350,000,000	\$3,350,000,000
Liquidation of contract authorization	3,350,000,000	3,350,000,000	3,350,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$3,350,000,000 for grants-in-aid for airports for fiscal year 2024. The recommended limitation on obligations is equal to the enacted level for fiscal year 2023 and the budget request.

The Committee recommends a liquidating cash appropriation of \$3,350,000,000 for grants-in-aid for airports. The recommended level is equal to the fiscal year 2023 enacted level and the budget request. This appropriation is sufficient to cover the liquidation of all obligations incurred pursuant to the limitation on obligations set forward in the bill.

Administrative Expenses.—The Committee recommends not more than \$157,475,000 to cover administrative expenses. This funding level is equal to the budget request and \$20,103,000 more than the fiscal year 2023 enacted level. Increased staffing should be used to support the FAA's work to help airports develop plans to mitigate the impact of climate change on airport infrastructure.

Airport Cooperative Research.—The Committee recommends not less than \$15,000,000 for the airport cooperative research program. This funding level is equal to the budget estimate and the fiscal year 2023 enacted level.

Airport Technology.—The Committee recommends not less than \$41,801,000 for airport technology research. This funding level is equal to the budget request and \$973,000 more than the fiscal year 2023 enacted level. Of this amount, \$6,000,000 is for the airfield pavement technology program authorized under section 744 of Public Law 115–254, of which \$3,000,000 is for concrete pavement research and \$3,000,000 is for asphalt pavement research.

Small Community Air Service Development Program.—The Committee recommends \$10,000,000. This funding level is equal to the fiscal year 2023 enacted level and \$10,000,000 more than the budget request. The Committee expects the Department to prioritize grants to communities that lost service due to the COVID–19 pandemic.

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

AIP Enplanement Levels.—The Committee directs the FAA to consider the full range of flight activities (such as flight training, air cargo, emergency response, pilot training, etc.) and associated metrics when considering AIP discretionary grants.

Burdensome Regulations.—The FAA should continue to identify opportunities to eliminate unnecessary regulations, streamline burdensome regulations, and identify areas where more autonomy can be given to local jurisdictions.

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

Additional Runways.—The Committee is aware of the need for certain commercial airports to have adequate additional runway capability and capacity to accommodate air carrier needs. The FAA should allow airports to use alternative revenue sources, such as passenger facility charges, for reconstruction, rehabilitation, or enhancement of additional runways built to FAA standards even when they do not meet the FAA operations formula. The FAA should consider various factors outside of the standard required operations formula or wind coverage in evaluating the use of AIP funds for enhancement of additional runways, if appropriate.

Transition Plan to Fluorine-Free Firefighting Foam.—The Committee continues to direct the FAA to develop a transition plan for part 139 airports to use the new military specification [MIL–SPEC] for firefighting foam, including for any supplemental equipment needed to utilize these products. The FAA should use AIP funds to help airports transition to PFAS-free authorized firefighting agents. The FAA should also work with the EPA, DoD, industry, and academic institutions to find innovative solutions to safely contain or destroy existing PFAS chemicals at airports, such as through plasma gasification.

Airport Resiliency.—The FAA shall work with the National Oceanic and Atmospheric Administration and the United States Army Corps of Engineers to identify best practices for, and study the feasibility of, improving resiliency of airports in coastal or flood-prone areas. The FAA shall also update its advisory circular on airport master planning to provide guidance on resiliency.

Reliever Airports.—The Committee strongly encourages the FAA to make grants for justified airport projects for civil use to reliever airports owned by the military or where the airport has an agreement in place with the military. The Committee further encourages grants to address improvements to aging infrastructure at these sites.

GRANTS-IN-AID TO AIRPORTS

Appropriations, 2023	\$558,555,000
Budget estimate, 2024	
Committee recommendation	500,728,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$300,000,000 from the general fund for additional grants for airport infrastructure. In addition, the Committee recommendation includes \$200,728,000 for CDS, for a total appropriation of \$500,728,000. This amount is \$57,827,000 less than the fiscal year 2023 enacted level and \$500,728,000 more than the budget request. The Committee directs the FAA to provide funding for the projects listed in the table at the end of this report in the corresponding amounts. The Committee further directs that the specific funding allocated in the table below shall not diminish or prejudice the application of a specific airport or geographic region to receive other AIP discretionary grants or multi-year letters of intent. The Committee is aware of the importance of this funding for nonhub, small hub, reliever, and nonprimary airports.

Zero-Emission Vehicle [ZEV] and Voluntary Airport Low Emissions [VALE] Programs.—The Committee supports the use of AIP funds for the ZEV and VALE programs and directs the FAA to provide not less than \$25,000,000 of the funds made available for supplemental AIP funding from the general fund for ZEV and VALE eligible projects at any commercial service airport. The Committee expects the FAA to actively engage with airport sponsors at major hubs to identify projects suitable for the VALE program, such as energy efficiency, energy resiliency, and renewable energy projects that would help prevent power disruptions or outages.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical staff years at the Center for Advanced Aviation Systems Development to no more than 600 in fiscal year 2024.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 119F rescinds certain unobligated funds.

Section 119G prohibits the FAA to allow the assignment of individuals from private-sector organization to serve in the FAA on a temporary basis.

FEDERAL HIGHWAY ADMINISTRATION

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of \$62,828,141,888 is provided for the activities of the FHWA in fiscal year 2024. The recommendation is \$2,098,268,354 more than the budget request and \$93,180,399 less than the fiscal year 2023 enacted level. The following table summarizes the Committee’s recommendations:

	Fiscal year—		Committee recommendation
	2023 enacted	2024 estimate	
Federal-aid highways program obligation limitation	\$58,764,510,674	\$60,095,782,888	\$60,095,782,888
Contract authority exempt from the obligation limitation	739,000,000	739,000,000	739,000,000
Highway Infrastructure Programs (general fund)	3,417,811,613	.....	2,046,738,000
Sec. 125 Rescission of unobligated balances .....	.....	— 104,909,354	— 53,379,000
Sec. 126 Repurposing of unobligated balances .....	.....	[60,000,000]	[200,000,000]
Total	62,921,322,287	60,729,873,534	62,828,141,888

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

Program	Contract Authority in IJA	General Fund Advance Appropriations in IJA	General Fund Appropriation or Repurposed Funding in this act	Grand Total
Federal-aid Highway Program Apportioned Programs				
Highway Safety Improvement Program	\$3,110,182,769	.....	.....	\$3,110,182,769
Rail-Highway Grade Crossings Program	245,000,000	.....	.....	245,000,000
Safety-Related Activities	3,500,000	.....	.....	3,500,000
National Highway Performance Program	29,588,395,810	.....	.....	29,588,395,810
Surface Transportation Block Grant Program	14,394,354,721	.....	.....	14,394,354,721
Congestion Mitigation & Air Quality (CMAQ) Improvement Program	2,638,965,032	.....	.....	2,638,965,032
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation [PROTECT]	1,459,427,633	.....	.....	1,459,427,633
National Highway Freight Program	1,429,439,392	.....	.....	1,429,439,392
Carbon Reduction Program	1,283,496,627	.....	.....	1,283,496,627
Metropolitan Planning	455,821,233	.....	.....	455,821,233
Highway Infrastructure Program Formula Programs				
Appalachian Development Highway System	.....	\$250,000,000	\$100,000,000	350,000,000
Bridge Formula Program	.....	5,500,000,000	1,145,000,000	6,645,000,000
National Electric Vehicle Infrastructure Formula Program	.....	1,000,000,000	.....	1,000,000,000
Federal Lands and Tribal Transportation Programs				
Federal Lands Transportation Program	438,965,000	.....	.....	438,965,000
Federal Lands Access Program	296,975,000	.....	.....	296,975,000
Tribal Transportation Program	602,460,000	.....	.....	602,460,000
Nationally Significant Federal Lands and Tribal Projects	55,000,000	.....	40,000,000	95,000,000
Competitive Programs				
Bridge Investment Program	650,000,000	1,847,000,000	.....	2,497,000,000

Program	Contract Authority in IJA	General Fund Advance Appropriations in IJA	General Fund Appropriation or Repurposed Funding in this act	Grand Total
Charging & Fueling Infrastructure Grants	400,000,000	.....	.....	400,000,000
Congestion Relief Program	50,000,000	.....	.....	50,000,000
Nationally Significant Freight & High- way Projects	1,000,000,000	640,000,000	.....	1,640,000,000
PROTECT Grants	300,000,000	.....	150,000,000	450,000,000
Reduction of Truck Emissions at Port Facilities	50,000,000	30,000,000	.....	80,000,000
Rural Surface Transportation Grant Program	400,000,000	.....	.....	400,000,000
Federal Allocation Programs				
Construction of Ferry Boats and Ferry Terminal Facilities	114,000,000	68,400,000	.....	182,400,000
Disadvantaged Business Enterprises ..	10,000,000	.....	.....	10,000,000
Emergency Relief	100,000,000	.....	.....	100,000,000
Highway Use Tax Evasion Projects	4,000,000	.....	.....	4,000,000
On-the-Job Training	10,000,000	.....	.....	10,000,000
Territorial & Puerto Rico Highway Pro- gram	228,000,000	.....	.....	228,000,000
Research, Technology, and Education				
Highway Research & Development Program	147,000,000	.....	.....	147,000,000
Technology & Innovation Deployment Program	110,000,000	.....	.....	110,000,000
Intelligent Transportation Systems Program	110,000,000	.....	.....	110,000,000
Training & Education	25,500,000	.....	.....	25,500,000
University Transportation Centers Pro- gram	81,000,000	19,000,000	.....	100,000,000
Bureau of Transportation Statistics ...	26,500,000	.....	.....	26,500,000
Pilot Programs				
Prioritization Process Pilot Program ...	10,000,000	.....	.....	10,000,000
Reconnecting Communities Pilot Pro- gram	100,000,000	100,000,000	.....	200,000,000
Wildlife Crossings Pilot Program	70,000,000	.....	.....	70,000,000
Other Programs				
TIFIA	250,000,000	.....	.....	250,000,000
Administrative Expenses	486,799,671	.....	.....	486,799,671
Scenic Byways Program .....	.....	.....	20,000,000	20,000,000
Regional Infrastructure Accelerators ...	.....	.....	12,000,000	12,000,000
Active Transportation Infrastructure Investments Program .....	.....	.....	45,000,000	45,000,000
Transfers to the Northern Border Re- gional Commission .....	.....	.....	10,000,000	10,000,000
Pollinator-Friendly Practices on Road- sides and Highway Rights-of-Way Program .....	.....	.....	3,000,000	3,000,000
Transfers to the Denali Commission ...	.....	.....	20,000,000	20,000,000
Congressionally Directed Spending .....	.....	.....	701,738,000	701,738,000
Total	60,734,782,888	9,454,400,000	2,246,738,000	72,435,920,888

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

Limitation, 2023	\$476,783,991
Budget estimate, 2024	486,799,671
Committee recommendation	486,799,671

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$486,799,671 for the administrative expenses of the FHWA, of which \$3,248,000 is for the administrative expenses of the Appalachian Regional Commission in accordance with 23 U.S.C. 104. The total limitation is equal to the budget request and \$10,015,680 more than the fiscal year 2023 enacted level.

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

Limitation, 2023	\$58,764,510,674
Budget estimate, 2024	60,095,782,888
Committee recommendation	60,095,782,888

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2024 obligations for the Federal-aid highway program to \$60,095,782,888, which is equal to the budget request and \$1,331,272,214 more than the fiscal year 2023 enacted level.

Resilient Infrastructure.—The Committee directs the FHWA to continue to prioritize research, development, deployment, and demonstrations of new and proven technologies that could make infrastructure systems more resilient.

Low-Carbon Materials.—The Committee directs the FHWA to provide up to \$5,000,000 for States and Tribes to develop and implement low-embodied carbon construction materials standards, in-

cluding performance-based standards, that increase the use of low-embodied carbon construction materials in State and Tribal transportation projects.

Annual Report.—Transportation remains one of the leading contributors of greenhouse gas [GHG] emissions. To provide greater transparency on GHG emissions from on-road mobile sources, the Committee directs the FHWA to provide an annual report to the House and Senate Committees on Appropriations on the level of carbon dioxide [CO₂] emissions generated by on-road mobile sources, by State, for the most recent 5 years for which such data is available for each State DOT that has national highway system mileage using readily available data.

Electric Vehicle [EV] Charging Infrastructure.—Under the national electric vehicle infrastructure formula program and the charging and fueling infrastructure grant program, the IIJA requires consideration of the long-term operation and maintenance of EV charging infrastructure in order to avoid stranded assets. Electricity rate demand charges can place an onerous financial burden on EV charging station owners and could lead to stranded assets. Section 40431 of the IIJA requires States to consider measures to promote greater electrification of the transportation sector to address concerns with demand charges and help accelerate third-party investment. The Committee directs the Department, in consultation with the Joint Office of Energy and Transportation, to consider the following when awarding competitive grants under the charging and fueling infrastructure grant program: (1) whether the state regulatory authority (or non-regulated utility) in the service territory in which the applicant is located is in compliance with the requirements of section 40431 of the IIJA; and (2) the impact of applicable electric rates on the long-term operation and maintenance of the EV charging infrastructure funded by the grant.

Charging and Fueling Infrastructure Grants.—The IIJA provided \$2,500,000,000 over fiscal years 2022–2026 for the charging and refueling infrastructure grant program to strategically deploy publicly accessible EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. The Committee directs the Department to give fair and full consideration to each eligible technology and not restrict awards to only EV charging infrastructure if there are eligible meritorious applications that meet all other statutory requirements.

Joint Office of Energy and Transportation.—The Committee encourages the Joint Office to prioritize research, development, deployment, and demonstrations of new and proven technologies for improving EV infrastructure resiliency, including advanced charge control optimization technology beyond traditional constant current, constant voltage charging. The Joint Office is also reminded to promptly provide the briefing required by the fiscal year 2023 joint explanatory statement on deployment of publicly accessible and affordable EV charging infrastructure in underserved or disadvantaged communities.

Fleet and Truck Electrification.—The Joint Office should identify and prioritize technical assistance, research, workforce development, and funding opportunities for industry education and outreach programs to support fleets transitioning to electric vehicles.

The Joint Office should also coordinate with the FHWA and stakeholders, including, but not limited to, administrators of state grant programs, state trucking associations, clean cities coalitions, and public utility commissions, to identify opportunities to advance electrification and de-carbonization of medium- and heavy-duty vehicles. To advance these efforts, the Joint Office should support research, planning, and funding for infrastructure that supports medium- and heavy-duty vehicle electrification, including high-powered charging depots, grid reliability solutions, smart charge management, and distributed energy resources, such as integration with on-site energy storage and renewable energy generation.

Zero-Emission Vehicles [ZEV].—The Committee further directs DOT to prioritize, to the greatest extent practicable, charging and fueling infrastructure grant program funds to support ZEV infrastructure.

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

Appalachian Development Highway System [ADHS].—The Committee has yet to receive the ADHS report required by the joint explanatory statement accompanying the fiscal year 2020 Consolidated Appropriations Act. The Committee continues to direct the FHWA to submit this report.

Interstate Projects in the Intermountain West.—The Committee encourages the FHWA to work with State DOTs and local governments to move forward on several projects in the intermountain west, including I–10 improvements and I–11 construction.

Wildlife Crossings Pilot Program.—The Committee encourages the FHWA to work with States to reduce wildlife-vehicle collisions through quick implementation of the wildlife crossings pilot program authorized under 23 U.S.C. 171 by the IIJA and through the highway safety improvement program and eligibilities under 23 U.S.C. 48(a)(4)(B)(xvii). The Committee directs the FHWA to provide technical assistance related to the implementation of 23 U.S.C. 48(a)(4)(B)(xvii), as needed.

Region Transportation Workforce Centers.—The Committee supports the FHWA's five region transportation workforce centers that engage organizations and existing programs to establish new strategic partnerships and promote best practices to educators, employers, and those on the transportation career pathway.

Pavement Friction.—The Committee appreciates the FHWA's efforts to promote continuous pavement friction measurement [CPFM] through research and demonstration projects and including CPFM in its best practices manual for implementing cost-effective roadway safety infrastructure improvements on high-risk rural roads. To further help State DOTs adopt CPFM, the FHWA should finalize its safety analysis report within 1 year of enactment of this act.

Land Use.—The Committee directs the FHWA to work with State and local governments to allow underutilized property pre-

viously funded with Federal-aid highway program funds through cooperative agreement to be put to more beneficial uses, as permissible under current law. The FHWA shall report to the House and Senate Committees on Appropriations on any such requests from State and local governments within 60 days of enactment of this act.

Federal-aid Highway Apportionments.—The Committee directs the GAO to conduct a study on the formulas used to determine Federal-aid highway apportionments, as well as highway formula funding in division J of the IIJA, to deliver on the national goals identified in 23 U.S.C. 150. The GAO's study shall examine how the different needs, priorities, geographies, roadway types, and population densities of the varying states align with the Federal-aid highway apportionments and formulas. The GAO shall consult with State DOTs, local governments, including metropolitan planning organizations [MPOs], and any other recipients of Federal-aid highway funding, and brief the House and Senate Committees on Appropriations on a work plan for this study within 180 days of enactment of this act.

Highway Cost Allocation Study.—The highway cost allocation study required by section 11530 of the IIJA is intended to evaluate highway-related costs attributable to different vehicle classes and the extent to which user fees paid by different vehicles cover their highway cost responsibility. The Committee directs the Department to provide an interim report, as required under section 11530(d)(1) of the IIJA, on its progress toward completing this study. This interim report should address whether any additional resources will be needed to comply with the requirements of section 11530 of the IIJA.

Transportation Demand Management [TDM].—The Committee supports the use of TDM (including planning, programs, policies, marketing, communications, incentives, pricing, data, and technologies) as a tool for reducing congestion, but recognizes that each locality has to develop solutions tailored to their specific transportation challenges and needs. The Committee is also aware that while TDM is eligible under certain Federal-aid highway programs, not all TDM strategies and programs comply with the restriction on the use of Federal funds in 2 CFR 200. As such, the Committee directs the FHWA to provide guidance on what TDM strategies and tools are eligible for Federal-aid highway funds, and to develop best practices and provide additional technical assistance to State DOTs, MPOs, and local governments to incentivize the use of TDM.

Safety.—The Committee remains concerned by the growing number of pedestrian fatalities each year involving vehicles, and is aware that an increasing number of municipalities are developing plans to significantly reduce these incidents. The Committee directs the FHWA to continue developing resources and providing technical assistance to help state and local stakeholders facilitate the implementation of their vision zero plans and strategies to reduce pedestrian fatalities and serious injuries. The Committee also urges the FHWA to use its research funding for crash data research and the development of test scenarios that leverage real-world data on advanced driver assistance systems.

Dashboard.—The Committee notes that States are required meet the self-established performance measure targets under 23 U.S.C. 150. The FHWA should increase general awareness of these performance measures by improving its state performance dashboard to make it more user-friendly and easily understandable.

Material Neutrality.—The Committee supports the FHWA’s work to promote research, development, and deployment of building solutions that advance the performance, sustainability, reliability, and resiliency of building materials. The Committee appreciates the FHWA’s efforts to promote all building materials, to the extent permissible under current law.

I-95 Bridge Collapse.—On June 11, 2023, a tanker truck carrying 8,500 gallons of gasoline crashed and erupted in flames under the northbound span of the I-95 bridge over Cottman Avenue, impacting an average 160,000 vehicles per day. The FHWA responded expeditiously and provided \$3,000,000 in quick release emergency relief [ER] program funding to the Pennsylvania Department of Transportation, which helped to open a temporary bridge within two weeks of the incident. The total cost of repairs for replacement of the bridge will be significantly higher, and the FHWA should continue to work with the Commonwealth of Pennsylvania to complete the repairs as soon as possible, including by providing additional funding as requested. The FHWA should also notify Congress if additional funding for the ER program is needed in the future. While rare, these types of disasters reflect the importance of the ER program and the FHWA should implement the improvements to the program required by the IIJA, including by updating the ER manual.

Unobligated Balances.—The Committee directs the FHWA to submit a list of all unobligated balances of contract authority and budget authority as of September 30, 2023 to the House and Senate Committees on Appropriations by December 1, 2023. The list of unobligated balances shall include the account name, program name, Treasury account symbol, amounts available, date of most recent obligation, and any other information that will help the Committee determine the status of funds. After submission of this list, the FHWA shall solicit feedback from State DOTs to identify any amounts allocated to a specific States that the State DOT does not intend to obligate and submit a list of such amounts to the House and Senate Committees on Appropriations by March 1, 2024.

Transportation Project Contracts.—The Committee is aware of concerns that the FHWA has released guidance explaining that consultants providing architectural and engineering [A&E] services under Federal-aid or Federal lands highway program funded contracts that have received paycheck protection program [PPP] loans must provide a refund or a reduction in billing rates in the amount of forgiven PPP loans that are allocable to contract costs. While the Committee acknowledges that this guidance is consistent with current law, it is also aware that there is a lack of uniformity in how State DOTs are implementing this guidance and enforcing the Federal Acquisition Regulation credits clause with respect to forgiven PPP loans. The FHWA should help ensure that A&E consultants,

including small and disadvantaged businesses, do not face unreasonable compliance burdens, as permissible under current law.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 2023	\$59,503,510,674
Budget estimate, 2024	60,792,659,888
Committee recommendation	60,792,659,888

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of \$60,834,782,888. The recommended level is equal to the budget request and the fiscal year 2023 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$3,417,811,613
Budget estimate, 2024 .....	.....
Committee recommendation	2,046,738,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$2,046,738,000 in funding from the general fund for highway infrastructure programs, which is \$1,371,073,613 less than the fiscal year 2023 enacted level and \$2,046,738,000 above the budget request. An additional \$200,000,000 is provided for HIP in section 126 from repurposed

unobligated balances of TIFIA contract authority. Of the total amount provided, \$701,738,000 is for CDS, and the Committee directs the FHWA to provide funding for the projects listed in the table at the end of this report in the corresponding amounts.

National Scenic Byways Program.—The Committee directs the FHWA to not include any preference for projects based on the total cost of the project when awarding grants under this program. For the purposes of this program, technical assistance as authorized in 23 U.S.C. 162 may include the development and dissemination of resources for use by States and Tribes such as a program website, updated maps, and economic research. The FHWA shall spend no less than 2 percent and no more than 5 percent on technical assistance activities.

Regional Infrastructure Accelerator [RIA] Demonstration Program.—The Committee directs the Department to select at least one accelerator for the RIA demonstration program that serves a multi-state region. The Committee directs the Department to give preference to RIA applications that support at least one project focused on public and private clean energy investments in the nation's intermodal freight and logistics networks, including efforts to reduce air emissions from commercial vehicles that access ports and long haul commercial vehicles.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

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

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

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

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

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

Section 125 rescinds certain unobligated funds.

Section 126 repurposes unobligated funds for new activities.

Section 127 increases the weight limitations for certain vehicles on the interstate in Mississippi and West Virginia by special permit.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Motor Carrier Safety Administration's [FMCSA's] mission is to promote safe commercial motor vehicle and motor coach operations, as well as reduce the number and severity of accidents involving those vehicles. Agency resources and activities prevent and mitigate commercial motor vehicle and motor coach accidents through education, regulation, enforcement, stakeholder training, technological innovation, and improved information systems. The FMCSA is also responsible for ensuring that all commer-

cial vehicles entering the United States along its Southern and Northern borders comply with all Federal motor carrier safety and hazardous materials regulations. To accomplish these activities, the FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, highway safety organizations, and the public.

COMMITTEE RECOMMENDATION

The Committee recommends a total level of \$951,300,000 for obligations from the Highway Trust Fund. This level is equal to the budget request and \$77,650,000 more than the fiscal year 2023 enacted level.

	Fiscal year—		Committee recommendation
	2023 enacted	2024 estimate	
Motor Carrier Safety Operations & Programs (obligation limitation)	\$367,500,000	\$435,000,000	\$435,000,000
Motor Carrier Safety Grants (obligation limitation)	506,150,000	516,300,000	516,300,000
Total	873,650,000	951,300,000	951,300,000

SUMMARY OF FUNDING FOR FMCSA

	General Fund Advance Appropriations in IJA	Committee recommendation	Total
Motor Carrier Safety Operations and Programs	\$10,000,000	\$435,000,000	\$445,000,000
Motor Carrier Safety Grants	124,500,000	516,300,000	640,800,000
Total	134,500,000	951,300,000	1,085,800,000

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2023	\$367,500,000
Budget estimate, 2024	435,000,000
Committee recommendation	435,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$435,000,000 for the FMCSA's operations and programs, of which \$60,000,000 is transferred from prior year unobligated contract authority. The recommendation is \$67,500,000 more than the fiscal year 2023 enacted level and equal to the budget request. Of the total limitation on obligations, \$14,073,000 is for research and technology, not less than \$99,098,000 is for information technology and information management, and not less than \$24,000,000 is for a study of causal factors of medium-duty truck crashes. The Committee recommends \$346,000,000 for the liquidation of contract authorization, equal to the budget request, due to the availability of excess liquidating cash associated with repurposed contract authority.

Safe Driver Apprenticeship Pilot.—Section 23022 of the IJA authorized an apprenticeship pilot program for employers to hire and train individuals under the age of 21 as commercial drivers in interstate commerce. The Secretary must simultaneously ensure that the level of safety of participants in the pilot program is equivalent to, or greater than, the level of safety of more experienced drivers that are eligible to perform such services under current law. The IJA requires that the driver in training be accompanied by an experienced driver and may only operate a commercial vehicle that has: (1) an automatic manual or automatic transmission, (2) an active braking collision mitigation system, (3) a forward-facing video event capture system, and (4) a governed speed of 65 miles per hour during the probationary training period. The Committee supports the Department's implementation and administration of the pilot program. However, additional requirements, such as mandating the use of inward-facing cameras, create additional participation standards that could be considered intrusive when other technologies are in place. Thereby, the Department is directed to take appropriate actions to ensure safety and the protection of personal privacy, as well as data metrics that are easily collectible, rational, and reasonably linked to current safety requirements.

Information Technology [IT] and Information Management [IM] CIP.—The Committee recommendation includes not less than \$99,098,000 for IT and IM modernization activities. The Committee continues to direct the FMCSA to provide a spending plan for the amounts provided for IT and IM and to update the House and Senate Committees on Appropriations on modernizing its legacy systems no less than annually.

Training Oversight.—The Committee is aware of concerns that some entities listed on the FMCSA's training provider registry [TPR] may be in violation of the entry-level training requirements established by regulation. The Committee supports the FMCSA's efforts to improve transparency and enforcement of the entry-level driver training requirements, and directs the FMCSA to update its procedures for removing providers from the TPR to ensure full consistency with 49 CFR 380.723 no later than October 31, 2023.

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

Limitation, 2023	\$506,150,000
Budget estimate, 2024	516,300,000
Committee recommendation	516,300,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of \$516,300,000 for motor carrier safety grants. The recommended limitation is \$10,150,000 more than the fiscal year 2023 enacted level and equal to the budget request.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY
 ADMINISTRATION

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

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

Section 132 prohibits funds from being used to require the use of inward-facing cameras or require a motor carrier to be enrolled in the Department of Labor's registered apprenticeship program as conditions for participation in the safe driver apprenticeship pilot program.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

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

within the FHWA. NHTSA is responsible for administering motor vehicle safety, highway safety behavior, motor vehicle information, and automobile fuel economy programs.

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

COMMITTEE RECOMMENDATION

The Committee recommends \$1,236,501,000, including both budget authority and limitations on the obligation of contract authority. This funding is \$82,062,000 less than the President’s request and \$34,281,000 more than the fiscal year 2023 enacted level.

	General fund	Highway trust fund	Total
Appropriation, 2023	\$210,000,000	\$992,220,000	\$1,202,220,000
Budget estimate, 2024	304,062,000	1,014,501,000	1,318,563,000
Committee recommendation	222,000,000	1,014,501,000	1,236,501,000

SUMMARY OF FUNDING FOR NHTSA

	General Fund Advance Appropriations in IJA	Committee recommendation	Total
Operations and Research—Vehicle Safety Programs		\$222,000,000	\$222,000,000
Operations and Research—Highway Safety Programs		201,200,000	201,200,000
Vehicle Safety and Behavioral Research Programs	\$109,700,000		109,700,000
Crash Data	150,000,000		150,000,000
Highway Traffic Safety Grants	62,000,000	813,301,000	875,301,000
Total	321,700,000	1,236,501,000	1,558,201,000

OPERATIONS AND RESEARCH

PROGRAM DESCRIPTION

These programs support traffic safety initiatives and related research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. These highway safety programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and

trauma care systems, traffic records and licensing, State and community traffic safety evaluations, protection of motorcycle riders, pedestrian and bicyclist safety, pupil transportation, distracted driving prevention, young and older driver safety, and improved accident investigation procedures.

COMMITTEE RECOMMENDATION

The Committee provides \$423,200,000 for operations and research, which is \$82,062,000 less than the President's budget request and \$16,200,000 more than the fiscal year 2023 enacted level. Of the total amount recommended for Operations and Research, \$222,000,000 is from the general fund, and \$201,200,000 is from the Highway Trust Fund.

Rulemakings.—With 61 rulemakings on the spring 2023 regulatory agenda, NHTSA has one of the largest and most important regulatory agendas in the Department. However, NHTSA's pace of progress in advancing rulemakings, including those mandated by Congress, remains excessively slow. Each update to the regulatory agenda leads to more and more delays to critical rulemakings and the agency needs to communicate the reasons for these delays to Congress and stakeholders.

The IIJA requires NHTSA to provide a biannual report on the status of 16 specific congressionally mandated rulemakings, but NHTSA has yet to provide this simple report almost 2 years after the IIJA was enacted. NHTSA has also not provided a report on the status of the advanced impaired driving technology rulemaking as required by this Committee. In order to increase the visibility of NHTSA's ongoing regulatory work, the Committee directs NHTSA's Office of the Administrator to provide quarterly briefings to the House and Senate Committees on Appropriations on the progress made each quarter for each rulemaking on the regulatory agenda. The briefings shall include an assessment of whether, and to what extent, the statutory requirement of 49 U.S.C. 30111 requiring NHTSA's rulemakings to be "practicable, meet the need for motor vehicle safety, and be stated in objective terms" conflicts with or presents barriers to completing each rulemaking.

NHTSA's annual congressional justification document provides an inadequate level of information for the Committee to evaluate the impact of funding requests on the research, development, and regulatory work needed to advance major rulemakings. The Committee reiterates its direction for the agency to identify major planned activities in its research programs and provide an explanation of how these research activities align with its regulatory agenda.

Automatic Emergency Braking.—The IIJA requires NHTSA to move forward on rulemakings related to automatic emergency braking [AEB] and other advanced driver assistance systems that will help reduce pedestrian fatalities. NHTSA's most recent fatality analysis reporting system reported that 75 percent of pedestrian fatalities occur at night and 65 percent of pedestrian fatalities involve vehicles traveling faster than 37 miles per hour. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations on the extent to which the AEB and other driver assistance system rulemakings will reduce pedestrian fatalities

under these conditions and the timeline of finalizing these regulations within 30 days of enactment of this act.

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

Crashworthiness.—The Committee is aware that lightweight plastics and polymer composites can improve automotive safety, meet consumer demand for innovative and autonomous vehicles, increase fuel efficiency, and support new highly skilled manufacturing jobs in the United States. The Committee directs NHTSA to continue to leverage lessons learned from its own lightweight materials research, as well as research conducted by the DOE and by industry stakeholders, in its development of safety-centered approaches for future lightweight automotive design, including traditional, advanced propulsion, and autonomous vehicles.

Unrepaired Recalls.—The Committee remains concerned with vehicles operating on the roadways that have not been repaired appropriately based on a vehicle safety recall. The Committee encourages NHTSA to identify initiatives with public, private, and non-profit partners that aim to increase recall awareness and completion rates without taxpayer expense, and to consider ways to leverage these types of efforts, as NHTSA finds appropriate, to further reduce the number of vehicles with unrepaired recalls. The Committee also directs NHTSA to provide an update within 180 days of enactment of this act to the House and Senate Committees on Appropriations on its progress.

Volpe Report.—The Committee once again directs NHTSA to submit the Volpe report on advanced drunk driving prevention systems immediately, as required by this Committee in fiscal years 2022 and 2023.

New Car Assessment Program [NCAP].—The Committee remains concerned about the substantially higher rates at which women are likely to be killed or injured in a vehicle crash and directs NHTSA to continue to address gender inequity in NCAP by using advanced crash test dummy technology that is more representative of women. In addition, NHTSA is directed to issue a final decision notice of the NCAP updates proposed in March 2022 [Docket No. NHTSA–2021–0002] within 90 days of enactment of this act. By December 2023, NHTSA shall also provide a final roadmap to adopt the most technologically advanced safety equipment, including the most advanced anthropomorphic test dummies already used in motor vehicle crash tests by other global regulators, and test procedures available in the global and domestic marketplace that can be used to physically validate the safety of occupants within motor vehicles. This roadmap should require the same frontal crash tests for both male and female drivers.

Drug-Impaired Driving.—The Committee remains concerned about the rates of drug-impaired driving and supports NHTSA's drug-impaired driving initiative, research initiatives, and continued education and training efforts with law enforcement and prosecutors, such as drug recognition expert and advanced roadside impaired driving enforcement training. The Committee encourages

the collection of toxicology data in fatal accidents, and the development of an objective standard to measure drug impairment and related field sobriety tests.

The Committee directs NHTSA to provide the briefing required under this heading in House Report 117–402 as adopted by Public Law 117–328 on the progress it has made in implementing section 25026 of the IIJA. The Committee also directs NHTSA to provide States with flexibility, as permissible under current law, to use impaired driving countermeasures grants for these purposes.

The Committee continues to direct NHTSA to issue clarifying guidance on the eligible uses of highway safety program grants for gathering data on individuals in fatal car crashes for substance impairments, where permissible under current law.

Lateral Protection Devices.—Section 23011 of the IIJA requires the Secretary to conduct research on side underride guards. The Committee directs the Secretary to also conduct research on lateral protection devices [LPDs] to address the safety of bicyclists, pedestrians, and other vulnerable road users. This research shall include the size, height, and weight of LPDs and the effect on vulnerable road users in scenarios where the truck continues straight or the truck is turning or changing lanes. The research shall further include societal co-benefits of LPDs, including, but not limited to, effects on truck fuel consumption due to aerodynamic LPD design and overlap with existing aerodynamic fairings, enhanced truck driver visibility for awareness of vulnerable road users next to trailers, and improved truck detection by automotive safety systems such as AEB.

Automated Vehicles [AVs].—The Committee supports NHTSA’s work to modernize existing Federal motor vehicle safety standards and improve its capacity for rulemakings, regulations, and research related to AVs, which have the potential to reduce roadway fatalities and promote accessibility and mobility for all. The Committee supports the creation of the Office of Automation Safety within the Office of Rulemaking to support the safe deployment of AVs by developing and setting safety standards, evaluating exemption petitions, and overseeing safety demonstrations. The Committee directs up to \$17,000,000 for the Office of Automation Safety for these activities and the hiring of up to ten new positions. The Committee also directs NHTSA to move forward with safety demonstration programs aimed at furthering United States leadership on AVs and to work with Congress to develop safety standards and a regulatory framework for AV testing, manufacturing, and deployment. In the most recent regulatory agenda, NHTSA is anticipated to issue a proposed rulemaking to develop a framework for the review and assessment of automated driving system [ADS]-equipped vehicles, in order to advance self-driving technology development and deployment in the United States in a safe and transparent manner while informing the agency’s approach to future rulemaking and oversight in October 2023. The Committee expects NHTSA to brief the House and Senate Committees on Appropriations on any challenges it faces in moving forward with this rulemaking by October 2023. NHTSA should adjudicate all stakeholder comments to the proposed rulemaking and issue a final rule within six months of enactment of this act. The Committee also supports NHTSA’s ongoing

cooperative work for analytics research in traffic safety and its focus on real-world insights that can improve the performance of AV safety technologies. NHTSA should consider expanding the program to include more leading-edge technology in order to develop datasets to aid with rulemaking and regulation of next generation vehicle safety technologies. NHTSA may use up to \$3,500,000 to research advanced driver-assistance systems and automated driving systems testing and evaluation platforms using virtual simulation and synthetic data generation, which have the potential to enhance NHTSA’s ability to assess the safety of these systems.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2023	\$795,220,000
Budget estimate, 2024	813,301,000
Committee recommendation	813,301,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$813,301,000 and authority to liquidate an equal amount of contract authorization for the highway traffic safety grant programs funded under this heading. The recommended limitation is equal to the budget estimate and \$18,081,000 more than the fiscal year 2023 enacted level.

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

Trailer Safety Education.—NHTSA provides section 402 grant funds to states to support highway safety plans that contribute to the reduction of crashes, deaths, and injuries on the nation’s roadways. The Committee urges NHTSA to help states work to establish partnerships with non-profit safety-focused organizations and use section 402 funds to develop and disseminate safety materials to dealers and end users with respect to the safe operation of light- and medium-duty trailers on the nation’s roadways.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION

Section 140 provides funding for travel and expenses for State management reviews and highway safety staff core competency development training.

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

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

FEDERAL RAILROAD ADMINISTRATION

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

Under the Committee recommendation, a total program level of \$3,400,789,000 is provided for the activities of the FRA in fiscal year 2024. The recommendation is \$1,369,669,000 less than the budget request and \$3,239,000 less than the fiscal year 2023 enacted level. This amount is in addition to the \$13,200,000,000 in advance appropriations in the IIJA for fiscal year 2024. The following table summarizes the Committee's recommendations and total budgetary resources for fiscal year 2024:

Program	General Fund Advance Appropriations in IIJA	Committee recommendation	Grand total
Safety and Operations		\$267,779,000	\$267,779,000
Railroad Research and Development		59,000,000	59,000,000
Northeast Corridor Grants to the National Railroad Passenger Corporation	\$1,200,000,000	1,141,442,000	2,341,442,000
National Network Grants to the National Railroad Passenger Corporation	3,200,000,000	1,313,033,000	4,513,033,000
Consolidated Rail Infrastructure and Safety Improvements	1,000,000,000	572,861,000	1,572,861,000
Federal-State Partnership for Intercity Passenger Rail Grants	7,200,000,000	100,000,000	7,300,000,000
Railroad Crossing Elimination Program	600,000,000		600,000,000
Grand Total	13,200,000,000	3,400,789,000	16,600,789,000

SAFETY AND OPERATIONS

Appropriations, 2023	\$250,449,000
Budget estimate, 2024	273,458,000
Committee recommendation	267,779,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recognizes the importance of taking a holistic approach to improving railroad safety and supports a comprehensive strategy of data-driven regulatory and inspection efforts, proactive approaches to identify and mitigate risks, and strategic capital investments in order to improve safety. The Committee recommends \$267,799,000 for Safety and Operations for fiscal year 2024, which is \$5,679,000 less than the budget request and \$17,330,000 more than the fiscal year 2023 enacted level. The funding provided, with carryover balances, is sufficient to fund safety positions as requested.

Inspector Workforce.—The Committee is strongly concerned with the current level of safety inspectors. In fiscal year 2021 and 2022, the inspector workforce fell to 343 positions, despite available resources for up to 370 positions. The Committee directs the FRA to increase staffing for this critical safety workforce, which should be the top staffing priority of the agency at this time.

Automated Track Inspection Program [ATIP].—The Committee recommendation includes no less than \$17,000,000 for ATIP to support the FRA's fleet of advanced inspection vehicles that compliment FRA's field inspectors, to validate the railroads inspection programs and advance research priorities. The FRA shall continue to prioritize the inspection of routes transporting passengers and hazardous materials.

System Safety.—The Committee recognizes that continued investments in critical freight and passenger rail infrastructure programs will make our rails, railcars, and trains safer and urges the FRA to continue prioritizing investments in safety and maintenance standardization across the industry. It is valuable to leverage FRA or third party testing to ensure standards are being created and adhered to in order to maximize the efficiency of infrastructure and protect commerce. These safety and maintenance standards will ensure the development of technologies designed to verify the functional performance of complex onboard and wayside electronic systems such as, but not limited to: positive train control [PTC], automated train control, passenger door control, train communications, computer based train control, propulsion systems, power distribution, braking systems, land mobile radio testing, train environmental control, and railcar signs. This will also aid in the reduction of a carbon footprint and other environmental challenges. The Committee recognizes the importance of deploying these technologies and acknowledges investments made in such technologies and maintenance depot facilities across the country. The Com-

mittee urges the FRA to continue working with industry to develop standardized performance verification, test, diagnostics, and repair for such systems as well as new technology to tackle the state of good repair backlog.

Blocked Crossings.—The Committee urges the FRA to require States receiving funding through the state participation grant program to require first responders to report verified blocked crossing incidents to the FRA blocked crossing portal. The Committee directs the FRA to continue working with stakeholders to identify the root causes of blocked crossing incidents and to identify meaningful solutions to prevent future occurrences.

The Committee directs the FRA to include in the next annual public report required under section 22404(j) of Public Law 117–58 potential solutions and best practices to improve safety, mobility, and emergency response capabilities at highway-rail crossings. Recognizing that both railroad operational practices and local circumstances lead to the occurrence of blocked crossings, the report will be informed by FRA’s outreach to stakeholders, including railroads, communities, first responders, labor, and state and local authorities. The report should include: (1) best practices for engaging the railroad with the public, labor, police, highway officials and other stakeholders; (2) how current and future technology can be used to identify impacted high risk or 911-critical locations; (3) what role train length plays in blocked crossings; (4) how to mitigate impacts from crossing blockage; (5) how to improve mobility for both pedestrians and motorists; (6) how to improve community level emergency response capabilities; (7) how to identify crossing blockage or other mobility constraints at passive crossings that are not a part of the national PTC environment; and (8) how to incorporate data from the FRA crossing blockage reporting website, or other data sources to ensure effective emergency and response plans.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2023	\$44,000,000
Budget estimate, 2024	59,000,000
Committee recommendation	59,000,000

PROGRAM DESCRIPTION

The railroad research and development program provides science and technology support for the FRA’s rail safety rulemaking and enforcement efforts. It also supports technological advances in conventional and high-speed railroads, as well as evaluations of the role of railroads in the Nation’s transportation system.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$59,000,000 for railroad research and development as authorized by section 22102 of the IJA, which is equal to the budget request and \$15,000,000 more than the fiscal year 2023 enacted level.

Rolling Stock Equipment and Components [RSEC] Maintenance and Inspection.—The recommendation includes no less than \$5,000,000 to support RSEC research in order to evaluate, test, and demonstrate the effectiveness and efficiency of automated inspec-

tion and maintenance equipment and procedures. The FRA shall conduct an evaluation of existing wayside automated inspection/defect detector technologies to assess manufacturer performance, recommended practices, industry-developed voluntary consensus technical standards, and railroad safety data. The agency shall also conduct an assessment of existing operational alert thresholds, trending algorithms, and response protocols to determine the appropriate metrics and conditions upon which wayside defect detector systems identify unsafe equipment or operations in real-time, including standards relating to maintenance, testing, inspection, installation, and use of the wayside defect detector systems. This investment will inform and verify the capabilities and limitations of existing technologies in order to establish standards for commercially available systems. Ensuring the reliability of these automated technologies and the integrity of the operational parameters of their use on the general railroad system will help to predict and prevent future failures, improve rolling stock capabilities and performance, and increase overall railroad safety.

RSEC Train Handling and Operating Practices.—The Committee directs the FRA to provide a report to the House and Senate Committees on Appropriations on the findings and recommendations from the very long trains study. This research will provide an assessment of emerging long train operational safety, including train handling on crew efficiency and fatigue. By analyzing the industry trends for longer trains and the impact of train makeup, handling, and operations, the FRA can conduct the necessary analytical and technical basis to develop equipment safety standards for brake systems and associated bearing lubrication and their impact on wheel performance. The Committee expects this research and the subsequent safety standards to reduce the likelihood of derailments from equipment failures, as well as foster the development of wayside and onboard technologies that can provide continuous component health monitoring.

Short Line Safety Institute [SLSI].—The Committee remains supportive of the FRA's efforts, in partnership with short line and regional railroads, to build a stronger, more sustainable safety culture in this segment of the rail industry and includes \$2,500,000 to fund the SLSI and its mission, including continued efforts to improve the safe transportation of crude oil, other hazardous materials, freight, and passenger rail.

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

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

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

FEDERAL–STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANTS

Appropriations, 2023	\$100,000,000
Budget estimate, 2024	560,000,000
Committee recommendation	100,000,000

PROGRAM DESCRIPTION

The federal-state partnership for state of good repair grant program provides support for capital projects that reduce the state of good repair backlog with respect to qualified railroad assets, as authorized under 49 U.S.C. 24911.

COMMITTEE RECOMMENDATION

The Committee recommends \$100,000,000 for the federal-state partnership for state of good repair grants program [SOGR], which is equal to fiscal year 2023 and \$460,000,000 less than the budget request. This amount is in addition to the \$7,200,000,000 in advance appropriations in the IIJA.

Regional Rail Planning.—Of the funds provided under this heading in this act and in Public Law 117–58 for fiscal year 2024, the Committee directs the Secretary to exercise the authorities under 49 U.S.C. 24911(k) to withhold 5 percent of the total amounts made available to carry out planning and development activities related to the corridor identification and development program authorized under 49 U.S.C. 25101. This funding maybe used to provide assistance to public entities for the development of service development plans; facilitating and providing guidance for intercity passenger rail systems planning; and funding for the development and refinement of intercity passenger rail systems planning analytical tools and models.

NEC Project Dashboards.—The Committee directs the Northeast Corridor Commission to make publicly available on the agency’s

website a dashboard for each Northeast Corridor project that receives funding under this heading that summarizes key performance indicators and associated project timelines. The dashboard for each project shall include the amount of funding awarded, steps needed to complete the project, estimated time left until completion of the project, and the amount and status of matching contributions for the project award. These dashboards should be used to support all aspects of a project from planning through post construction and can include both manual and automated systems.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS
GRANTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$535,000,000
Budget estimate, 2024	510,000,000
Committee recommendation	572,861,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$572,861,000 for the CRISI program, which is \$62,861,000 more than the budget request and \$37,861,000 more than the fiscal year 2023 enacted level. This amount is in addition to the \$1,000,000,000 in advance appropriations made available in the IIJA. Within the amounts made available in this act, the recommendation includes \$72,861,000 to accommodate CDS for eligible projects. The Committee directs the FRA to provide funding for those projects listed in the table at the end of this report in the corresponding amounts. The Committee further directs that the specific funding allocated in the table at the end of this report shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans.

Railroad Workforce Development Program.—The Committee directs that not less than \$5,000,000 of the funds made available under this heading be directed to develop and execute workforce development, training, and apprenticeship programs. With the in-

vestments in the IIJA to bring the Nation’s rail network into a state of good repair, this funding will help to support the workforce necessary to effectively execute these projects.

THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2023	\$2,453,000,000
Budget estimate, 2024	3,068,000,000
Committee recommendation	2,454,475,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$2,454,475,000 for Amtrak, which is \$613,525,000 less than the budget request and \$1,475,000 more than the fiscal year 2023 enacted level. The amount is in addition to the \$4,400,000,000 in advance appropriations made available in the IIJA, which is limited to only capital projects to address the state of good repair backlog.

Charter Trains and Private Cars.—The Committee continues to applaud Amtrak’s efforts to make itself financially more sustainable through a business-like approach to its operations. Amtrak is directed to once again report on the impact of its policies to charter trains and private trains in the fiscal year 2025 budget request, and to include the amounts and percentages by which revenues and usage declined, including separate figures for charter trains run with Amtrak-owned and with privately-owned cars. Amtrak should also continue to update the list of eligible locations for private car moves and continue to evaluate such locations going forward. Amtrak should continue to strive to improve public outreach and offer its stakeholders an opportunity to comment on policies that affect services prior to finalizing any such decisions.

Amtrak Station Agents.—Amtrak is required to provide station agents, which included either Amtrak ticket agents or caretakers, at all Amtrak stations that had a ticket agent position eliminated in fiscal year 2018. Amtrak is again directed to communicate and collaborate with local partners and take into consideration the unique needs of each community, including impacts to local jobs, when making decisions related to the staffing of Amtrak stations.

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

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

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION

The Committee recommends \$1,141,442,000 for northeast corridor grants to Amtrak. The funding level provided includes \$5,000,000 for the Northeast Corridor Commission established under 49 U.S.C. 24905 which is in addition to the \$5,000,000 in advance appropriations made available for the northeast corridor commission in the IIJA.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER
CORPORATION

The Committee recommends \$1,313,033,000 for national network grants to Amtrak. The funding level provided includes \$3,000,000 for use of the State-Supported Route Committee established in the FAST Act (Public Law 114–94), which is in addition to the \$3,000,000 made available in advance appropriations in the IIJA.

National Network Services.—Amtrak’s long-distance routes provide much needed transportation access in hundreds of communities and for rural areas where mobility options are limited. Equally important are routes that provide service to rural areas from urban areas along the northeast corridor. The Senate has previously expressed a sense of Congress that long-distance passenger routes should be sustained to ensure connectivity for the millions of riders that support 325 communities in 40 States that rely on this service. The Committee does not support proposals that will inevitably lead to long-term or permanent service cuts or segmentation of routes, which will lead to less service for rural communities.

Corridor and Identification and Development Program [CIDP].—Pursuant to 49 U.S.C. 25101, the FRA established the CIDP in May 2023 to facilitate the development of intercity passenger rail corridors across the Nation, including passenger rail services as defined under 49 U.S.C. 26106(b)(4). Eligible entities include Amtrak, States, groups of States, entities implementing interstate compacts, regional passenger rail authorities, regional planning organizations, political subdivisions of a State, Federally recognized Indian Tribes, and other public entities as determined by the Secretary. Once corridors are selected, the Secretary shall partner with eligible entities that submitted each proposal, relevant States, and Amtrak, as appropriate, to prepare a service development plan to help advance the implementation of the intercity passenger rail service. To facilitate this effort, the Committee recommendation includes up to \$60,000,000 for Amtrak to carryout activities for corridors selected under CIDP, as authorized by section 22101(h) of Public Law 117–58.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION
 (INCLUDING RESCISSIONS)
 (INCLUDING TRANSFER OF FUNDS)

Section 150 prohibits the use of funds made available by this act by Amtrak in contravention of the Worker Adjustment and Retraining Notification Act.

Section 151 allows the FRA to transfer certain amounts made available in this and prior acts to the financial assistance oversight and technical assistance account to support the award, administration, project management oversight, and technical assistance of grants administered by the FRA, with an exception.

Section 152 makes certain rescissions of funds.

Section 153 limits overtime payments to employees at Amtrak to \$35,000 per employee. However, Amtrak’s President may waive this restriction for specific employees for safety or operational efficiency reasons.

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

FEDERAL TRANSIT ADMINISTRATION
 PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of \$16,865,161,000 is provided for FTA programs in fiscal year 2024. The recommendation is \$162,839,000 less than the budget request and \$103,298,000 less than the fiscal year 2023 enacted level. This amount is in addition to the \$4,250,000,000 in advance appropriations in the IJA for fiscal year 2024.

	General fund	Highway trust fund	Advance Appropriations	Total
Appropriations, 2023	\$3,334,459,000	\$13,634,000,000	\$4,250,000,000	\$21,218,459,000
Budget estimate, 2024	3,038,000,000	13,990,000,000	4,250,000,000	21,278,000,000
Committee recommendation	2,875,161,000	13,990,000,000	4,250,000,000	21,115,161,000

SUMMARY OF FUNDING FOR FTA

Program	Contract Authority in IJA	General Fund Advanced Appropriation in IJA	General Fund Appropriation or Repurposed Funding in this act	Grand Total
Transit Oriented Development	\$13,782,778			\$13,782,778
Planning Programs	193,426,905		\$1,975,409	195,402,314
Urbanized Area Formula Grants	6,712,987,840			6,712,987,840
<i>Ferry Boats</i>			20,000,000	20,000,000
Enhanced Mobility of Seniors and Individuals with Disabilities	388,899,052	\$250,000,000	40,536,306	679,435,358
Pilot Program for Enhanced Mobility ...	4,823,972			4,823,972
Formula Grants for Rural Areas	916,907,591		8,196,037	925,103,628
Public Transportation Innovation	38,591,779			38,591,779
Technical Assistance and Workforce Development	12,404,500			12,404,500
Bus Testing Facilities	5,237,739			5,237,739
National Transit Database	5,513,111			5,513,111
State of Good Repair Grants	3,680,934,484	4,750,000,000		8,430,934,484
Buses and Bus Facilities Grants	1,101,234,651		161,863,444	1,263,098,095
<i>Low or No Emission Grants</i>		5,250,000,000	50,009,000	5,300,009,000
Growing States and High Density States	776,277,698			776,277,698
Administrative Expenses	138,977,900			138,977,900
Capital Infrastructure Grants		1,600,000,000	2,450,000,000	4,050,000,000
All Stations Accessibility Program		350,000,000		350,000,000
Electric or Low-Emitting Ferry Program		50,000,000		50,000,000
Ferry Service for Rural Communities ...		200,000,000	23,014,000	223,014,000
Areas of Persistent Poverty			45,187,599	45,187,599
Accelerating Zero Emission Implementation			5,000,000	5,000,000
Bus Testing Facilities			2,000,000	2,000,000
Congressionally Directed Spending			82,247,000	82,247,000
WMATA			150,000,000	150,000,000
TOTAL	13,990,000,000	12,450,000,000	2,957,781,795	29,397,781,795

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

	Obligation limitation (trust fund)
Appropriations, 2023	\$13,634,000,000
Budget estimate, 2024	13,990,000,000
Committee recommendation	13,990,000,000

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

The Committee recommends limiting obligations and the liquidation of contract authorizations in the transit formula and bus grants account in fiscal year 2024 to \$13,990,000,000. The recommendation is equal to the budget request and \$356,000,000 more than the fiscal year 2023 enacted level. The level of funding provided supports the increased staffing resources as requested for a total of 819 FTP. However, the additional positions should be more focused on regional staffing increases to address workload demands and directs no less than 10 of the proposed positions in headquarters to be allocated to regional offices with high demand, such as region 9 and 10.

TRANSIT INFRASTRUCTURE GRANTS

Appropriations, 2023	\$541,959,324
Budget estimate, 2024	
Committee recommendation	268,261,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$268,261,000 in transit infrastructure grants to remain available until expended, which is \$273,698,324 less than fiscal year 2023 enacted level and \$268,261,000 more than the budget request. An additional \$179,790,000 is repurposed from prior year activities for similar activities under currently authorized programs for a total of \$448,051,000. Of the funds provided: (1) \$80,000,000 is available for buses and bus facilities grants authorized under 49 U.S.C. 5339, and \$81,863,000 in repurposed funding for a total of \$161,863,000 in additional budgetary authority for fiscal year 2024; (2) \$46,000,000 is available for low or no emission grants authorized under 49 U.S.C. 5339(c), and \$4,009,000 in repurposed funding for a total of \$50,009,000 in additional budget authority for fiscal year 2024; (3) \$20,000,000 is provided for ferry boat grant grants authorized under 49 U.S.C. 5307(h); (4) \$2,000,000 is available for bus testing facilities authorized under section 5318 of such title; (5) \$10,000,000 is available for accelerating innovating mobility demonstration projects authorized under 49 U.S.C. 5312; (6) \$45,187,000 in repurposed funding provided for areas of persistent poverty; (7) \$5,000,000 is available for accelerating zero emission

buses as authorized under 49 U.S.C. 5312; (8) \$82,247,000 is provided for CDS; and (9) \$23,014,000 is provided for rural ferry boat grants under section 71103 of Public Law 117–58. The Committee further directs that the specific funding allocated for CDS in the table at the end of this report shall not diminish or prejudice the application of a specific project or geographic region to receive other discretionary grants or loans. The Committee recommendation includes funding from the general fund, and the funding is not subject to any limitation on obligations.

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

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

Critical Components.—The Committee encourages the FTA to work with the Made in America Office within OMB to utilize all available authorities to ensure critical components of ferry vessels acquired with FTA funds are not excluded as a result of 49 U.S.C. 5232(j). Critical components include items vital to reliability, safety, and performance such as propulsion systems.

TECHNICAL ASSISTANCE AND TRAINING

Appropriations, 2023	\$7,500,000
Budget estimate, 2024	8,000,000
Committee recommendation	7,500,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$7,500,000 for technical assistance and training, which is \$500,000 less than the budget request and equal to the fiscal year 2023 enacted level. The Committee recognizes the need among transit providers serving small cities, rural areas, and disadvantaged communities for technical assistance to help them take advantage of new technologies, including ride-hailing applications, autonomous shuttles, and micro-tran-

sit innovations that are transforming how Americans use public transportation. This funding will provide rural and small city transit operators with hands-on technical assistance that will facilitate the adoption of these new tools.

Cooperative Agreements.—The Committee includes \$1,500,000 for a cooperative agreement with a technical assistance center to assist small urban, rural, and Tribal public transit recipients and planning organizations with applied innovation and capacity building that helps these grantees and sub-recipients successfully incorporate more low- and zero-emission transit vehicles in their fleets, develop effective post-pandemic transit service strategies and configurations, establish responsive and equitable forms of transit in historically underserved areas, and assisting rural and urban areas with changing mode-share strategies, particularly with respect to changing patterns of urban growth and transit need as indicated by the 2020 decennial census. The Committee recommendation also includes \$2,500,000 for a cooperative agreement to a national non-profit organization with a demonstrated capacity to develop and provide workforce development and standards based training in maintenance and operations within the public transportation industry.

CAPITAL INVESTMENT GRANTS

Appropriations, 2023	\$2,210,000,000
Budget estimate, 2024	2,850,000,000
Committee recommendation	2,450,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$2,450,000,000 for capital investment grants, which is \$240,000,000 more than the fiscal year 2023 enacted level, and \$400,000,000 less than the budget request.

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

Full Funding Grant Agreements [FFGAs].—Section 5309(k) of title 49, United States Code, requires that the FTA notify the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, Housing, and Urban Affairs, 30 days before executing a FFGA. In its notification to the House and Senate Committees on Appropriations, the Committee directs the FTA to submit the following information: (1) a copy of the proposed

FFGA; (2) the total and annual Federal appropriations required for the project; (3) the yearly and total Federal appropriations that can be planned or anticipated for existing FFGAs for each fiscal year through 2025; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization, by individual project; (5) a financial analysis of the project’s cost and sponsor’s ability to finance the project, which shall be conducted by an independent examiner and which shall include an assessment of the capital cost estimate and finance plan; (6) the source and security of all public and private sector financing; (7) the project’s operating plan, which enumerates the project’s future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

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

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

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

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

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

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY

Appropriations, 2023	\$150,000,000
Budget estimate, 2024	150,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

This appropriation provides assistance to the Washington Metropolitan Area Transit Authority [WMATA] for capital investment and asset rehabilitation as authorized by section 601 of division of

the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432) and section 30019 of the IIJA.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$150,000,000 for grants to WMATA for capital and preventive maintenance expenses, including pressing safety-related investments, which is equal to the budget request and the fiscal year 2023 enacted level. These grants are in addition to the Federal formula and competitive grant funding WMATA receives, as well as the funding local jurisdictions. This funding will support WMATA in addressing ongoing safety deficiencies and improve the reliability of service throughout the Metrorail system. Safety must continue to be a top priority. This prioritization means working to establish and build a culture of safety throughout the organization, including a culture that fosters rigorous adherence to safety rules and procedures as a matter of routine. WMATA must also continue to improve its relationship with the Washington Metropolitan Safety Commission, including improving communication and transparency that supports the resolution of issues and disagreements in a timely fashion.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

(INCLUDING RESCISSION)

(INCLUDING TRANSFER OF FUNDS)

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

Section 161 allows funds provided in this act for fixed-guideway capital investment projects that remain unobligated by September 30, 2027 to be available for projects to use the funds for the purposes for which they were originally provided.

Section 162 allows funds appropriated before October 1, 2023, that remain available for expenditure to be transferred to the most recent appropriation heading.

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

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

Section 165 rescinds certain amounts.

Section 166 repurposes funding for currently authorized programs.

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

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

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

PROGRAM DESCRIPTION

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

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2023	\$38,500,000
Budget estimate, 2024	40,288,000
Committee recommendation	40,288,000

PROGRAM DESCRIPTION

The Harbor Maintenance Trust Fund [HMTF] was established by the Water Resources Development Act of 1986 (Public Law 99-662). Since 1987, the HMTF has supported the operations and maintenance of commercial harbor projects maintained by the Federal Government. Appropriations from the HMTF and revenues from non-Federal sources finance the operation and maintenance of those portions of the Seaway for which the GLS is responsible.

COMMITTEE RECOMMENDATION

The Committee recommends \$40,288,000 for the operations, maintenance, and capital infrastructure activities of the GLS, of which not less than \$16,300,000 is provided for the seaway infrastructure program. This amount is equal to the budget request and \$1,788,000 more than the fiscal year 2023 enacted level.

Seaway Infrastructure Program.—The GLS has obligated \$209,000,000 for a total of 62 maintenance and capital infrastructure projects between fiscal years 2009 and 2022 in the seaway infrastructure program. These investments sustain the safe, reliable, and efficient operations of the Seaway and support future growth. The seaway infrastructure program ensures that aging machinery, equipment, and parts are rehabilitated or replaced; buildings for employees and the public, grounds, and utilities are sufficiently maintained; and commercial trade can continue to move on the Seaway safely. The Committee directs the GLS to continue to submit an annual report to the House and Senate Committees on Appropriations, not later than 90 days after enactment of this act, summarizing the activities of the seaway infrastructure program during the immediate preceding fiscal year.

MARITIME ADMINISTRATION

PROGRAM DESCRIPTION

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

MARITIME SECURITY PROGRAM

Appropriations, 2023 ¹	\$318,000,000
Budget estimate, 2024	318,000,000
Committee recommendation	318,000,000

¹Includes \$318,000,000 in new budget authority and a rescission of \$55,000,000 from prior year appropriations.

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$318,000,000 for the MSP. This amount is equal to the budget request and the fiscal year 2023 enacted level.

CABLE SECURITY FLEET

Appropriations, 2023	\$10,000,000
Budget estimate, 2024	10,000,000
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

Section 3521 of the National Defense Authorization Act for Fiscal Year 2020 (Public Law 116-92) authorized the cable security fleet program to establish and maintain a fleet of United States-documented cable vessels to meet the National security requirements of the United States. The cable security fleet program provides pay-

ments to U.S. flagship commercial vessel operators that provide cable services upon the request of the United States.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$10,000,000 for the cable security fleet program. This amount is \$10,000,000 more than the budget request and equal to the fiscal year 2023 enacted level.

TANKER SECURITY FLEET

Appropriations, 2023	\$60,000,000
Budget estimate, 2024	60,000,000
Committee recommendation	120,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$120,000,000 for the tanker security fleet program. This amount is \$60,000,000 more than the budget request and the fiscal year 2023 enacted level, and equal to the increased authorization level in Public Law 117–263.

OPERATIONS AND TRAINING

Appropriations, 2023	\$213,181,000
Budget estimate, 2024	289,773,000
Committee recommendation	283,546,000

PROGRAM DESCRIPTION

The operations and training appropriation primarily funds the salaries and expenses for MARAD headquarters and regional staff for all MARAD programs. The account also includes funding for the USMMA, port and intermodal development, cargo preference, international trade relations, deep-water port licensing, maritime environmental and technical assistance, the United States marine highway program, and administrative support costs.

COMMITTEE RECOMMENDATION

The Committee recommends \$283,546,000 for operations and training. This amount is \$6,227,000 less than the budget request and \$70,365,000 more than the fiscal year 2023 enacted level. The amounts provided for MARAD headquarters operations are sufficient to accommodate the adjustments to base and the request for

additional headquarters operations staff as proposed in the budget is not approved at this time. The following table provides funding levels for activities within this account:

	2024 Request	2024 Recommendation
USMMA Operations	\$103,500,000	\$103,500,000
USMMA Facilities Maintenance and Repair, Equipment	22,000,000	22,000,000
USMMA Capital Improvement Program [CIP]	70,000,000	70,000,000
Maritime Environmental and Technical Assistance Program [META]	8,500,000	7,500,000
United States Marine Highways Program	11,000,000	10,000,000
MARAD Headquarters Operations	74,773,000	70,546,000
Total	289,773,000	283,546,000

Reprogramming.—The Committee notes that the non-budgetary organizational realignment reprogramming request for a new Office of Policy and Strategic Engagement and the Office for Maritime Industry Support was approved in the Consolidated Appropriations Act of 2021 (Public Law 116–260), but has not been implemented and remains under review by Department leadership. Within 30 days of enactment of this act, MARAD shall provide an update in writing to the House and Senate Committees on Appropriations on the status of the review and realignment. Should the review result in MARAD not completing the realignment as previously approved or other organizational changes within the MARAD headquarters operations program activity, MARAD is required to request a reversal of the previously approved action from the House and Senate Committees on Appropriations under the requirements of section 405 of this act.

Accountability.—The Committee is concerned by MARAD and DOT’s inconsistent management of and compliance with reporting requirements in both appropriations and authorization acts, as well as the agency’s failure to respond promptly to congressional inquiries. Reporting requirements mandated by Congress are motivated by the desire to help improve operations and programs within MARAD and provide transparency in planning and execution of critical activities. Continued areas of Committee oversight include:

(1) Staffing levels and vacancy rates to ensure the ability of headquarters to execute its mission and the USMMA’s ability to manage facility maintenance and capital infrastructure projects;

(2) Short and long-term maintenance and repair backlog and capital infrastructure needs of the USMMA in order to provide students with safe and suitable academic and dormitory facilities;

(3) Rates of sexual assault and sexual harassment [SASH] at the USMMA both on campus and at sea to understand the nature of incidents that occur, those that are reported, and the ability of senior leadership to create a culture of safety for students;

(4) Level of carrier enrollment and compliance with Every Mariner Builds a Respectful Culture [EMBARC] policies; and

(5) Actions the Department and agency are undertaking to address the recommendations of the National Academy of Public Administration [NAPA], whose findings and recommendations in the November 2021 report titled “Organizational Assessment of the U.S. Merchant Marine Academy: A Path Forward” are intended to “address longstanding issues that put the safety and health of the midshipmen and the entire USMMA community in peril”.

Each of these categories are discussed in more detail below in order to remind the agency of its requirements and the purpose behind the requests for information. It is unfortunate that Congress must again delineate these concerns in such detail, but for the sake of abundant clarity, the Committee believes it is necessary to reiterate MARAD's requirements, the deadline for which such information should have been submitted, and the sustained desire for this information to be provided in order to work with MARAD to overcome decades of "fundamental weaknesses in internal and external governance systems and processes that endanger the USMMA's ability to fulfill its mission today and into the future," as identified by NAPA. The Committee is fully supportive of MARAD and the USMMA's mission. Fulfilling that mission requires a clear understanding of the needs of the agency and the Academy, having assurances of effective oversight and management of the limited resources, and a vision and comprehensive plan for timely execution.

Staffing.—The Committee continues to direct MARAD to provide the House and Senate Committees on Appropriations with quarterly staffing updates, including on hiring and separations, by program office for all positions funded by this act in the MARAD headquarters operations and USMMA operations PPA. The Committee received a hiring and separations table in May 2023, the first one submitted in over 1 year, and it lacked critical detail. Subsequent and clarifying questions from the Committee remain unanswered.

MARAD's Oversight of the USMMA.—The Committee supports the increase in funding for USMMA academy operations and the capital asset management program as requested in the budget. The Committee notes this is the first budget request since fiscal year 2019 that includes funding for the capital improvement program [CIP] and encourages DOT and MARAD to continue to advocate for the desperately needed investments in the USMMA infrastructure. The increase in funding for the USMMA will support mandatory labor cost increases, staffing of the Office of Sexual Assault Prevention and Response, essential capital improvements, and maintenance and repair activities. The Committee acknowledges the Department and MARAD are making efforts to strengthen oversight of the USMMA, and directs DOT and MARAD to continue to prioritize implementing SASH prevention and response policies and procedures, addressing long-standing maintenance and repair needs of campus infrastructure, and effectively managing campus capital improvement project planning and execution.

USMMA Facility Maintenance.—The Committee's recommendation includes \$22,000,000 for USMMA facilities maintenance and repair, and equipment, which is equal to the budget request. The Committee notes that the USMMA and MARAD recently executed a comprehensive facilities and systems maintenance contract for the USMMA and appreciates MARAD's completion of the fiscal year 2023 joint explanatory statement directive to provide a briefing to the House and Senate Committees on Appropriations on such contract. The Committee expects the contract to result in efficient and timely routine maintenance of the USMMA campus. In addition, the Committee reminds MARAD of the incomplete directive required by the fiscal year 2023 joint explanatory statement to maintain a list of the status of all essential and recurring mainte-

nance and repair needs and activities, annual estimates of the resources needed to replace and rehabilitate major operating systems that are not anticipated to be recapitalized under projects within the CIP, the date by which such activities should be completed, and the date by which they were completed. The Committee continues this directive for fiscal year 2024. The first list and accompanying briefing was due by March 31, 2023 and has not been received. Moving forward, these briefings may be held in conjunction with the required quarterly CIP briefings.

USMMA Capital Improvements.—The Committee’s recommendation includes \$70,000,000 for the USMMA’s CIP, which combined with the \$39,563,546 in available unobligated prior year funding will provide a total of \$109,563,546 for CIP projects in fiscal year 2024. The Committee appreciates MARAD’s submission of the required fiscal year 2022 capital improvement plan in January 2023 and recognizes the new sense of urgency among senior leadership to make progress on CIP projects. An up-to-date annual CIP report is critical to providing safe learning and living environments for students, and for utilizing the resources provided for the USMMA CIP under this heading in this and prior fiscal years. However, the Committee continues to be deeply concerned by the state of the USMMA’s facilities, which has a direct impact on the quality of the education provided to students and the ability to attract new entrants to serve as future leaders in the United States Merchant Marine. At the time of the submission of the 2022 CIP report, the USMMA had sufficient unobligated balances to address all near-term active projects identified in the plan, which includes samuels hall renovation, lower roosevelt field, gate access controls upgrades, fulton/gibbs complex renovation, crowninshield pier demolition, and mallory pier breakwater upgrades. The additional capital funding provided by the Committee in fiscal year 2024 will support work on long-term projects identified in the 2022 CIP report, such as repair and replacement of the storm water management system and seawall. With both funding and a current CIP plan already in-hand, it is unacceptable for DOT, MARAD, and the USMMA to not complete identified and planned near-term CIP projects. For example, renovation work on Samuels Hall, the first of four academic buildings to be renovated, began in September 2020 and remains incomplete. The Committee reiterates the expectation that MARAD complete capital improvement projects on an annual basis. With the upcoming Accreditation Board for Engineering and Technology review of the USMMA’s Marine Engineering Systems and Marine Engineering and Shipyard Management degree programs in the fall of 2023 and the Middle States Commission on Higher Education review of the institutional accreditation in the spring of 2025, DOT, MARAD, and the USMMA shall ensure the facilities provide suitable and safe learning environments to maintain accreditation of the school and its programs. Further, the Committee expects MARAD to make a decision immediately on how to address the cressy pier and prosser boathouse and directs MARAD to notify the Committee once such a decision is made.

The Committee continues to direct MARAD to expand and improve the capacity of USMMA staff in order to facilitate the proper management and oversight of CIP projects. The Committee also

continues to direct the Department to use design-build contracts in order to expedite the renovation of academic facilities and related infrastructure in fiscal year 2024.

Further, the USMMA, MARAD, and the Department shall continue to provide quarterly briefings to the House and Senate Committees on Appropriations on the status of all short- and long-term capital improvement projects and continue to provide the annual report in the same manner and context as in previous fiscal years. Future CIP briefings and reports shall also identify the long-term goals and sequencing of dormitory building renovations or replacements, including project budget estimates, so that the Committee can properly evaluate appropriation needs and renovations can be conducted on an annual basis. The last dorm renovation was completed in 2014 and new capital needs have arisen since then. The Committee expects MARAD to prepare for the next round of dormitory renovations to provide safe and modern living conditions for students. The Committee appreciates MARAD making the annual CIP report publicly available on its website and strongly encourages the USMMA to maintain on its website current information on CIP project updates and any major repair activities to expand the availability of this information to students and external stakeholders, such as the alumni foundation which also provides support to USMMA projects. The USMMA's facilities campus construction updates web page has not been updated since February 2020.

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

In March 2023, MARAD submitted a combined annual report to Congress on SASH at the USMMA for academic years 2019 through the first half of the 2022–2023 academic year. The reporting of timely SASH data is critical, and the Committee directs MARAD to ensure future reports meet statutory deadlines. According to the March 2023 report, between 2019 and December 2022, there were 26 reported cases of sexual assault and 35 reported cases of sexual harassment, gender-based harassment, relationship violence, and stalking. The Committee acknowledges MARAD and the USMMA have made meaningful steps in improving safety for USMMA midshipmen and supporting a culture of accountability through the EMBARC program; enhancing sea year policies and procedures; establishing concurrent jurisdiction with the State of New York; establishing and staffing the MARAD Office of Cadet Training At-Sea Safety; and strengthening and staffing the USMMA Office of Sexual Assault Prevention and Response. The Committee expects MARAD to continue to work to prevent cases of SASH both on the USMMA campus and at sea, strengthen internal policies, and submit required SASH reports on time. The Committee also reminds MARAD of the incomplete directive in the fiscal year 2023 joint explanatory statement for the USMMA and MARAD to update the House and Senate Committees on Appropriations within 60 days of enactment on its progress to fully staff

the Sexual Assault Prevention and Response Office at the USMMA and the EMBARC Office at MARAD. This update was due on February 27, 2023 and has not been received.

The EMBARC program, which improves upon the previous shipboard climate compliance team [SCCT] for sea-year training, continues to have too few commercial carriers enrolled. As of June 2023, only 16 carriers were enrolled in EMBARC compared to the 41 carriers that were enrolled under the previous SCCT. MARAD is directed to continue to engage with U.S. commercial vessel operators on EMBARC SASH prevention standards in order to enroll additional vessel operators in the sea year program and address impediments to participation. Further, the Committee reminds MARAD of the incomplete directive required by the fiscal year 2023 joint explanatory statement to report to the House and Senate Committees on Appropriations quarterly in writing on the ways in which it is conducting such outreach and engagement in order to improve EMBARC program carrier enrollment. The first quarterly update was due by March 31, 2023 and has not been received. The Committee reiterates this requirement, which can also be satisfied in the quarterly USMMA CIP/maintenance and repair activities briefings to Congress. More carriers must be enrolled in the EMBARC program to ensure that students are able to receive sufficient training time to meet their licensing requirements upon graduation.

The Committee also continues to direct the Department to conduct routine assessments of the satellite phone functionality to ensure cadets serving in sea year have the means for direct 24/7 communication with the Academy.

NAPA Tracking.—In November 2021, in accordance with section 3513 of Public Law 116–92, NAPA issued a report that included 67 actionable recommendations to meet the challenges facing the USMMA. To maintain congressional oversight of progress made in addressing these recommendations, section 3515(a) of Public Law 117–263 requires the Secretary of Transportation to submit to the appropriate congressional committees reports on the status of the implementation of these recommendations, with the initial report due not later than 180 days after the date of the enactment of such Act, which was June 21, 2023. To date, the appropriate congressional committees have not received the initial report with the required elements. Within 15 days of enactment of this act, MARAD shall submit the overdue report and within 30 days the Superintendent of the USMMA, along with Administrator of MARAD and senior leadership at DOT, shall provide a briefing to the appropriate congressional committees on such report. Failure to provide this information to the Committees has a direct impact on the ability of Congress to effectively provide oversight of the USMMA. As the NAPA report importantly recognizes, “the current leaders of USMMA, MARAD, and DOT did not put USMMA in this position” and instead the challenges are the repercussions of decades of ineffective and inefficient systems, but now it is “incumbent upon the current leaders of these organizations to restore USMMA.”

Vessel Generated Underwater Noise.—MARAD shall use not less than \$1,500,000 of the funds provided under META to collect data and further investigate vessel generated underwater noise, con-

sistent with the President’s budget request. When selecting projects, the Committee directs MARAD to strongly consider projects led by regional coalitions that conduct research, mitigation, and management activities to reduce vessel-generated underwater noise on the maritime environment, including large commercial vessels impacting Endangered Species Act-listed whales.

STATE MARITIME ACADEMY OPERATIONS

Appropriations, 2023	\$120,700,000
Budget estimate, 2024	53,400,000
Committee recommendation	131,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$131,000,000 for state maritime academy operations. The bill provides the following funding levels for specific activities within this account:

	2024 Request	2024 Recommendation
Training ships	\$22,000,000	\$22,000,000
National Security Multi-Mission Vessel Program	19,200,000	91,800,000
Student incentive program	2,400,000	2,400,000
Fuel Assistance program	3,800,000	8,800,000
Direct payments for SMAs	6,000,000	6,000,000

National Security Multi-Mission Vessel [NSMV].—The Committee commends MARAD, DOT, and the vessel construction manager for the successful delivery of the first NSMV. For fiscal year 2024, the Committee includes resources for steel cost increases, SMA shore-side infrastructure improvements to support the berthing and operation of the NSMVs, and the budget request for operations & integration, as well as shore spares to support the vessel class. Consistent with fiscal year 2022 and 2023, shore-side infrastructure shall only include NSMV-specific improvements required by MARAD to safely moor the vessels and other improvements that are necessary for SMAs to receive the NSMVs. Specifically, shore-side infrastructure shall include pier construction and upgrades directly related to the mooring of the vessel, but not for general maintenance that would otherwise be necessary absent receiving an NSMV, and is inclusive of associated utility upgrades directly related to mooring and operating the vessel, including, but not limited to, electricity and steam. The Committee directs MARAD to implement a non-Federal cost share of 20 percent for shore-side infrastructure improvements. In the event that there are extenuating circumstances that an SMA is unable to meet the 20 percent non-Federal cost-share requirement, MARAD may determine whether a different non-Federal cost-share requirement is appropriate, necessary, and executable. In addition, the Committee directs MARAD

to sequence the funding distributed to SMAs for shore-side infrastructure improvements based on the vessel delivery schedule. Further, MARAD shall notify the House and Senate Committees on Appropriations prior to obligating any funds for shore-side infrastructure improvements, and such notification shall include the amount of funding provided by non-Federal sources for such infrastructure.

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

ASSISTANCE TO SMALL SHIPYARDS

Appropriations, 2023	\$20,000,000
Budget estimate, 2024	20,000,000
Committee recommendation	20,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$20,000,000 for assistance to small shipyards. This level of funding is equal to the fiscal year 2023 enacted level and the budget request. Funding for this program is intended to help small shipyards improve the efficiency of their operations by providing funding for equipment and other facility upgrades. The funding recommended by the Committee will help improve the competitiveness of our Nation's small shipyards, as well as workforce training and apprenticeships in communities dependent upon maritime transportation.

SHIP DISPOSAL

Appropriations, 2023 ¹	\$6,000,000
Budget estimate, 2024	6,021,000
Committee recommendation	6,021,000

¹ Includes \$6,000,000 in new budget authority and a rescission of \$12,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$6,021,000 for MARAD's ship disposal program. This amount is equal to the budget request and \$21,000 more than the fiscal year 2023 enacted level.

National Maritime Heritage Grants Program.—With the increasing cost of scrap steel, the Committee expects MARAD to ensure it is able to secure the highest price possible from vessels recycled through the ship disposal program. The funds received from these sales are deposited into the vessel operations revolving fund [VORF], and MARAD distributes funding from the VORF according to the authorized purposes and allocations under 54 U.S.C. 308704, including to the national maritime heritage grants program. The Committee supports the use of funding from the VORF for these grants since maritime heritage attractions are vital to local economies and provide educational and engagement opportunities.

MARITIME GUARANTEED LOAN PROGRAM (TITLE XI)

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$3,000,000
Budget estimate, 2024	3,020,000
Committee recommendation	103,020,000

PROGRAM DESCRIPTION

The maritime guaranteed loan program was established pursuant to title XI of the Merchant Marine Act of 1936 (Public Law 74–835), as amended. The program provides for a full faith and credit guarantee by the U.S. Government of debt obligations issued by: (1) U.S. or foreign shipowners for the purposes of financing or refinancing either U.S. flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; and (2) U.S. shipyards, for the purpose of financing advanced shipbuilding technology of privately owned general shipyard facilities located in the United States. Under the Federal Credit Reform Act of 1990 (Public Law 101–508), appropriations to cover the estimated costs of a project must be obtained prior to the issuance of any approvals for title XI financing.

COMMITTEE RECOMMENDATION

The Committee provides an appropriation of \$3,020,000 for administrative expenses of the maritime guaranteed loan title XI program and \$100,000,000 for subsidy. This level of funding is \$100,000,000 more than the budget request and \$100,020,000 more than the fiscal year 2023 enacted level.

Title XI Demand.—The Committee notes the growing demand among shipyards and ship operators for title XI financing and provides \$100,000,000 in subsidy funding for MARAD to make additional loan guarantees.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Appropriations, 2023	\$212,203,512
Budget estimate, 2024	230,000,000
Committee recommendation	213,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$213,000,000 for the PIDP, which is \$796,488 more than the enacted level and \$17,000,000 less than the budget request.

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

ADMINISTRATIVE PROVISION—MARITIME ADMINISTRATION

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

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

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

	General Fund Advance Appropriations in IJA	Committee recommendation	Total
Operational Expenses .....	.....	\$31,681,000	\$31,681,000
Hazardous Materials Safety .....	.....	74,556,000	74,556,000
Pipeline Safety .....	.....	226,228,000	226,228,000
Emergency Preparedness Grants (obligation limitation) .....	.....	46,825,000	46,825,000
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program	\$200,000,000	.....	200,000,000
Total	200,000,000	379,290,000	579,290,000

OPERATIONAL EXPENSES

Appropriations, 2023	\$29,936,000
Budget estimate, 2024	31,681,000
Committee recommendation	31,681,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$31,681,000 for this account, of which \$2,000,000 shall be for pipeline safety information grants to communities and \$2,500,000 shall be for emergency response grants. The Committee’s recommendation is equal to the budget request and \$1,745,000 more than the fiscal year 2023 enacted level.

Natural Gas Distribution Grant Program.—The Committee recognizes the importance of PHMSA’s natural gas distribution grant program, which will help communities replace their aging, deteriorating gas pipelines. The Committee is aware of certain rural disadvantaged communities that have had service disruptions lasting for several months, which is catastrophic for such communities. To the extent possible, PHMSA should ensure funds provided by this program are used to help such communities that apply for a grant under this program to avoid service disruptions in the future.

HAZARDOUS MATERIALS SAFETY

Appropriations, 2023	\$70,743,000
Budget estimate, 2024	80,554,000
Committee recommendation	74,556,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$74,556,000 for hazardous materials safety, which is \$5,998,000 less than the budget request and \$3,813,000 more than the fiscal year 2023 enacted level. The Committee recommendation includes \$1,000,000 for the assistance for local emergency response training [ALERT] grants. The Committee directs PHMSA to prioritize ALERT grants for training in rural areas.

Placards.—In the East Palestine train derailment, placards identifying hazardous materials carried in train cars melted in the heat, preventing first responders from identifying what chemicals they were encountering. Current PHMSA placard regulations only protect from exposure to open weather conditions, but do not require placards to be sturdy enough to survive the heat of a crash and ensuing blaze. PHMSA should conduct research, in collaboration with the railroad industry, on the temperature threshold and visibility issues to determine whether a heat survivability performance standard would enhance safety. PHMSA should also develop technology solutions, in collaboration with industry, to improve hazard communication and enhance responder awareness in in-

stances where traditional means of communication such as placards, labels, and markings are not readily visible due to accident conditions.

Real-Time Train Consist Information.—PHMSA recently issued a notice of proposed rulemaking to improve real-time train consist information notifications to help inform first responders and emergency response officials in advance of their arrival to an accident or incident. The Committee directs PHMSA to work with first responders and the railroad industry to ensure that any system implemented as a result of this rulemaking can effectively reach those responding to incidents with the necessary information.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

Appropriations, 2023	\$190,385,000
Budget estimate, 2024	228,228,000
Committee recommendation	226,228,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$226,228,000 for the OPS. The amount is \$35,843,000 more than the fiscal year 2023 enacted level and \$2,000,000 less than the budget request. Of this amount, \$93,704,000 is for operations, \$29,966,000 is for programs, \$13,000,000 is for research and development, and \$89,558,000 is for grants.

Enhanced Positive Response [EPR].—The Committee encourages PHMSA to advance broader adoption of EPR, which will allow commonly collected, enhanced information to excavators in order to improve the accuracy of information of underground pipelines to excavators to prevent pipeline damage.

Liquefied Natural Gas [LNG] COE.—The Committee directs PHMSA to continue its work to establishing the LNG COE, as authorized under section 111 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2020 [PIPES Act].

CO₂ Pipelines.—The Committee applauds the PHMSA’s efforts to improve the safety of CO₂ pipelines by proposing to update standards for such pipelines, including requirements related to emergency preparedness and response. The PHMSA also has ongoing research activities related to potential impact radius zones along CO₂ pipelines. The Committee encourages the PHMSA to also examine requiring an odorant to transport CO₂ and how CO₂ affect the integrity of existing pipelines.

National Pipeline Mapping System [NPMS].—The Committee directs PHMSA to update the NPMS data biennially, as required by statute, and incorporate high consequence areas [HCAs] into the NPMS data to help the public, first responders, and local govern-

ments better plan and prepare for potential emergencies. The PHMSA should also consider incorporating gathering pipelines into the NPMS.

Pipeline Safety Rulemaking.—PHMSA issued a notice of proposed rulemaking on the class location rule on October 14, 2020, and the comment period closed December 14, 2020. The Committee recognizes that it is important for PHMSA to obtain input from the gas pipeline advisory committee [GPAC], as required by section 115 of the PIPES Act, prior to issuing a final rule. However, the PHMSA is conducting a third-party assessment of its special permit process and the safety conditions required of operators for class location special permits, and the results of this assessments should be made available to members of the GPAC prior to holding the meeting on the class location rule. The Committee directs the PHMSA to brief the House and Senate Appropriations Committees on any delays to this assessment if the assessment is not completed within 60 days of enactment of this act.

Pipeline Leak Prevention Technology.—Pipeline leaks, particularly in HCAs and unusually sensitive areas [USAs], such as population centers, waterways, and watersheds, can cause irreparable environmental and public health damage and are incredibly costly to repair and remediate. The Committee’s recommendation includes up to \$1,000,000 from research and development for a pilot program to test and validate existing pipeline leak prevention and mitigation technologies, including technologies that can be installed around existing, gas, CO₂, and hazardous liquid pipes or installed with new pipelines to help protect HCAs and USAs.

EMERGENCY PREPAREDNESS GRANTS

(LIMITATION ON OBLIGATIONS)

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2023	\$28,318,000
Budget estimate, 2024	
Committee recommendation	46,825,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

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

ported by rail. The Committee also encourages PHMSA to train public sector emergency response personnel in communities on or near rail lines, which transport a significant volume of high-risk energy commodities or toxic inhalation hazards.

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

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2023	\$108,073,000
Budget estimate, 2024	121,001,000
Committee recommendation	116,452,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$116,452,000 for the activities of the Office of Inspector General, which is \$4,549,000 less than the budget request and \$8,379,000 more than the fiscal year 2023 enacted level. This funding level is sufficient to annualize the 15 additional FTE authorized in fiscal year 2023 for a total of 397 FTE, as well as other adjustments to base funding to sustain current services. Another 13 positions are supported through emergency designated funding for oversight of the CARES Act, division J of IIJA, and disaster relief.

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

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

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

Section 191 directs the Secretary of Transportation to work with the Secretary of Homeland Security to ensure that best practices for industrial control systems procurement are up to date and that systems procured with funds provided under this title were procured using such practices.

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION

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

Broadband Deployment Locations Map.—The Committee appreciates HUD’s recognition of the importance of broadband access to communities and individuals, but notes that the Department has yet to submit the report to the House and Senate Committees on Appropriations on broadband deployment location maps as required by the joint explanatory statement accompanying Public Law 117–328. The Committee directs the Department to submit this report no later than August 31, 2023 and to identify any responsibilities not yet fulfilled, particularly as it relates to data relating to broadband infrastructure deployment funding and coordination with other Federal entities.

Energy Codes.—The Committee urges the Department to continue working with the USDA to expeditiously issue a final determination regarding the adoption of updated minimum energy efficiency standards, as required under 42 U.S.C. 12709. The Committee notes the DOE findings that more recent model codes reduce energy use by more than 25 percent and are cost effective. If a final determination is not issued within 120 days of enactment of this act, the Department is directed to report to the House and Senate Committees on Appropriations detailing the reasons for the continued delays and estimating the lifecycle amount of taxpayer dollars wasted by continuing to use the existing standard.

Customer Experience.—The Committee recognizes that moving toward a more customer-oriented culture within Federal agencies is a continuous effort and encourages the Department to continue to improve HUD’s customer service standards and explore how to incorporate customer experience into offices’ performance targets or goals by ensuring standards include performance measures.

Connections to Other Federal, State, and Local Services.—The Committee recognizes that HUD’s mission includes “creating strong, sustainable, inclusive communities” and utilizing “housing as a platform for improving quality of life.” In furtherance of that mission, and recognizing the fact that the Department has a special position in working closely through its grantees with much of the country’s low-income population, the Committee directs HUD to provide technical assistance to increase the knowledge and capacity

of HUD grantees to connect program participants to other government services and civic engagement opportunities, where appropriate.

Buy America Requirements.—The Committee urges the Department to fully and swiftly comply with the Buy America requirements of the IIJA.

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

Appropriations Attorneys.—For fiscal year 2024, the Committee continues to fund appropriations attorneys in the Office of the Chief Financial Officer [OCFO] and directs HUD to refer all appropriations law issues to such attorneys within the OCFO. These appropriations law staff routinely provide prompt, accurate, and reliable information on various appropriations law matters, and the Committee urges the Department to ensure the office has adequate personnel and non-personnel resources to fulfill their responsibilities, including training HUD staff in funds control procedures and directives, as required by section 215 of this act.

Organizational Charts and Staffing Realignment.—The Department is directed to consult with the House and Senate Committees on Appropriations within 60 days of enactment of this act on the requirements specified under the heading “Congressional Budget Justifications” at the front of this report.

The Committee approves the following proposed reorganizations described in the fiscal year 2024 the congressional budget justification: the Office of the Chief Information Officer; the Office of Departmental Equal Employment Opportunity; the Office of Chief Financial Officer; and the Office of Housing, except for the proposals described in the congressional budget justification on page 46–5 under Office of Multifamily Housing, only the Asset Management and Portfolio Oversight proposal is approved. Regarding the Assistant CFO for Financial Management reorganization within the OCFO, the Committee directs the Department to ensure office names are sufficiently distinct and allow those within and outside the Department to easily understand the office function. For the Office of Fair Housing and Equal Opportunity, the Committee does not approve the proposed realignment of the Office of Gender-based Violence Prevention, the creation of the Office of Fair Lending, or the proposed creation of the Office of the National Fair Housing Training Academy, but other proposed reorganizations described on page 48–9 of the congressional budget justification are approved. The Committee does not approve: (1) the proposed reorganization of the Office of General Counsel [OGC], (2) the creation of a separate Office of Resident Services within the Office of Public and Indian Housing, (3) the proposed reorganization of the Office of Special Needs Assistance Programs [SNAPS] within the Office of Community Planning and Development, or (4) the consolidation of the Office of Administration, the Office of the Chief Human Capital Officer, and the Office of the Chief Procurement Officer into a single funding line. The Committee does not approve any other realign-

ments or reorganizations not expressly approved here. The Department is invited to provide additional detail on the OGC and SNAPS reorganization to the House and Senate Committees on Appropriations and to discuss other ways to improve coordination of economic opportunity, self-sufficiency and supportive service policies across all HUD rental assistance programs.

GAO Priority Recommendations.—The Committee notes that the GAO serves an important function in helping improve the efficiency and effectiveness of HUD’s programs and operations. As of May 2023, HUD had 96 open GAO recommendations. Of these, 11 are considered priority recommendations in areas including, but not limited to, disaster recovery, homelessness, information technology, lead paint hazards, and the Real Estate Assessment Center’s physical inspection process. The Committee commends HUD’s efforts to close 5 priority recommendations over the last year and for reaching a 78 percent implementation rate for GAO recommendations, which is slightly above the government-wide average of 77 percent and a substantial improvement from its June 2021 implementation rate of 56 percent. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on all priority recommendations, the steps taken in fiscal year 2023 to implement those recommendations, and what additional actions will be undertaken in fiscal year 2024 to address outstanding recommendations.

Disaster Coordination for Homeless Populations.—A recent GAO Report [GAO–23–105379] found that the Federal Emergency Management Agency [FEMA] and HUD do not regularly coordinate on issues related to disaster sheltering and housing assistance provided to homeless populations, and noted the importance of having established relationships between emergency management and homelessness stakeholders to effectively collaborate to assist the homeless population. The Committee directs the Department to work in coordination with FEMA and United States Interagency Council on Homelessness [USICH] to advance the recommendations made by GAO.

Regional Approaches to Affordable Housing.—The Committee encourages the Department to make explicit in competitions for Federal funding that regional councils, councils of government, metropolitan planning organizations, and multi-jurisdictional consortiums may apply whenever these entities are eligible applicants. Furthermore, the Committee encourages the Department to actively seek opportunities for these entities to serve as lead applicants and grantees in order to promote and expand local, State, and regional collaboration. HUD should work with entities that have experience in developing and carrying out well-coordinated, comprehensive approaches to solving multi-jurisdictional affordable housing challenges.

Pending Reports.—In the report on the status of pending congressional reports submitted to the House and Senate Committees on Appropriations on May 16, 2023, the Department proposed to combine overlapping reports, replace certain reports with briefings, and close reporting requirements that have been overcome by events. The Committee agrees to all such changes, except those on lines 332, 337, 395, 396, 397, 472, 504, 507, 516, 517, 531, 547, 559, 618,

632, 637, and 668. These reports are retained but the Department is invited to consult with the House and Senate Committees on Appropriations on replacing those reports with briefings or combining them with similar reports.

Voting-Related Activities.—The Committee directs the Secretary to brief the House and Senate Committees on Appropriations no later than 90 days after enactment of this act regarding any strategic plans developed by the Department over the three prior fiscal years outlining the ways that the Department has promoted voter registration, and voter participation.

EXECUTIVE OFFICES

Appropriations, 2023	\$18,500,000
Budget estimate, 2024	20,300,000
Committee recommendation	19,400,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$19,400,000 for this account, which is \$900,000 more than the fiscal year 2023 enacted level and \$900,000 less than the budget request. Of the amounts provided, not less than \$600,000 shall be allocated to the Office of Gender-Based Violence Prevention to support the Director and three staff positions. The Committee reminds the Department that sufficient resources were provided in this account in fiscal year 2023 to create the statutorily-established Office of Gender-based Violence Prevention and hire additional staff to complete the realignments associated with the Disaster Management Division the Executive Secretariat Division. Failure to execute these directives in a timely fashion for such critical roles of VAWA implementation and disaster recovery is misguided at best. The submission of reorganization requests contrary to the bipartisan, bicameral congressional direction to establish these offices is ill advised in this instance and in future circumstances when Congress has within months deliberated and issued a decision on such matters. The Committee directs the Department to prioritize addressing the staffing gaps in these offices in fiscal year 2024. Due to funding constraints and staffing priorities, the Committee recommendation for travel during fiscal year 2024, including transfers and carry-over, equals the amount included in the fiscal year 2023 operating plan for all offices except the Office of Gender-based Violence Prevention and Disaster Management Division. The Secretary is directed to inform the House and Senate Committees on Appropriations within 15 days of enactment of this act regarding how the Department is implementing the Committee’s hiring directive and to outline how budgetary resources, including travel funds, will be

distributed among the offices funded under this heading as part of the Department’s operating plan for fiscal year 2024.

Violence Against Women Act [VAWA].—For several years, the Committee has directed HUD to address shortcomings in the Department’s implementation and oversight of the housing protections established by the Violence Against Women Reauthorization Act of 2013 for HUD-assisted properties. Closing these gaps are critical to enabling the timely relocation of survivors of domestic violence and limiting continued trauma. The Committee recognizes that the Department has finally initiated efforts to begin collecting data on the use and timeliness of emergency transfers and intends to publish a proposed rule to implement the requirements of VAWA 2022 in October 2023. The Committee directs the Office of Gender-Based Violence to work across the Department to expeditiously move forward with both actions and to brief the House and Senate Committees on Appropriations within 90 days of enactment of this act on agency progress, identified obstacles, and how HUD is coordinating with other Federal agencies to ensure consistency.

ADMINISTRATIVE SUPPORT OFFICES

Appropriations, 2023	\$659,600,000
Budget estimate, 2024	716,300,000
Committee recommendation	698,200,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$698,200,000 for this account, which is \$38,600,000 more than the fiscal year 2023 enacted level and \$18,100,000 less than the budget request.

Funds are made available as follows:

	Committee recommendation
Office of the Chief Financial Officer	\$95,200,000
Office of the General Counsel	127,400,000
<i>Departmental Enforcement Center</i>	<i>not less than</i> <i>\$21,700,000</i>
Office of Administration	241,800,000
Office of the Chief Human Capital Officer	55,800,000
Office of the Chief Procurement Officer	32,400,000
Office of Field Policy and Management	68,300,000
Office of Departmental Equal Employment Opportunity	4,900,000
Office of the Chief Information Officer	72,400,000

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

cluding the Office of the Inspector General and the Ginnie Mae. This report shall include position titles and location for FTP, including the Office of the Inspector General and the Ginnie Mae, and include trend analysis on staffing levels in field offices versus headquarters.

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

Office of the Chief Financial Officer.—The Committee supports the ongoing work of the appropriations law staff, and includes funding for two additional FTE for this office.

Office of General Counsel [OGC].—The Committee supports the Department’s request for 119 FTE for the Departmental Enforcement Center [DEC] and has provided sufficient funding for this hiring level. The Committee urges OGC to prioritize staffing needs to support efforts to improve alignment between affordable housing development program requirements, support more timely execution of the Department’s regulatory agenda, and reduce unnecessary burdens on grantees.

The Committee reminds the Department to provide the report required by the fiscal year 2023 joint explanatory statement on its progress towards closing the six outstanding GAO recommendations from GAO report 19–38. The Committee again invites the Department to assess whether HUD’s mission is better served by the DEC being within OGC or reporting directly to the Deputy Secretary.

Office of Administration.—The Committee recommendation includes not less than \$3,500,000 to address critical deferred maintenance to the sanitary, sewer, and storm drain systems of the weaver building, and directs the Department to brief the House and Senate Committees on Appropriations not less than annually on its multiyear capital plan to modernize and consolidate office space.

Office of the Chief Procurement Officer [OCPO].—According to the HUD OIG, increasing efficiency in procurement continues to be one of the HUD’s top management challenges. The OIG 2021 evaluation report on IT acquisitions [2020–OE–0004] highlighted inadequate staffing capacity and the lack of effective coordination and communication practices. The Committee sustains its support for staffing and training for the OCPO, but is concerned by the continued frequency and length of delays on major IT acquisitions. The Committee directs OCPO to brief the House and Senate Committees on Appropriations within 60 days of enactment of this act on the actions the Department has taken and plans to take in fiscal year 2024 to address the OIG recommendations on IT acquisitions, how OCPO and OCIO are monitoring and strategically reducing HUD’s reliance on temporary bridge contracts, and the root causes for the latest delays on efforts to modernize FHA and Office of Public and Indian Housing [PIH] IT systems.

PROGRAM OFFICES

Appropriations, 2023	\$1,054,300,000
Budget estimate, 2024	1,130,400,000
Committee recommendation	1,114,100,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,114,000,000 for this account, which is \$59,800,000 more than the fiscal year 2023 enacted level for these offices and \$16,300,000 less than the budget request. The Committee recommendation supports adjustments to base and maintains the overall staffing levels anticipated at the end of fiscal year 2023. Funds are made available as follows:

	Amount
Office of Public and Indian Housing	\$288,500,000
Office of Community Planning and Development	170,500,000
Office of Housing	497,000,000
Office of Policy Development and Research	44,000,000
Office of Fair Housing and Equal Opportunity	102,900,000
Office of Lead Hazard Control and Healthy Homes	11,200,000

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

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides the Secretary with the authority to transfer amounts provided in this title for salaries and expenses, except those for the Office of Inspector General, to this account for the purpose of funding centralized activities, such as

shared service agreements executed between HUD and other Federal agencies. The Committee expects that, prior to exercising discretion to centrally fund an activity, the Secretary shall have established transparent and reliable unit cost accounting for the offices and agencies of the Department that use the activity, and shall have adequately trained staff within each affected office and agency on resource planning and accounting processes associated with the centralization of funds to this account. Prior to exercising its authority to transfer funds for activities beyond what is required for shared service agreements, HUD shall establish a clear execution plan for centralizing the additional activities, and to properly vet that plan with the House and Senate Committees on Appropriations prior to transferring such funds into the WCF. Financial management, procurement, travel, and relocation costs for services provided to the Office of the Inspector General are covered by the OCFO.

Approved Activities.—For fiscal year 2024, the Department is permitted to only centralize and fund from this account: Federal shared services for financial management, procurement, travel, relocation, and human resources; printing; records management, including scanning and digital archiving services; space renovation; furniture; and supply services. The Committee supports the Department’s plan to use the fund and carryover balances to support its efforts to modernize and consolidate office space, and reminds the Department of the requirement to notify the House and Senate Committees on Appropriations at least 15 days in advance of such transfers. The Committee does not expand the authority, as proposed in the budget request, to include IT customer devices. The Committee continues to direct HUD to include in its annual operating plan a detailed outline of its plans for transferring budgetary resources to the WCF in fiscal year 2024.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriations, 2023	\$30,253,112,000
Budget estimate, 2024	32,703,000,000
Committee recommendation	31,737,961,000

Note: Amounts for fiscal year 2023 include \$2,653,580,000 in emergency-designated funding appropriated in Division N of Public Law 117–328. The Committee recommendation for fiscal year 2024 includes \$5,289,210,000 in emergency-designated funding.

PROGRAM DESCRIPTION

This account provides funding for the section 8 tenant-based [voucher] program, one of the principal appropriations for Federal housing assistance, serving approximately 2.3 million families. Under this program, eligible low-income individuals and families pay 30 percent of their adjusted income for rent, and the Federal Government is responsible for the remainder of the rent, up to the fair market rent or some other payment standard. This account also provides funding for tenant protection vouchers for the replacement of units lost from the assisted housing inventory, administrative fees for public housing authorities [PHAs], mainstream vouchers, HUD–Veterans Affairs supportive housing [HUD–VASH]

and Tribal HUD–VASH programs, and other incremental vouchers for vulnerable populations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$31,737,961,000 for fiscal year 2024, including \$4,000,000,000 as an advance appropriation to be made available on October 1, 2024. This amount is \$1,484,849,000 more than the fiscal year 2023 enacted level and \$965,039,000 less than the budget request.

Contract Renewals and Pilot Demonstration on Tenant Leasing Expenses.—The Committee recommends \$27,765,512,000 for the renewal costs of section 8 vouchers. The Committee recommendation and existing reserves will provide sufficient resources to ensure that no current voucher holders are put at risk of losing their housing assistance. The Committee will continue to monitor leasing data to make sure housing assistance is preserved.

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

Tenant Protection Vouchers [TPVs].—The Committee recommendation includes \$445,000,000 for new tenant protection vouchers, \$60,000,000 more than the budget request and \$108,000,000 more than fiscal year 2023 enacted, to fully fund the estimated need for TPVs in fiscal year 2024 to help HUD-assisted families relocate and avoid hardship.

Administrative Fees.—The Committee recommends \$2,781,449,000 for administrative fees, which is \$3,837,000 more than the fiscal year 2023 enacted level. The Committee notes that these funds are critical to the execution and success of the voucher program, supporting a diverse range of activities and critical functions such as: property inspections; case management, including tenant screening, income recertification, and emergency transfers; landlord outreach; the issuance of new vouchers upon program turnover; and assistance for tenants seeking housing.

The Committee supports HUD's efforts over the last year to provide clarifying guidance on the eligible use of administrative fees to improve leasing through other expenses, such as security deposit assistance and landlord recruitment and incentive payments. The Committee directs the Department to brief the House and Senate Committee on Appropriations not less than annually on the utilization of administrative fees for such purposes.

The Committee recognizes that HUD is currently consulting PHAs, advocates, and researchers to reexamine the administrative fee formula and ways to make it more relevant to what it costs to administer a high-performing and efficient voucher program today, as required by the fiscal year 2022 joint explanatory statement. The Committee directs HUD to brief the House and Senate Committees on Appropriations on those findings and recommendations within 90 days of enactment of this act.

Section 811 Mainstream Vouchers.—The Committee recommendation includes \$686,000,000 for the renewal of rental assistance and associated administrative costs of this program.

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

HUD-VASH.—The Committee recommendation includes \$30,000,000 to expand the HUD-VASH program, of which up to \$10,000,000 may be used for other eligible expenses defined by notice to facilitate leasing, such as security deposit assistance and other costs related to retention and support of participating owners. For several years, the Committee has supported a wide range of initiatives to improve voucher utilization, including, but not limited to, using PHAs, continuums of care, and other local social service organizations to support referrals of homeless veterans, housing search and case management needs. Collaborative case management [CCM] models allow the VA Secretary to designate a third party to provide case management services to HUD-VASH veterans and can be effective in increasing the accessibility of case management services, particularly in circumstances where the VA is insufficiently staffed. However, without published guidance, the process for applying for such flexibilities is unclear. The Committee reminds HUD that the fiscal year 2023 joint explanatory statement directed HUD to continue to coordinate with the VA to establish pathways for temporary transitional case management in areas that PHAs have vouchers available and accompanied with VA case management resources but where vouchers are underutilized due to a lack of VA referrals, and to finalize its guidance related to approving a PHA to be a designated service provider. The Committee directs the Department to coordinate with the VA to jointly brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on its progress in establishing these alternative models and how the Department is working with the VA to inform communities of their availability.

Family Unification Program [FUP].—The Committee includes \$30,000,000 for new FUP vouchers and allows HUD to provide vouchers outside of a competitive NOFO process to PHAs that have partnered with public child welfare agencies [PCWAs] and have identified eligible youth. The housing assistance, as authorized under section 8(x) of the United States Housing Act of 1937 (42 U.S.C. 1437f(x)), combined with access to supportive services through partnerships with the local PCWA, will enable youth to remain stably housed and achieve self-sufficiency. To ensure that

vouchers are available where youth need assistance, the Committee directs the Department to base the maximum number of vouchers that a PHA may request in a Federal fiscal year on identified need and referrals. To improve the accessibility of youth FUP vouchers, the Committee directs HUD in its training materials to encourage PHAs to affirmatively amend their administrative plans to facilitate requesting youth FUP vouchers.

The Committee notes that both HUD and the PHAs are responsible for maximizing voucher utilization and reallocating vouchers when appropriate. In carrying out this responsibility, HUD should seek to minimize the risk that governing notices it publishes, especially when considering utilization thresholds, do not inadvertently lead to delays and preclude identified youth from receiving assistance through these vouchers. To better understand the Department's approach to allocating or reallocating vouchers, the Committee directs the Department to submit to the House and Senate Committees on Appropriations no later than 180 days after the date of enactment of this act a report identifying: (1) the Department's process and frequency for assessing if potential reallocations are appropriate, (2) the extent voucher utilization thresholds, related narratives and plans submitted by PHAs when requesting youth FUP vouchers, and HUD's review of those materials has resulted in the denial of additional vouchers being issued to a PHA, and (3) the amount of time required for the reviews described in (2).

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

Project-Based Vouchers.—The Committee reminds HUD that the fiscal year 2023 joint explanatory statement directed the Department to improve its collection of data on project-based vouchers, including their utilization, and to provide a briefing to the House and Senate Committees on Appropriations on what data gaps exist and the steps HUD is taking to remedy those gaps. The Committee directs HUD to provide the briefing within 90 days of enactment of this act.

Housing Choice Voucher Data Dashboard.—The Committee is appreciative of the Department's work to increase program transparency through the development of the voucher data dashboard tool. To better inform the identification of program challenges and where additional policy and research considerations may be beneficial, the Committee directs HUD to add PHA and special purpose voucher-level data points on voucher success rates and to identify the amount of reserves that HUD determines are in excess of prudent program management. The Committee underscores that neither additional data point should be inherently viewed as a deficiency of PHA's operations. Rather, such data can be instructive for identifying broader issues such as a lack of available housing stock

at current fair market rents or a lack of landlord participation where more targeted outreach may be beneficial.

HOUSING CERTIFICATE FUND

(INCLUDING RESCISSIONS)

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

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

PUBLIC HOUSING FUND

Appropriations, 2023	\$8,514,000,000
Budget estimate, 2024	8,893,000,000
Committee recommendation	8,875,000,000

PROGRAM DESCRIPTION

This account provides funding for the payment of operating subsidies, as well as modernization and capital expenses for approximately 3,000 PHAs (except tribally designated housing entities) that manage approximately 960,000 public housing units.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$8,875,000,000 for the public housing fund, which is \$18,000,000 less than the budget request and \$361,000,000 more than the fiscal year 2023 enacted level.

Operating Expenses.—The Committee recommendation includes \$5,530,000,000 for allocations to PHAs through the operating fund formula to fully fund public housing operations in 2024.

Capital Expenses.—The Committee recommendation includes \$3,200,000,000 for allocations to PHAs through the capital fund formula, which is equal to the fiscal year 2023 enacted level.

Shortfall Funding.—The Committee recommendation includes \$35,000,000 to mitigate the risk of financial shortfalls among PHAs, which is \$10,000,000 more than the fiscal year 2023 enacted level. PHAs have faced residual financial challenges as a result of the pandemic, and HUD has seen an increase in the number of PHAs eligible for shortfall awards and the total amount of their shortfalls. The Committee continues to direct that the allocation of these funds shall first be prioritized to PHAs with 249 or fewer public housing units that are experiencing shortfalls and have less than 1 month of reserves before allocating funds to larger PHAs.

Receiverships and Troubled, Substandard or Otherwise At-Risk PHAs.—The Committee recommendation includes \$15,000,000 for

the cost of administrative and judicial receiverships and competitive grants for PHAs in receivership, designated troubled or substandard, or otherwise at risk to address capital needs.

The Committee directs the Department to report quarterly during fiscal year 2024 to the House and Senate Committees on Appropriations on the status of PHAs under receivership, including factors that informed the receivership, such as physical and financial scores, deficiencies with internal controls, and other information demonstrating why HUD believes PHAs are unable to effectively oversee their business operations. This report shall also include an identification of funding resources and technical assistance provided to each PHA for the purpose of transitioning out of receivership, and future steps HUD will take to address deficiencies in an effort to return the respective PHAs to local control.

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

Residential Health Hazards.—The Committee recommendation includes \$65,000,000 to help PHAs address lead-based paint and other residential health hazards, including mold, carbon monoxide, radon and fire, in public housing units. The Committee reminds the Department that the intent of this funding is to help PHAs come into compliance with Federal statutes and regulations in order to improve the living conditions of public housing residents. The Committee prohibits the Department from deeming any PHA that is under the direction of a monitor to be ineligible to apply for or receive funding, provided that the PHA is in compliance with any current memorandum of agreement or recovery agreements. The Committee also prohibits HUD from deeming any PHA as ineligible to apply for or receive funding that has a violation or violations of the lead-safe housing or lead disclosure rules and who present documentation establishing it is working in good faith to resolve such findings by meeting any deadlines it was required to reach under the terms of a settlement agreement, consent decree, voluntary agreement, or similar document as of the date of application. The Department is also prohibited from precluding funds from being used to carry out work to settle an outstanding violation. The Committee continues to expect the Department to work with PHAs to ensure that the initiative reflects the unique needs of the industry and strongly encourages HUD to work with PHAs, their maintenance staff, and tenants to help ensure potential lead-based paint risks are identified and addressed expeditiously. The Committee directs the Department to continue to explore ways to simplify the grant application process to enable PHAs to simultaneously address multiple health hazards, while maintaining transparency on the amount used to address lead-based paint hazards.

Public Housing Data Dashboard.—The Committee appreciates the Department's work to increase program transparency though

the development of the public housing data dashboard tool. To better inform the identification of program challenges and where additional policy and research considerations may be beneficial, the Committee directs HUD to add PHA-level data points on both program reserves and the amount of reserves that HUD determines are in excess of prudent program management. The Committee underscores that neither additional data point should be inherently viewed as a deficiency of PHA's operations. Rather, such data can be instructive for identifying broader policy and programmatic issues.

Flexibility for Operating and Capital Funds.—The public housing program is the only Federal housing program that provides separate, and distinct funding streams to pay for capital and operating costs. The separate funding lines can result in program inefficiencies and additional administrative burdens and limit PHAs in their ability to respond to priority needs, including the backlog of capital needs and operating shortfalls. In 2020 and 2021, with the additional flexibilities provided by the Department to respond to the pandemic, the amount of capital funds used for operations and operating funds used for capital expenses increased. The Committee directs HUD submit to the House and Senate Committees on Appropriations no later than 240 days after the enactment of this act a report on the lessons learned on how the additional flexibility supported PHAs in recent years, how a single fund could be used to support investment in public housing properties, how an expansion of flexibilities could ensure that PHAs maintain adequate reserves to pay for current and long-term liabilities for the program, and how small, medium, and large PHAs are using current flexibilities.

Cash Management.—The Committee notes that HUD has previously transitioned the section 8 voucher program's reserves to be maintained at the HUD-level rather than disbursed to PHAs which has resulted in a consistent understanding of available resources and no adverse impediments to PHA operations. The Committee directs HUD to brief the House and Senate Committees on Appropriations on the state of the public housing fund's compliance with cash management and on approaches to strengthen the program's compliance with cash management requirements, the efficient use of taxpayer funds, and data consistency, including the establishment of HUD-held program reserves consistent with the section 8 voucher program.

Utility Costs.—According to HUD, utility expenses are approximately \$2,000,000,000 annually. On average, public housing is typically less energy efficient than comparable privately-owned housing, primarily due to the aging housing stock and lack of investment in energy conservation measures. PHAs have several energy incentives available to support reductions in consumption and costs including energy performance contracts, rate reduction incentives, and the small and rural frozen rolling base program. The Committee directs HUD to submit to the House and Senate Committees on Appropriations no later than 180 after enactment of this act a report that summarizes the use of these energy incentives by PHAs. Further, the report should identify any challenges PHAs face in using the incentives, and recommendations for how the in-

centives could be improved to support additional investment in energy conservation measures both for PHA-paid and resident-paid utilities. Finally, the report should identify how PHAs use or could use energy audit information and existing databases on building performance to make informed decisions, ensure funding accuracy and enhance whole building data.

Resident Services.—PHAs report that they are continuing efforts started during the pandemic to expend additional resources to connect families to local service providers or to directly provide such services to families. In some cases, PHAs report that they have changed hiring strategies to hire individuals with social service experience. Other than direct service programs like resident opportunity and self-sufficiency and family self-sufficiency, there is little public information available about the extent to which and how PHAs are using other resources like operating funds to provide such services. The Committee directs the Department to submit to the House and Senate Committees on Appropriations no later than 180 days after enactment of this act a report that identifies how PHAs are managing services programs outside of HUD’s supportive services programs, whether these alternative models of service provision could be replicated and scaled, and the extent such opportunities exist to extend services or service coordination to low-income residents at other HUD-assisted or tax credit supported properties.

ASSISTED HOUSING INSPECTIONS AND ASSESSMENTS

Appropriations, 2023	
Budget estimate, 2024	\$61,000,000
Committee recommendation	50,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$50,000,000 to support ongoing physical and financial assessment activities performed by REAC, including implementation of the national standards for the physical inspection of real estate [NSPIRE] model. Funding for such assessment activities is consolidated within one account to improve transparency and streamline HUD operations.

Physical Property Inspection Coordination.—The Committee directs the Department to coordinate with the Treasury and USDA to clarify what actions the agencies are taking to align inspection standards and to raise awareness on ways to minimize the need for duplicative physical inspections, such as the existing physical inspection alignment program [PIAP], within 60 days of enactment of this act. The Committee directs the Department to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the extent to which the PIAP is currently utilized, the number of duplicative inspections and estimated

costs that could be eliminated if the PIAP was maximized, and any identified limitations to providing this data.

The Committee is aware that the HOME statute additionally requires participating jurisdictions to document that units also meet State and local codes, which can lead to duplicative inspections. The Committee directs HUD to issue clarifying guidance and provide direct assistance to grantees on the PIAP and alternative processes to allow HOME participating jurisdictions to self-certify that NSPIRE inspections also meet State and local standards to avoid the need for redundant inspections.

Health Hazards.—The Committee directs REAC to continue to work across the Department to improve processes and procedures to ensure consistent and timely actions are taken to address health hazards identified in HUD-assisted housing, and to expeditiously close out all open recommendations made in GAO report 18–394 on lead-based paint hazard in assisted housing and HUD OIG report 2020–CH–0003 on oversight of the lead-safe housing rule requirements. The Committee directs the Department to brief the House and Senate Committees on Appropriations not less than annually on the procedures and systems established to monitor such actions, agency progress in improving timeliness, and how staffing and training resources are allocated to address the recommendations in HUD OIG report 2023–CH–0004.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriations, 2023	\$350,000,000
Budget estimate, 2024	185,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$150,000,000 for the choice neighborhoods initiative. This amount is \$200,000,000 less than the fiscal year 2023 enacted level and \$35,000,000 less than the budget request. Of the total amount provided, not less than \$75,000,000 shall be awarded to projects where PHAs are the lead applicant, and no more than \$10,000,000 may be used for planning, including planning and action, grants. The Committee continues to direct the Secretary to give recipients of prior year planning grants priority consideration for implementation grant awards.

SELF-SUFFICIENCY PROGRAMS

Appropriations, 2023	\$175,000,000
Budget estimate, 2024	175,000,000
Committee recommendation	198,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$198,000,000 for self-sufficiency programs in fiscal year 2024, which is \$23,000,000 more than the fiscal year 2023 enacted level, and \$23,000,000 more than the budget request. This includes \$140,500,000 for the FSS program, \$42,500,000 for the ROSS program, and \$15,000,000 for the JPI.

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

FSS Performance Metrics.—The Committee continues to advocate for effective performance measures that will enable the Department to promote best practices across programs and maximize the number of families that achieve self-sufficiency. To that end, the Committee supports efforts to update performance metrics for FSS and directs HUD to consider additional metrics in the performance score set forth in the November 25, 2018, final notice entitled “Family Self-Sufficiency Performance Measurement System (‘Composite Score’)” that are focused on social outcomes for individuals. HUD shall provide a briefing to the House and Senate Committees on Appropriations within 30 days of enactment of this act on what steps have been taken to consider these additional metrics. Further, the Committee notes that HUD is in the process of improving the quality of the data and the analysis of FSS programs. The Committee directs HUD to brief the House and Senate Committees on Appropriations on its FSS performance measurement method-

ology which will be published in the Federal Register and looks forward to continuing to review the Department’s work in this area.

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

NATIVE AMERICAN PROGRAMS

Appropriations, 2023	\$1,020,000,000
Budget estimate, 2024	1,053,000,000
Committee recommendation	1,081,625,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommended funding level for Native American programs is \$1,081,625,000, which is \$61,625,000 more than the amount provided in fiscal year 2023 and \$28,625,000 more than the budget request. The table below provides funding levels for activities within this account.

	Request	Recommendation
Native American Housing Block Grants-Formula	\$820,000,000	\$848,625,000
Native American Housing Block Grants-Competitive	150,000,000	150,000,000
Title VI Loan Program	1,000,000	1,000,000
(Limitation on Guaranteed Loans)	25,000,000	50,000,000
Indian Community Development Block Grants	75,000,000	75,000,000
Training and Technical Assistance	7,000,000	7,000,000
Total, Native American Programs	1,053,000,000	1,081,625,000

Competitive Grants.—The IHBG program is a vital resource for Tribal governments to address the dire housing conditions in Indian Country, as the quality of and access to affordable housing remains in a critical state for many Tribes across the country. The most recent HUD survey data indicates that over 68,000 units of new affordable housing are necessary to replace substandard or over-crowded housing conditions for Native Americans and Alaska Natives living in Tribal areas. To assist Tribes with these daunting housing challenges, the Committee recommendation includes \$848,625,000 in formula funding and \$150,000,000 in competitive

funding in order to assist areas with greater need. The competitive grants should prioritize projects that spur the construction and rehabilitation of housing units. Since the competitive program was initially funded in fiscal year 2019, over \$400,000,000 has been awarded to 93 Tribes and TDHE's to construct approximately 1,550 new housing units and encourage economic development in distressed communities.

In administering the competitive program, the Committee directs HUD staff to review and score each application in its entirety. Additionally, the fiscal year 2024 appropriation shall be administered as a new stand-alone competition and may not be combined with prior or future year appropriations, although any remaining balances from the fiscal year 2023 competition or prior competition may be included in the fiscal year 2024 competition. Demonstrating sufficient administrative capacity to administer these grants has been, and remains, a critical consideration. Applicants should be required to meet a threshold of capacity, but the competition should not provide additional points for capacity above and beyond what is needed to successfully administer these grants.

Coordinated Environmental Reviews for Tribal Housing and Related Infrastructure.—Since fiscal year 2015, the Committee has directed HUD to collaborate with its Federal agency partners to develop a coordinated environmental review process to simplify and streamline Tribal housing development and its related infrastructure needs. The Committee believes that eliminating unnecessary Federal barriers to housing development is an essential component to facilitate an effective use of Federal funding, while also balancing the need to ensure appropriate and necessary environmental protections. The Committee supports HUD's efforts to advance the Tribal Housing and Related Infrastructure Interagency Task Force in order to identify opportunities for greater efficiencies. The recently developed Tribal/Interagency environmental streamlining [TIES] tool will allow an agency to incorporate a NEPA document prepared by it or by another agency, as well as other publically available studies or materials, in its environmental reviews. The Committee directs HUD to develop guidance on incorporation by reference and to make the toolkit publically available within 120 days of enactment of this act. The 2020 NEPA regulations also give agencies the flexibility to establish a process to use another agency's categorical exclusion. Given that there are over 133 categorical exclusions that are used for Tribal housing, roads, water, and broadband activities, the task force should focus on developing procedures to allow for using these new authorities and update the toolkit accordingly. The Committee appreciates HUD's work on this issue to date, and expects routine reports to the House and Senate Committees on Appropriations on task force meetings, action items, goals, and recommendations.

Technical Assistance.—Limited capacity hinders the ability of many Tribes to effectively address their housing needs. The Committee recommendation includes \$7,000,000 for technical assistance needs in Indian Country to support the IHBG program, as well as other HUD programs, in order to meet the needs of Native American families and Indian Country. The Committee expects HUD to use the technical assistance funding provided to aid Tribes with ca-

capacity challenges, especially Tribes receiving small grant awards. The funding should be used for training, contract expertise, and other services necessary to improve data collection, increase leveraging, and address other needs identified by Tribes. The Committee also expects that these technical assistance funds will be provided to organizations with experience in providing technical assistance that reflects the unique needs and culture of Native Americans.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2023	\$5,521,000	\$1,400,000,000
Budget estimate, 2024	905,700	1,200,000,000
Committee recommendation	905,700	1,400,000,000

PROGRAM DESCRIPTION

This program provides access to private financing for Indian families, Indian Tribes, and their TDHE’s that otherwise could not acquire housing financing because of the unique status of Indian trust land. HUD continues to be the largest single source of financing for housing in Tribal communities. This program makes it possible to promote sustainable reservation communities by providing access to financing for higher income Native Americans to achieve homeownership within their Native communities. As required by the Federal Credit Reform Act of 1990 (Public Law 101–508), this account includes the subsidy costs associated with the loan guarantees authorized under this program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$905,700 in credit subsidy to support a loan level of \$1,400,000,000. This appropriation is \$4,615,300 less than the fiscal year 2023 enacted level and equal to the budget request.

The bill includes the legislative proposals referenced in the budget request to: (1) remove geographic disparities and expand program service areas to all Tribal members, regardless of where they purchase a home; (2) allow for mortgages to be guaranteed for up to 40 years in length when seeking to modify a loan to avoid foreclosure to align loss mitigation options with that of the FHA; and (3) prohibit section 184 and section 184A loans from being subject to a property assessed clean energy [PACE] loan or equivalent financing without the financing provider first obtaining prior consent from HUD.

Native Advantage.—The Committee remains concerned about the extraordinarily long period of time that it is taking to address the HUD Office of Inspector General findings and recommendations with respect to the processes and information technology systems that are used to monitor, track, evaluate, and report on the loans issued under the section 184 program dating back to 2015. In the latest of four Office of Inspector General reports and evaluations on this issue, there remains 16 open recommendations and the Department still is not “to a point at which there are adequate sys-

tems, monitoring, oversight, and enforcement . . . resulting in an increased overall risk to the program.” The Department has briefed the House and Senate Committees on Appropriations that the latest iteration of IT modernization, the native advantage system, is currently in steady state of operations with minimal loan application, credit analysis and claims capabilities with the intention to establish a path forward for an end-to-end loan origination, monitoring, and reporting system by the second quarter of fiscal year 2024. The Committee directs the HUD Office of Inspector General to review the capabilities of the native advantage system once implemented to verify all outstanding recommendations are fully implemented and that the Department has achieved an appropriate level of oversight for its loan portfolio.

Skilled Workers Loan Credit Subsidy.—The Committee notes that there remains \$1,727,000 in skilled workers credit loan subsidy in carry over from fiscal year 2017, which could provide \$421,219,512 in loan guarantees. The Committee strongly urges the Department to significantly expand stakeholder outreach regarding the availability of this resources which will help develop housing for the critical workforces that supports the education, healthcare, law enforcement, emergency response, and construction needs of Tribal communities.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriations, 2023	\$22,300,000
Budget estimate, 2024	22,300,000
Committee recommendation	22,300,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$22,300,000 for the Native Hawaiian housing block grant program, which is equal to the fiscal year 2023 enacted level and the budget request.

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

counted for only 10 percent of the state’s population, but were over 40 percent of the individuals experiencing homelessness.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans
Appropriation, 2023	\$28,000,000
Budget estimate, 2024	21,000,000
Committee recommendation	28,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$28,000,000 in loan guarantee commitment authority, including the authority to refinance loans. Since the section 184A program has operated on a negative subsidy since 2017, additional appropriations for subsidy are not necessary due to historically low defaults and high recovery rates of this successful program. The bill includes the legislative proposals referenced in the budget request to: (1) allow for mortgages to be guaranteed for up to 40 years in length when seeking to modify a loan to avoid foreclosure to align loss mitigation options with that of the FHA; and (2) prohibit section 184 and section 184A loans from being subject to a PACE loan or equivalent financing without the financing provider first obtaining prior consent from HUD.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriations, 2023	\$499,000,000
Budget estimate, 2024	505,000,000
Committee recommendation	505,000,000

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$505,000,000 for the HOPWA program, which is equal to the budget request and \$6,000,000 more than the fiscal year 2023 enacted level.

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

COMMUNITY DEVELOPMENT FUND

Appropriations, 2023	\$6,397,285,641
Budget estimate, 2024	3,415,000,000
Committee recommendation	4,491,483,000

PROGRAM DESCRIPTION

Under title I of the Housing and Community Development Act of 1974 (Public Law 93–383), as amended, the Department is authorized to award block grants to units of general local government and States for the funding of local community development programs. A wide range of physical, economic, and social development activities are eligible, with spending priorities determined at the local level, but the law enumerates general objectives which the block grants are designed to fulfill, including adequate housing, a suitable living environment, and expanded economic opportunities, principally for persons of low- and moderate-income. Grant recipients are required to use at least 70 percent of their block grant funds for activities that benefit low- and moderate-income persons.

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

Funding under this heading also accommodates investments authorized under the Substance Use-Disorder Prevention that Pro-

notes Opioid Recovery and Treatment [SUPPORT] for Patients and Communities Act of 2018 (Public Law 115–271), in order to provide safe transitional housing for individuals recovering from substance use disorders.

COMMITTEE RECOMMENDATION

The Committee provides \$4,491,483,000 for the community development fund, which is \$1,076,483,000 above the budget request and \$1,905,802,641 below the fiscal year 2023 enacted level. Within this total, \$3,300,000,000 is for CDBG, \$30,000,000 is for activities authorized under the SUPPORT for Patients and Communities Act, \$100,000,000 is for grants to reduce barriers to affordable housing development, and \$1,061,483,000 is for economic development initiatives [EDIs].

Since 2005, CDBG has assisted nearly 1.7 million homeowners with services such as housing rehabilitation, down payment assistance, and lead abatement; helped create or retain over 500,000 jobs; and benefited over 609 million people through public facility improvements. For every dollar of CDBG funding invested in 2021, an additional \$2.80 was leveraged in non-CDBG funding. The flexibility associated with CDBG enables State and local governments to tailor solutions to effectively meet the unique needs of their communities. As HUD works with communities to determine eligible activities that meet the national objective of benefiting low- and moderate-income persons, the Committee encourages the Department to extend flexibility to rural communities with less than 1,000 residents to use alternate sources of data when American community survey data is considered by the CDBG applicant to be unreliable. Additionally, to ensure accountability and transparency, the Committee recommendation continues provisions in this act that prohibit any community from selling its CDBG award to another community, and that require any funding provided to a for-profit entity for an economic development project funded under this act to undergo appropriate underwriting.

Yes In My Backyard Incentive Grant Program.—For decades, housing production across the country has not kept pace with population growth, resulting in a nation-wide housing shortage. This is in part due to restrictive local zoning and land use regulations as well as a lack of necessary housing-related infrastructure. The Federal Government can support communities as they remove barriers to affordable housing production in order to increase the supply of housing, lower housing costs, and ensure families have an affordable place to live, particularly in high-opportunity neighborhoods. The Committee includes \$100,000,000 for this competitive grant program to reward State, local, and regional jurisdictions that have made significant progress in improving zoning and land use policies, or removing other local barriers, that can increase affordable housing production and preservation. Improved policies may include increasing density, reducing minimum lot sizes, creating transit-oriented development zones, streamlining or shortening permitting processes and timelines, expanding by-right multifamily zoned areas, allowing accessory dwelling units [ADU] on lots with single-family homes, eliminating or relaxing residential property height limitations, eliminating or reducing off-street parking re-

quirements, and allowing the conversion of vacant retail and office space into residential housing. Eligible grant activities shall include new construction of housing, including mixed-income housing to the greatest extent possible, and putting in place the necessary infrastructure for new housing development. When making awards, the Committee encourages HUD to ensure geographic diversity amongst grantees, including in urban, suburban, rural areas.

CDBG Formula Modernization.—The Committee notes that the CDBG formula has not been updated since 1978 and is in need of review. The Committee recognizes that HUD is nearing completion of a past-due report required by the fiscal year 2023 joint explanatory statement related to work undertaken by the Department in 2021 and 2022, and planned work in 2023, to update the CDBG formula and reauthorize the CDBG program, and reminds HUD of its obligation to fulfil this requirement in a timely manner.

Rulemaking.—The Committee notes that HUD is developing a proposed rulemaking for CDBG program regulations that could enhance grantees’ ability to use CDBG funds, update definitions, and streamline reporting requirements, working within the constraints of the existing statute. The Committee is concerned that delays in proposing this rule perpetuate administrative burdens on grantees. The Committee directs HUD to prioritize publishing the CDBG proposed rule in 2023, work expeditiously towards a final rule, and take steps in the interim to use administrative authorities to reduce unnecessary burdens.

EDIs.—The Committee recommends \$1,061,483,000 for EDIs. EDIs are CDS projects that support a variety of community development and affordable housing needs and benefit low- and moderate-income areas and people or meet an urgent need. The Committee directs HUD to provide funding for the projects listed in the table at the end of this report in the corresponding amounts. The Committee continues to direct HUD to provide semi-annual briefings to the House and Senate Committees on Appropriations on the implementation of EDIs and the Department’s oversight of projects.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2023	\$300,000,000
Budget estimate, 2024	400,000,000
Committee recommendation	400,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides a loan level guarantee of \$400,000,000, which is \$100,000,000 more than the fiscal year 2023 enacted level and equal to the budget request. The Committee requires HUD to collect fees to offset credit subsidy costs such that the program operates at a net zero credit subsidy cost.

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

Loan Guarantee Level.—The Committee notes the growing demand for Section 108 loan guarantees to finance construction of infrastructure improvements and renovation of multi-family housing and that the fiscal year 2024 loan guarantee applications are expected to exceed \$300,000,000. As a result, the Committee includes the budget request to increase the loan guarantee authority to \$400,000,000.

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriations, 2023	\$1,500,000,000
Budget estimate, 2024	1,800,000,000
Committee recommendation	1,500,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,500,000,000 for the HOME program. This amount is equal to the fiscal year 2023 enacted level and \$300,000,000 less than the budget request.

Affordable Housing Needs.—Communities across the country continue to face an affordable housing crisis as rents are on the rise nationally, low and moderate incomes have not kept pace with housing cost increases, and the production of affordable housing units lags far behind the need. According to HUD’s most recent “Worst Case Housing Needs: 2021 Report to Congress”, in 2019, only 62 affordable units were available for every 100 very low-income renter households and only 40 units were available for every 100 extremely low-income renters. The HOME program is an essential tool to address the shortfall of affordable housing for rent or homeownership and provides necessary public gap financing to facilitate private sector investment in affordable housing, enabling

significant leverage capacity of public and private resources. Over the life of the program, HOME has leveraged more than \$174,000,000,000 in other funding sources for affordable housing, yielding \$4.73 in other sources invested in rental and homebuyer project for every HOME dollar invested.

Rulemaking.—The Committee notes that HUD is drafting a proposed rulemaking for the HOME program to streamline and modernize program regulations, working within the constraints of the existing statute. The Committee directs HUD to prioritize publishing the proposed HOME rule in 2023, work expeditiously towards a final rule, and take steps in the interim to use administrative authorities to reduce unnecessary burdens.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriations, 2023	\$62,500,000
Budget estimate, 2024	60,000,000
Committee recommendation	61,500,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$61,500,000 for the self-help and assisted homeownership opportunity program, which is \$1,000,000 less than the fiscal year 2023 enacted level and \$1,500,000 more than the budget request. The Committee recommendation includes \$13,500,000 for SHOP, as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996 (Public Law 104–120); \$42,000,000 for capacity building, as authorized by section 4(a) of the HUD Demonstration Act of 1993 (Public Law 104–120), of which not less than \$5,000,000 is for rural capacity building activities; and \$6,000,000 to carry out the National capacity building activities in rural communities. The Committee notes that funding for technical assistance is being provided in the research and technology account and directs that funds available for the section 4 program be used solely for capacity building activities.

SHOP Per Unit Average Investment Cap.—SHOP funds can be used to acquire land, purchase foreclosed or abandoned properties, and improve the infrastructure of homes for first time, low-income homeowners. The Committee recognizes these activities are some of the most difficult activities for nonprofits to finance. The Committee notes that HUD increased the allowable average SHOP expenditure for the combined cost of land acquisition and infrastruc-

ture improvements for the first time since 2004 in the fiscal year 2022 NOFO. The Committee directs HUD to use its existing authorities to include an allowable average per SHOP unit cost in the fiscal year 2024 NOFO that is greater than the historical cap of \$15,000 per SHOP unit.

Data Collection.—The Committee is pleased with the progress that HUD has made to improve, increase, and standardize SHOP data collection requirements for grantees and strengthen its internal data analysis relating to cost trends, needs, changes, and impacts for the average per SHOP unit cost, as required by the fiscal year 2023 joint explanatory statement. The Committee directs HUD to continue these efforts for SHOP and to look for ways to increase and improve data collection and analysis in other programs funded under this heading.

Capacity Building to Address the Needs of Tribal Communities.—The Section 4 capacity building for community development and affordable housing program provides Federal funding to national nonprofit intermediaries to carry out affordable housing and community development activities, including increasing access to safe and affordable housing and supporting income and asset building opportunities. American Indian, Native Hawaiian, and Native Alaskan communities and populations, much like other communities, face rising housing cost burdens and barriers to homeownership, as well as disproportionate physical housing and capacity deficiencies. Therefore, HUD is directed to ensure section 4 grantees collectively invest not less than \$1,000,000 in targeted capacity building activities to benefit Native Hawaiian, American Indian, and Native Alaskan communities and populations. This minimum investment is separate from the required investment for rural capacity building activities of not less than \$5,000,000.

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

HOMELESS ASSISTANCE GRANTS

Appropriations, 2023	\$3,633,000,000
Budget estimate, 2024	3,749,000,000
Committee recommendation	3,908,000,000

PROGRAM DESCRIPTION

Homeless assistance grants assist localities in addressing the housing and service needs of a wide variety of homeless populations while developing coordinated systems to help those who are homeless attain housing and move toward self-sufficiency. These grants provide funding for rental assistance, emergency shelter, transitional and permanent housing, prevention, rapid re-housing, and supportive services to homeless persons and families or those

at risk of homelessness. The emergency solutions grants [ESG] program is a formula grant program, while the continuum of care [CoC] and rural housing stability programs are competitive grants.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$3,908,000,000 for homeless assistance grants in fiscal year 2024. This amount is \$159,000,000 above the budget request, and \$275,000,000 above the fiscal year 2023 enacted level.

The Committee recommendation includes \$3,401,000,000 to support the CoC program, including the renewal of existing projects, the rural housing stability assistance program, and \$290,000,000 for the ESG program. Of the amount provided for the CoC program, no less than \$21,000,000 shall be for technical assistance.

Biennial Competitions.—Each year CoCs spend thousands of hours implementing a local competition process and completing the application for the annual CoC NOFO. These hours could be better spent on strategic planning and improving project performance and service coordination to prevent and end homelessness. Section 253 of this act allows HUD to issue a two-year NOFO for fiscal years 2024 and 2025. In the NOFO, the Committee directs the Department to prescribe the conditions, format, and process by which the awards will be noncompetitively renewed in year two, allowing for adjustments for fair market rents, expiring grants that were not eligible for renewal in the first year, and the replacement of underperforming projects.

Improving Access to Healthcare and Services.—Several studies have demonstrated that interventions focused on social determinants of health can help support housing permanency while also reducing healthcare costs. The Committee supports the efforts underway between HUD and the Department of Health and Human Services' [HHS's] Centers for Medicare and Medicaid Services, Substance Abuse and Mental Health Service Administration, Administration for Community Living and Assistant Secretary for Planning and Evaluation to provide direct technical assistance to communities leveraging programs, like medicaid, to cover and provide housing-related supportive services and behavioral healthcare. Within the amounts provided under this heading for technical assistance, the Committee provides \$5,000,000 to support direct, community-specific technical assistance to such communities. The Committee directs HUD and HHS to jointly brief the House and Senate Committees on Appropriations on this effort within 180 days of enactment of this act.

The Committee recommendation also includes up to \$25,000,000 for one-time, non-renewable grants to CoCs to support the system-level changes needed to improve coordination to address housing-related supportive services and improve access to health services, particularly for chronically homeless individuals. These funds are intended to provide flexible support to bolster CoC capacity and may be used to address a wide range of costs, such as staffing increases and training needs to support interagency coordination and benefit design, costs associated with system or process changes to support medicaid billing and payment requirements, and data integration needs.

The Committee is concerned with multiple reports of service provider challenges in hiring and retaining qualified personnel. These challenges adversely impact the delivery of direct supportive services to people experiencing homelessness and those being served in permanent housing programs, and undermines the effectiveness of the Federal investment in ending homelessness. To ensure that projects can offer competitive wages and salaries to employees, the amounts provided for the CoC program include \$25,000,000 for supportive service line items to address reasonable cost of living adjustments, and directs the Secretary to provide such increases. The Committee directs HUD to brief the House and Senate Committees on Appropriations on its planned methodology for making such adjustments within 90 days of enactment of this act.

Planning Resources.—The bill continues to include authority for the Secretary to allow grantees to use the larger of 5 percent or \$50,000 of their grants for planning. This change is intended to help smaller grantees who have lacked adequate resources to coordinate assistance across the multiple governmental and nonprofit entities that administer housing and supportive service programs in their CoC. Thus, the Committee directs HUD to continue its practice of administratively capping planning funds for the largest grantees.

Permanent Supportive Housing.—The Committee recommendation includes \$100,000,000 for grants to CoCs for the construction, acquisition, or rehabilitation of new permanent supportive housing. These funds are largely intended to be one-time grants, but up to 20 percent of a grant may be used for operational and supportive costs which will be eligible for renewal within the context of the overall CoC competition. The Committee encourages HUD and CoCs to leverage these funds with other funding sources, such as tax credits and project-based rental assistance, to maximize the amount of housing that can be directed to meeting the needs of homeless individuals and families, especially those who are unsheltered or seeking to exit emergency shelter.

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

As noted in the Department's congressional budget justifications, many providers and communities, including past recipients of funding dedicated for domestic violence survivors, need help implementing comparable homeless databases compliant with VAWA requirements. The Committee supports the Department's efforts to build victim service providers' capacity to ensure high-quality data to support implementation and demonstration effectiveness, while maintaining the confidentiality of survivor data. The Committee directs HUD to provide technical assistance to victim services providers on homeless databases and to promote best practices and cost-effective solutions.

Youth Homelessness Demonstration Program [YHDP].—The Committee recommendation includes \$107,000,000 to continue implementation of comprehensive approaches to serving homeless youth, of which up to \$10,000,000 shall be used to provide technical assistance to grantees, and of which not less than \$25,000,000 shall be for youth homelessness system improvement grants. These competitive grants to CoCs are intended to improve youth homelessness systems on a local level and help implement successful, evidence-based intervention methods for this population. The Committee directs HUD to ensure that sufficient technical assistance resources and equal consideration for youth homelessness system improvement grants are provided to rural areas. When determining grant awards, the Committee encourages HUD to incorporate the following components as objectives for grantees: youth collaboration in project design and implementation, including establishment of local youth advisory boards; quality data collection, management, utilization, and evaluation; direct coordination and communication with service providers; cross-system partnerships including juvenile justice, child welfare, and education systems; and prevention and diversion strategies. The Committee prohibits the use of these funds for direct services or housing.

Clarifying Eligibility and Documentation Requirements for Homeless Youth.—The Committee continues to include language that waives the requirement for youth ages 24 and under to provide third-party documentation to receive housing and supportive services within the CoC. The Committee encourages the Department to continue to clarify program requirements through guidance, notice, and webcasts as appropriate.

Tribal Participation in CoC and YHDP.—The Consolidated Appropriations Act of 2021 (Public Law 116–260) expanded CoC grantee eligibility allowing federally recognized Indian Tribes and TDHEs to be recipients of CoC funds. Although the CoC and YHDP NOFOs have been updated to clearly indicate their eligibility for funds, Tribal participation to date has been limited. The Committee recommendation provides additional flexibilities to Tribes and TDHEs that are needed to successfully participate in the CoC program. The Committee also encourages HUD to expand outreach to Tribes and TDHEs and provide guidance or trainings on the CoC program as appropriate.

Homelessness Among Older Adults.—As the general population continues to age, these trends are also being observed in the homeless population. The combination of aging and homelessness has greater detrimental health effects on individuals than is the case with elderly and near elderly individuals that are housed. The Committee is aware of these trends and is concerned that the Federal response to homelessness may need to adjust to account for these demographic changes. The Committee is also concerned that while there is a growing body of research that looks at limited population samples, there is a lack of comprehensive Federal data. This is highlighted by HUD’s point-in-time count grouping together all adults over age 25 without further disaggregation that could inform questions of scale and scope nationally and not just in some larger metropolitan areas of the country. The Committee urges the Department to review and improve its data collection related to el-

derly and near elderly homeless individuals and households, as well as to coordinate with its Federal partners through the USICH to improve the Federal data collection, dissemination, and understanding of aging homeless populations and the implications for Federal policy.

Homeless Management Information Systems [HMIS].—The Committee is aware of reports that CoCs are having difficulty using HMIS to inform real time decisions, as needed to rehouse those experiencing homelessness. These barriers can take the form of high costs, licensing limitations, lack of system interoperability, and upgrade requirements that directly inhibit a CoC’s ability to use their own data. The Committee directs HUD to work with CoCs, people who have experienced homelessness, vendors, and other stakeholders to provide guidance that requires vendors to provide a standard report of all currently active individuals and key program information that is available to CoCs as needed, and to specify application programming interface requirements and other specifications so CoCs can better share information and ensure privacy and security for more effective real-time program management. The Committee also encourages HUD to work with HMIS software vendors and CoCs to address structural and financial barriers so CoCs can more quickly and easily utilize their data to rehouse those experiencing homelessness in their communities.

Point-in-time Count.—The Committee reminds HUD that the fiscal year joint explanatory statement directed the Department to report to the House and Senate Committees on Appropriations on the viability of creating a digital point-in-time count data collection and analysis platform for communities to use.

Annual Homeless Assessment Report [AHAR].—The Committee continues to direct HUD to incorporate additional Federal data on homelessness, particularly as it relates to youth homelessness, into the AHAR. This information is important to ensure that communities develop and implement policies that respond to local needs.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriations, 2023	\$14,907,000,000
Budget estimate, 2024	15,904,000,000
Committee recommendation	15,790,924,000

Note: Amounts for fiscal year 2023 include \$969,420,000 in emergency-designated funding appropriated in Division N of Public Law 117–328. The committee recommendation for fiscal year 2024 includes \$5,081,790,000 in emergency-designated funding.

PROGRAM DESCRIPTION

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

The section 8 project-based rental assistance [PBRA] program supports approximately 17,700 contracts with private owners of

multifamily housing. Through this program, HUD and private sector partners support the preservation of safe, stable, and sanitary housing for approximately 1.3 million low-income households. Without PBRA, many affordable housing projects would convert to market rates with large rent increases that current tenants would be unable to afford.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$15,790,924,000 for the annual renewal of project-based contracts, of which up to \$448,000,000 is for the cost of contract administrators and \$32,924,000 is for budget-based rent increases to certain project-based contracts. The recommended level of funding is \$883,924,000 above the amount provided in fiscal year 2023 and \$113,076,000 below the budget request.

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

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

Managing Troubled Properties.—The Committee remains concerned for tenants enduring deplorable living conditions that risk their health and safety, as a result of delayed or inaccurate REAC inspections of troubled properties and HUD’s inability to track property owners under litigation for failure to maintain decent, safe, and sanitary housing. The Committee continues to include a general provision requiring HUD to report on properties with failing physical inspection scores of less than 60 or that have received an unsatisfactory management and occupancy review within the past 36 months to the House and Senate Committees on Appropriations. The Committee directs HUD to include in this report data on project-based rental assistance program properties and units that have exited the programs as a result of contract abatement from poor physical conditions or for other reasons and to identify if the properties and units are preserved through a transfer to other properties or are lost.

Properties with Health, Safety, or Operational Deficiencies.—The Committee includes \$32,924,000 for HUD to provide budget-based rent adjustments to PBRA contracts that have been renewed through the mark-to-market [M2M] program and are distressed or at risk of becoming distressed. In utilizing this additional funding, the Department shall prioritize properties that meet all of the following conditions: rents below 80 percent of fair market rent; REAC scores below 70; and designated as troubled or potentially troubled. The Committee reiterates the importance of maintaining properties in a decent, safe, and sanitary condition and encourages HUD to ensure the rent adjustments will help address the operational and/or physical needs of the properties. Further, the Committee reminds HUD of the directive included in the fiscal year 2023 joint explanatory statement to use existing data sources, including PBCA/HUD management and occupancy reviews, as well as REAC inspections, to assess the physical property and operational needs amongst post-M2M properties and other PBRA properties with health and safety deficiencies. This information will enable the Committees to better understand the scope of the budget-based rent adjustment needs for PBRA properties. HUD should provide the results of this assessment to the House and Senate Committees on Appropriations as soon as possible.

HOUSING FOR THE ELDERLY

Appropriations, 2023	\$1,075,000,000
Budget estimate, 2024	1,023,000,000
Committee recommendation	1,075,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,075,000,000 for the section 202 program. This amount is equal to the amount provided in fiscal year 2023 and \$52,000,000 more than the budget request. The Committee’s recommendation includes: \$797,000,000 for the costs associated with fully funding all annual PRAC renewals and amendments; \$6,000,000 to support preservation transactions originally developed with a capital advance and assisted by a PRAC; \$152,000,000 for new capital advances; and \$120,000,000 for service coordinators and the continuation of existing congregate service grants.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriations, 2023	\$360,000,000
Budget estimate, 2024	356,000,000
Committee recommendation	360,000,000

PROGRAM DESCRIPTION

This account provides funding for housing for persons with disabilities pursuant to section 811 of the Cranston-Gonzalez National Affordable Housing Act of 1990 (Public Law 101–625). Traditionally, the Section 811 program provided capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for persons with disabilities, as well as PRACs to support the operational costs of such units. Since fiscal year 2012, HUD has transitioned to providing project rental assistance to State housing finance agencies or other appropriate entities, which act in partnership with State health and human services agencies to provide supportive services, as authorized by the Frank Melville Supportive Housing Investment Act of 2010 (Public Law 111–374).

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$360,000,000 for the section 811 program. This amount is \$4,000,000 more than the budget request and equal to the fiscal year 2023 enacted level. This level of funding, in addition to residual receipts, recaptures, and other unobligated balances, will support all PRAC renewals and amendments while also providing up to \$152,000,000 for the creation of new affordable housing for persons with disabilities through project rental assistance.

HOUSING COUNSELING ASSISTANCE

Appropriations, 2023	\$57,500,000
Budget estimate, 2024	66,000,000
Committee recommendation	57,500,000

PROGRAM DESCRIPTION

The housing counseling assistance program provides comprehensive housing counseling services to eligible homeowners and tenants through grants to non-profit intermediaries, State government entities, and other local and national agencies. Eligible counseling activities include: pre- and post-purchase education, personal finan-

cial management, reverse mortgage product education, foreclosure prevention and mitigation, and rental counseling.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$57,500,000 for housing counseling assistance. This level of funding is equal to the fiscal year 2023 enacted level and \$8,500,000 below the budget request. Of the amount provided, up to \$4,500,000 is available for administrative contract services. HUD is directed to prioritize funding for grants if the fiscal year 2024 carryover balances for administrative contract services remain high and in excess of what is required for the year. The Committee continues language requiring HUD to obligate housing counseling grants within 180 days of enactment of this act, as well as permitting HUD to publish multi-year NOFOs, contingent on annual appropriations. This should result in administrative savings for both HUD and its grantees.

Housing Counseling Agency Partnerships with Minority Serving Institutions [MSIs].—The Committee continues to direct HUD to use not less than \$3,000,000 of the funds provided for the housing counseling grant program specifically for housing counseling agencies to partner with historically black colleges and universities, Tribal colleges and universities, and other MSIs.

Expanding Services to Historically Underserved Communities.—The Committee encourages the Department to continue its efforts to expand outreach to diverse and historically underserved communities, including Asian-Pacific, Latino, Black, Native Alaskan, Native Hawaiian, Tribal, and rural communities. Outreach efforts must include culturally sensitive and linguistically appropriate service delivery, materials, and educational initiatives. Of the amounts provided, up to \$5,000,000 may be used to continue the recently initiated homeownership initiative targeted to historically underserved communities. The Committee directs the Office of Housing Counseling to brief the House and Senate Committees on Appropriations on this initiative within 180 days of enactment of this act.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriations, 2023	\$14,000,000
Budget estimate, 2024	14,000,000
Committee recommendation	14,000,000

PROGRAM DESCRIPTION

The National Manufactured Housing Construction and Safety Standards Act of 1974 (Public Law 93–383), as amended by the Manufactured Housing Improvement Act of 2000 (Public Law 106–569), authorizes the Secretary to establish Federal standards for the construction, design, safety, and performance of manufactured homes. All manufactured homes are required to meet these Federal standards, and fees are charged to producers to cover the costs of administering the act.

COMMITTEE RECOMMENDATION

The Committee recommends \$14,000,000 to support the manufactured housing standards programs, of which \$14,000,000 is ex-

pected to be derived from fees collected and deposited into the manufactured housing fees trust fund account. No direct appropriation is provided. The total amount recommended is equal to the budget request and equal to the fiscal year 2023 enacted level.

Manufactured Housing Consensus Committee [MHCC] Construction and Safety Standards Backlog.—The Committee is disappointed that the fourth and fifth sets of construction and safety standards recommended by the MHCC have not been finalized and continues to be delayed. The Committee directs the Department to expeditiously move forward on rulemaking and provide a briefing to the House and Senate Committees on Appropriations on this issue within 90 days of enactment of this act.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2023	\$1,000,000	\$400,000,000,000	\$150,000,000
Budget estimate, 2024	1,000,000	400,000,000,000	165,000,000
Committee recommendation	1,000,000	400,000,000,000	150,000,000

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2023	\$1,000,000	\$35,000,000,000
Budget estimate, 2024	1,000,000	35,000,000,000
Committee recommendation	1,000,000	35,000,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee has included the following amounts for the MMI Program account: a limitation on guaranteed loans of \$400,000,000,000, a limitation on direct loans of \$1,000,000, and \$150,000,000 for administrative contract expenses. This amount for administrative contract expenses is equal to the fiscal year 2023 enacted level. For the GI/SRI account, the Committee recommends \$35,000,000,000 as a limitation on guaranteed loans and a limitation on direct loans of \$1,000,000.

Institutional Investment in Single-Family Housing.—The Committee remains concerned by the increasing concentration of insti-

tutional financial investment in single-family housing in a number of geographic areas, which could distort local real estate markets and create barriers to affordable homeownership. The Committee directs HUD to continue to prioritize sale of HUD owned single-family homes to owner-occupants, HUD-approved nonprofits, and government entities to mitigate any negative effects from institutional investors.

Limited English Proficiency.—The Committee applauds the FHA’s work to translate its single family mortgage documents and related resources used in the origination of FHA-insured mortgages. These translated materials will help borrowers and reduce the risk of FHA-insured mortgages for individuals with limited English proficiency. The Committee expects the HUD to continue to translate these materials into additional languages.

Increasing Affordable Housing Supply.—The Committee supports FHA’s efforts to increase the supply of affordable housing, and commends FHA’s proposed changes to allow lenders to include a portion of the actual or prospective rental income from an ADU in a borrower’s effective income for purposes of qualifying for an FHA-insured 203(b) or 203(k) mortgage. However, the 203(k) program still cannot be used to construct a new stand-alone ADU not affixed to an existing structure on the property, and the Committee directs the FHA to submit a legislative proposal to do so within 30 days of enactment of this act. The FHA should also provide other legislative proposals to increase the supply of FHA-insured affordable housing and provide a briefing on its legislative proposals within 60 days of enactment of this act to the House and Senate Committees on Appropriations and relevant authorizing Committees. The briefing shall include information in the impact of FHA’s legislative proposals to expand the housing supply, the impact on offsetting receipts deposited into the MMI fund, and any other potential impacts of these proposals.

HUD Handbook.—The Committee encourages the HUD and FHA to simplify the process for registering government housing agencies as mortgagors for the purposes of FHA insurance eligibility and provide needed assurances for lenders to further encourage participation. The FHA should consider updating its single-family housing handbook for the 203(b) mortgagor program by deeming section 115 entities to be instrumentalities of Government for the purpose of providing secondary financing “or as an FHA Mortgagor”. FHA should also consider clarifying that section 115 entities do not require approval to participate in FHA’s nonprofit secondary financing “or FHA Mortgagor programs”. HUD should improve its training for homeownership center staff and clarify lender instructions.

FHA Multifamily Housing.—The current increase in the cost of construction has led to fewer new construction and rehabilitation loan applications for FHA multifamily loan guarantees. The Committee urges the FHA to mitigate the pressure from increased construction costs by providing flexibility to loan applicants while maintaining effective risk management. For properties that have spent substantial time in the application queue, the FHA should consider allowing reconsideration of rents that have increased during the underwriting process to reflect current market conditions and providing flexibility in underwriting where construction costs

have increased or when storage for construction materials and supplies on a building location is constrained. The FHA should communicate to stakeholders the actions it has and can take to increase the volume of FHA multifamily lending. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 90 days of enactment of this act on the actions taken by the Department to increase volume of FHA multifamily lending and update guidance for processing new construction and rehabilitation loans.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans	Limitation on personnel, compensation and administrative expenses
Appropriations, 2023	\$900,000,000,000	\$40,400,000
Budget estimate, 2024	550,000,000,000	61,000,000
Committee recommendation	900,000,000,000	54,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on new commitments on mortgage-backed securities of \$900,000,000,000. This level is the \$450,000,000,000 above the budget request and equal to the fiscal year 2023 enacted level. The bill allows Ginnie Mae to use \$54,000,000 for salaries and expenses. This is \$13,600,000 more than the fiscal year 2023 enacted level and \$7,000,000 less than the budget request.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriations, 2023	\$145,400,000
Budget estimate, 2024	155,000,000
Committee recommendation	145,400,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$145,400,000 for the research and technology account in fiscal year 2024. This level is equal to the fiscal year 2023 enacted level and \$9,600,000 less than the budget request.

The following table summarizes the Committee’s recommendations for fiscal year 2024:

Activity	Committee recommendation
Core Research and Technology	not less than \$70,000,000
<i>Innovative Activities</i>	500,000
<i>Cooperative Agreements with Minority Serving Institutions</i>	5,000,000
Legal Assistance to Low-Income Tenants at Risk of or Subject to Eviction	20,000,000
Research, Evaluation, and Demonstrations	10,400,000
Technical Assistance	up to 45,000,000
<i>Distressed Cities and Persistent Poverty</i>	up to 5,000,000
Total	145,400,000

Core Research and Technology.—The Committee recommendation includes not less than \$70,000,000 for core research and technology, of which \$500,000 is for innovation activities and \$5,000,000 is for cooperative agreements with minority serving institutions, including Tribal colleges and universities, Asian American and Native Pacific Islander serving institutions, historically black colleges and universities, Hispanic serving institutions, and other minority serving institutions.

Research, Evaluation, and Demonstration.—The Committee recommendation includes \$10,400,000 for research, evaluation, and demonstration. Included in this total is funding for ongoing research on moving to work [MTW] expansion, and for new research projects, including: testing innovative housing discrimination studies methodologies, reducing regulatory barriers, assessing impacts of climate change on Tribal communities, Native Alaskans, and Native Hawaiians and U.S. territories, expanding the eligible uses of HCV housing assistance payments, missing middle financing, utility allowance modeling, and the use of HOME–ARP and state and local fiscal recovery funds for housing supply. Remaining funds may be used for research on bias in the appraisal process.

Technical Assistance.—The Committee recommendation includes up to \$45,000,000 for technical assistance. Of this amount, up to \$5,000,000 is for the distressed cities and persistent poverty technical assistance program. The Committee directs HUD to assess how it can improve technical assistance to State and local entities to access Federal housing resources across the country and make recommendations on best practices and the Federal support necessary to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Investor Owned Housing.—The Committee directs HUD to convene experts to discuss what data might be available to assess if owners of multiple single family housing properties within a local metropolitan market have an outsized influence on that market. The Committee further directs HUD to assess the feasibility of collecting and producing rental property investor ownership data, disaggregated by state and ownership entity size, in the next data collection cycle for the 2027 rental housing finance survey. HUD is encouraged to also assess the feasibility of including data identifying the locations and market share of large single family housing investors and the impact of these investors' activities, if any, on housing availability, affordability, eviction rates, home maintenance, and gentrification.

Fair Market Rents [FMRs].—The Committee remains concerned that, in some areas, fair market rents calculated by the Department continue to drop, despite increases in rent at the local level. The Committee encourages HUD to continue its progress toward reforming the process of setting FMRs and strongly encourages HUD, to the extent permissible under current regulations, to set FMRs at no lower than the previous year's level for an FMR area, unless the Department has sufficient local data to justify such a change. Upon completion of current studies underway to improve FMR estimates, HUD shall brief the House and Senate Committees on Appropriations on the findings, including any lessons related to alternative data sources and methods to decrease PHA cost burden. Additionally, the Department shall report on the potential impact of expanding PHAs' ability to set payment standards from 110 percent of FMR to 120 percent of FMR if PHAs provide rent comparability studies that illustrate HUD-calculated FMRs are lower than actual market rates, or of increasing the FMR above the 40th percentile of gross rents.

VAWA Study.—The Committee directs HUD to complete the study and report on housing and service needs of survivors of trafficking and individuals at risk for trafficking, as required by section 606 of the VAWA 2022. HUD is directed to submit this study and report to the House and Senate Committees on Appropriations not later than September 15, 2023.

Conversion of Office Buildings to Housing.—The Committee strongly encourages PD&R to provide best practices, case studies, and other forms of technical assistance, as practicable, to help state and local governments to convert vacant or unused office building space into residential housing.

Housing Turnover Data.—Timely and consistent metrics are important to provide a comprehensive picture of the scale, scope, and drivers of turnover in the housing stock, as well as to inform poten-

tial Federal, State, and local policy decisions. Therefore, the Committee directs the Department to identify best practices for ways localities collect, analyze, and make publicly available data on housing turnover, including evictions, foreclosures (property tax foreclosures and mortgage foreclosures), and lost housing stock resulting from natural disasters and other unforeseen events. The Department is further directed to explore how these best practices could inform Federal data collection and the development of a standardized data set or measure of housing turnover and to report to the House and Senate Committee on Appropriations on its findings not later than 270 days after enactment of this act.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriations, 2023	\$86,355,000
Budget estimate, 2024	90,000,000
Committee recommendation	86,355,000

PROGRAM DESCRIPTION

The fair housing activities appropriation includes funding for both the fair housing assistance program [FHAP] and the fair housing initiatives program [FHIP], among others.

FHAP assists State and local fair housing agencies with implementing title VIII of the Civil Rights Act of 1968 (Public Law 90–284), as amended, which prohibits discrimination in the sale, rental, and financing of housing and in the provision of brokerage services. The major objective of the program is to ensure prompt and effective processing of title VIII complaints, with appropriate remedies for complaints being provided by State and local fair housing agencies.

FHIP is authorized by section 561 of the Housing and Community Development Act of 1987 (Public Law 100–242), as amended, and by section 905 of the Housing and Community Development Act of 1992 (Public Law 102–550). This program provides support to public and private organizations for the purpose of eliminating or preventing discrimination in housing, and enhances fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$86,355,000 for the Office of Fair Housing and Equal Opportunity. This amount is \$3,645,000 less than the budget request and equal to the fiscal year 2023 enacted level. Of the amounts provided: (1) \$26,000,000 is for FHAP; (2) \$56,000,000 is for FHIP, including not less than \$10,400,000 for education and outreach programs and not less than \$3,700,000 for fair housing organization initiatives; (3) \$1,355,000 is for the creation, promotion, and dissemination of translated materials that support the assistance of persons with limited English proficiency; and (4) \$3,000,000 is for the national fair housing training academy.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES
LEAD HAZARD REDUCTION
(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2023	\$410,000,000
Budget estimate, 2024	410,000,000
Committee recommendation	350,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$350,000,000 for the lead hazard reduction account, \$60,000,000 less than the budget request and fiscal year 2023 enacted level. The following table summarizes the Committee’s recommendation in comparison to the budget estimate and the fiscal year 2023 enacted level:

	Fiscal year—		Committee recommendation
	2023 enacted	2024 estimate	
Lead Hazard Reduction Grants	\$290,000,000	\$265,000,000	\$245,000,000
<i>Areas with the Highest Lead-based Paint Abatement Needs</i>	<i>95,000,000</i>	<i>105,000,000</i>	<i>105,000,000</i>
Healthy Homes Initiative	75,000,000	125,000,000	105,000,000
<i>Weatherization Cooperation Demonstration</i>	<i>5,000,000</i>	<i>5,000,000</i>	<i>5,000,000</i>
<i>Aging in Place Home Modification Grants</i>	<i>30,000,000</i>	<i>30,000,000</i>	<i>30,000,000</i>
Healthy Homes Technical Studies	5,000,000	5,000,000	.....
Lead-Risk Assessment Demonstration	25,000,000	.....	.....
Radon Testing and Mitigation Demonstration	5,000,000	5,000,000	.....
Lead Service Line Replacement Demonstration .....	.....	10,000,000	.....
Total	410,000,000	410,000,000	350,000,000

The reallocations between grant programs account for recent application rates and the available carryover balances for each activity. During the pandemic, application rates for lead hazard reduction grants, particularly from public health agencies, dropped. However, the Committee is pleased to see that incoming applications are beginning to increase. The Committee remains committed to reducing exposures to lead-based paint and other residential health hazards, and directs the Department to provide the House and Senate Committees on Appropriations with updated reports on

all unobligated balances for each program following each funding competition award announcement.

Improving the Lead Grant Application Process.—The Committee directs HUD to continue to conduct outreach and improve the NOFOs to encourage more grantees to apply, especially those that may not have access to professional grant writers, such as smaller and more rural communities. Additionally, HUD shall continue to clearly state in the NOFOs that an application may include non-profit co-applicants, provided that an eligible city, county/parish, other unit of local government, or eligible State or Tribe are identified as the lead or co-applicant. Non-profit co-applicants may include community development financial institutions who may be positioned to accelerate the pace at which low-income homeowners and rental property owners can address lead paint hazards in high-risk communities.

Lead Standards and Oversight.—The Committee recognizes there are multiple open priority recommendations from GAO report 18–394 on lead-based paint hazards in assisted housing, HUD OIG report 2023–CH–0001 on oversight of lead-safe housing rule requirements, and HUD OIG report 2020–CH–0005 on lead in water in multifamily housing. The Committee acknowledges that the implementation of NSPIRE and accompanying process improvements aim to address these recommendations, and urges HUD to coordinate across the Department to ensure its new procedures and controls sufficiently address the identified gaps. The Committee also directs HUD to continue to coordinate with the EPA on: (1) visual inspection protocols, (2) inventories of lead service lines, and (3) identifying any cross-agency progress made by public water systems in eliminating lead service lines at HUD-assisted properties, which is a priority under the IIJA. The Committee directs HUD to brief the House and Senate Committees on Appropriations within 120 days of enactment of this act on its data sharing needs related to lead service lines.

Lead Risk Assessment.—The Committee directs OLHCHH and PIH to jointly engage with PHAs and other stakeholders to understand why so few applications were submitted for the lead risk assessment demonstration and brief the House and Senate Committees on Appropriations on the findings of this engagement no later than 270 days after the enactment of this act.

Aging-in-Place Home Modification Grants.—The Committee recommendation includes \$30,000,000 within the healthy homes initiative for aging-in-place home modification grants in order to enable low-income seniors [persons who are 62 years of age or older] to remain in their homes through low-cost, high-impact home modifications. The intended beneficiaries of these grants are low-income seniors living in homes that are not receiving project-based rental assistance, and HUD shall ensure the use of funds appropriated will reflect that intent. In designing the NOFO for this program, HUD is directed to continue to take into account successful models of low-barrier, participant-led, holistic approaches to aging-in-place. The Committee continues to direct HUD to track the outcomes of seniors whose homes have been modified in order to better understand the effectiveness of this funding in reducing at-home falls,

hospitalizations, and emergency response calls, as well as improving independence and tenure in home over time.

Weatherization Assistance Program.—The Committee continues to acknowledge the potential time and cost savings to be realized from the coordinated execution of the HUD lead-based paint hazard control grant program and the DOE’s weatherization assistance program. HUD is directed to continue collecting information on how many units benefit from this coordination and quantify how this coordination has reduced costs for hardware and labor. HUD is directed to provide this information to the House and Senate Committees on Appropriations after the end of each grant cycle.

INFORMATION TECHNOLOGY FUND

Appropriations, 2023	\$374,750,000
Budget estimate, 2024	415,000,000
Committee recommendation	374,750,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends \$374,750,000 for the IT Fund for fiscal year 2024, which is equal to the fiscal year 2023 enacted level and \$40,250,000 less than the budget request. Of this total, up to \$23,950,000 is for development, modernization, and enhancement [DME] and the remainder is for operations and maintenance [O&M]. The following table below provides allocations of funds to continue existing DME projects, which are subject to section 405 of this act.

Project	Committee recommendation
Electronic Special Needs Assistance (e-snaps)	\$5,000,000
PIH Modernization	1,102,000
LOCCS/Treasury ARC Oracle Federal Financials Financial Interface Modernization	3,000,000
FHA Modernization	3,000,000
Enterprise Identity Credential Access Management, Zero Trust & Trusted Internet Connection	11,848,000

The Committee directs the Department to delineate funding for O&M and DME by project in its fiscal year 2024 operating plan, and to brief the House and Senate Committees on Appropriations on the status of infrastructure contract transitions upon submission of the operating plan.

IT Fund Reporting and Oversight.—The Committee directs HUD to continue to include sufficient detail in its congressional justifications to delineate between funding for O&M and DME, which as defined by OMB includes planning, and include plain language summaries of proposed DME projects, total costs and savings potential, target functionality, estimated timeline, and mission benefits associated with the requested amount.

Quarterly Briefings.—The Committee continues to direct HUD to brief the House and Senate Committees on Appropriations on IT modernization efforts on a quarterly basis. For fiscal year 2024,

such briefings shall address, for each development, modernization, and enhancement project to be funded from available balances, including carryover: (1) results of the prior quarter, including actual expenditures and major milestones achieved; (2) any variances in cost, schedule (including procurement), or functionality from the previously provided project plan, reasons for such variances and estimated impact on total lifecycle costs; and (3) risks and mitigation strategies associated with ongoing work.

IT Roadmap.—The Committee urges HUD to expeditiously update its enterprise IT roadmap and address the recommendations in HUD OIG report 2021–OE–0003. This roadmap is critical to informing future IT investment decisions, more strategically sequencing modernization efforts, reducing duplication and successfully decommissioning costly legacy systems and mainframes.

OFFICE OF INSPECTOR GENERAL

Appropriations, 2023	\$146,000,000
Budget estimate, 2024	154,000,000
Committee recommendation	152,924,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$152,924,000 for the Office of Inspector General, which is \$1,076,000 below the budget request and \$6,924,000 more than the fiscal year 2023 enacted level. This funding level is sufficient to sustain support for the 520 FTE authorized in fiscal year 2023, as well as other adjustments to base funding to maintain current services. Another 12 positions are supported through emergency designated funding for oversight of the CARES Act and disaster relief.

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

Contracting Audits of Annual Financial Statements.—Since fiscal year 2020, the Committee has required the Office of Inspector General to procure and rely upon the services of an independent external auditor, or auditors, to audit the financial statements of the Department, including the financial statements of FHA and Ginnie Mae. The Committee directs the Office of the Inspector General to continue to adhere to this requirement.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN
DEVELOPMENT

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

The Committee recommends administrative provisions. A brief description follows.

Section 201 splits overpayments evenly between the Treasury and State HFAs.

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

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

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

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

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

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

Section 208 exempts Ginnie Mae from certain requirements of the Federal Credit Reform Act of 1990.

Section 209 authorizes HUD to transfer debt and use agreements from an obsolete project to a viable project, provided that no additional costs are incurred and other conditions are met.

Section 210 sets forth certain requirements for section 8 eligibility and includes consideration for persons with disabilities.

Section 211 distributes Native American housing block grants to the same Native Alaskan recipients as in fiscal year 2005.

Section 212 instructs HUD on managing and disposing of any multifamily property that is owned or held by HUD.

Section 213 allows PHAs that own and operate 400 or fewer units of public housing to be exempt from asset management requirements.

Section 214 restricts the Secretary from imposing any requirements or guidelines relating to asset management that restrict or limit the use of capital funds for central office costs, up to the limits established in law.

Section 215 requires that no employee of the Department be designated as an allotment holder unless the CFO determines that such employee has received certain training.

Section 216 requires the Secretary to notify the public of notices of funding opportunity for competitively awarded funds, and establishes how such notification may occur.

Section 217 requires attorney fees for programmatic litigation to be paid from the individual program office and Office of General Counsel salaries and expenses appropriations.

Section 218 allows the Secretary to transfer up to 10 percent of funds or \$5,000,000, whichever is less, appropriated under the headings “Administrative Support Offices” or “Program Offices” to any other office funded under such headings.

Section 219 requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 220 places a salary and bonus limit on public housing agency officials and employees.

Section 221 requires the Secretary to notify the House and Senate Committees on Appropriations at least 3 full business days before grant awards are announced, and requires such notification to include state and congressional district information.

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

Section 223 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with respect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 224 allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be re-obligated for additional research.

Section 225 prohibits funds for financial awards for employees subject to administrative discipline.

Section 226 allows program income as an eligible match for 2015 through 2024 continuum of care funds.

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

Section 228 maintains current promise zone designations and agreements.

Section 229 clarifies the use of funds for the family self-sufficiency program.

Section 230 addresses the establishment of reserves for public housing agencies designated as MTW agencies.

Section 231 prohibits funds from being used to make certain eligibility limitations as part of a notice of funding opportunity for competitive grant awards under the public housing fund.

Section 232 extends the expenditure period for certain previously appropriated choice neighborhoods initiatives program funds.

Section 233 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 234 addresses the manner in which HUD may make adjustments for formula allocation corrections.

Section 235 allows for limited transfers of salaries and expenses funding to the information technology fund.

Section 236 extends the expenditure period for certain previously appropriated lead hazard reduction program funds.

Section 237 states that the Secretary must comply with all process requirements when revising any annual contributions contract.

Section 238 rescinds certain unobligated balances.

Section 239 makes changes to the rental assistance demonstration.

Section 240 establishes a nonrecurring expense fund for capital needs of the Department.

Section 241 allows the office of housing to provide direct support to small properties and owners converting assistance under the rental assistance demonstration.

Section 242 allows for limited transfer of funds from the office of policy development and research to the information technology fund.

Section 243 requires that foregone increases to tenant rent payments due to resident participation in the jobs-plus program be factored into rental assistance renewal eligibility within the appropriate account.

Section 244 clarifies the participation of Indian Tribes and TDHEs in the continuum of care program.

Section 245 amends the Housing and Community Development Act of 1992 to expand program service areas for the section 184 and section 184A loan guarantee programs.

Section 246 amends the Housing and Community Development Act of 1992 to permit the section 184 and section 184A loan guarantee programs to guarantee mortgages with lengths of up to 40 years.

Section 247 amends the Housing and Community Development Act of 1974 to permit additional activities to be undertaken by Indian Tribes.

Section 248 amends the Housing and Community Development Act of 1992 to prohibit new residential PACE loans on properties guaranteed under the section 184A programs without the consent of the Secretary.

Section 249 amends the Housing and Community Development Act of 1992 to prohibit new PACE loans on properties guaranteed under the section 184 programs without the consent of the Secretary.

Section 250 amends Title V of the National Housing Act to prohibit new PACE loans on properties insured, guaranteed, made, or held by FHA without the consent of the Secretary.

Section 251 governs the process for the selection of performance-based contract administrators.

Section 252 extends certain MTW agreements for 15 years.

Section 253 allows a 2-year NOFO for the continuum of care program.

Section 254 allows the Secretary to waive or specify alternatives for certain requirements for the mainstream and family unification voucher programs.

TITLE III
INDEPENDENT AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriations, 2023	\$9,850,000
Budget estimate, 2024	9,955,000
Committee recommendation	9,955,000

PROGRAM DESCRIPTION

The Access Board is responsible for developing design guidelines for the build environment, transit vehicles, information communications technology, and medical diagnostic equipment under the Americans with Disabilities Act of 1990 (Public Law 101–336) and other laws. The Access Board also enforces the Architectural Barriers Act, ensuring accessibility to a wide range of Federal agencies, including national parks, post offices, social security offices, and prisons. In addition, the Access Board provides training and technical assistance on its guidelines and standards to Federal agencies, public and private organizations, individuals, and businesses.

COMMITTEE RECOMMENDATION

The Committee recommends \$9,955,000 for the operations of the Access Board. This level of funding is equal to the budget request and \$105,000 more than the fiscal year 2023 enacted level.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriations, 2023	\$38,260,000
Budget estimate, 2024	43,720,000
Committee recommendation	43,720,000

PROGRAM DESCRIPTION

The Federal Maritime Commission [FMC] is an independent regulatory agency, which administers the Shipping Act of 1984 (Public Law 98–237), as amended by the Ocean Shipping Reform Act of 1998 (Public Law 105–258); section 19 of the Merchant Marine Act of 1920 (41 Stat. 998); the Foreign Shipping Practices Act of 1988 (Public Law 100–418); Public Law 89–777; and the Ocean Shipping Reform Act of 2022 (OSRA 2022, Public Law 117–146).

The FMC’s mission is to foster a fair, efficient, and reliable international ocean transportation system and to protect the public from unfair and deceptive practices. To accomplish this mission, the FMC regulates the international waterborne commerce of the

United States. In addition, the FMC has responsibility for licensing and bonding ocean transportation intermediaries and for ensuring that vessel owners or operators establish financial responsibility to pay judgments for death or injury to passengers, or nonperformance of a cruise, on voyages from United States ports.

COMMITTEE RECOMMENDATION

The Committee recommends \$43,720,000 for the salaries and expenses of the FMC for fiscal year 2024. Consistent with OSRA 2022, this amount is equal to the budget request and \$5,460,000 more than the fiscal year 2023 enacted level.

Staffing and IT.—To implement the new authorities and requirements of OSRA 2022, the FMC has initiated a multiyear staffing effort. Of the amount provided, \$2,000,000 shall remain available until September 30, 2025 to provide additional flexibility in the sequencing of hiring actions. The Committee directs the FMC to brief the House and Senate Committees on Appropriations no later than 60 days after enactment of this act on staffing increases over the last 2 years, planned hiring efforts to support the implementation of OSRA 2022, and an IT modernization roadmap to replace legacy systems and better support its mission.

NATIONAL RAILROAD PASSENGER CORPORATION

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2023	\$27,935,000
Budget estimate, 2024	30,410,000
Committee recommendation	29,240,000

PROGRAM DESCRIPTION

The Office of Inspector General for Amtrak was created by the Inspector General Act Amendment of 1988 (Public Law 100–504). The act recognized Amtrak as a “designated Federal entity” and required the railroad to establish an independent and objective unit to conduct and supervise audits and investigations relating to the programs and operations of Amtrak; recommend policies designed to promote economy, efficiency, and effectiveness in Amtrak, and prevent and detect fraud and abuse; and to provide a means for keeping the Amtrak leadership and the Congress fully informed about problems in Amtrak operations and the corporation’s progress in making corrective action.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$29,240,000 for the Amtrak Office of Inspector General. This funding level is \$1,170,000 less than the budget request and \$1,305,000 more than the fiscal year 2023 enacted level. The funding recommendation is sufficient to annualize the additional 12 FTE provided in fiscal year 2023 for a total of 106 FTE’s, as well as other non-payroll program costs identified in the fiscal year 2024 budget request. The Committee retains language that requires the Amtrak Office of Inspector General to submit a budget request in similar format and

substance to those submitted by other executive agencies in the Federal Government.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2023	\$129,300,000
Budget estimate, 2024	145,000,000
Committee recommendation	134,300,000

PROGRAM DESCRIPTION

Initially established along with the Department of Transportation, the National Transportation Safety Board [NTSB] commenced operations on April 1, 1967, as an independent Federal agency. The Board is charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in the other modes of transportation-railroad, highway, marine, and pipeline-and issuing safety recommendations aimed at preventing future accidents. Although it has always operated independently, NTSB relied on DOT for funding and administrative support until the Independent Safety Board Act of 1974 (Public Law 93-633) severed all ties between the two organizations starting in 1975.

In addition to its investigatory duties, NTSB is responsible for maintaining the Government's database of civil aviation accidents and also conducts special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, NTSB supplies investigators to serve as U.S. accredited representatives for aviation accidents overseas involving U.S. registered aircraft, or involving aircraft or major components of U.S. manufacture. NTSB also serves as the "court of appeals" for any airman, mechanic, or mariner whenever certificate action is taken by the FAA or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA.

COMMITTEE RECOMMENDATION

The Committee recommends \$134,300,000 for the NTSB, which is \$10,700,000 less than the budget request and \$5,000,000 more than the fiscal year 2023 enacted level. The Committee directs the NTSB to continue to provide the compliance report required under 49 U.S.C. 1135(e).

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriations, 2023	\$170,000,000
Budget estimate, 2024	172,000,000
Committee recommendation	170,000,000

PROGRAM DESCRIPTION

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (Title VI of the Housing and Community Development Amendments of 1978, Public Law 95-557) and operates under the trade name "NeighborWorks Amer-

ica”. NeighborWorks provides financial, technical, and training assistance to community-based organizations that work in partnership with community residents, the private sector, and local governments to promote community revitalization and affordable housing opportunities. These partnership-based organizations are independent, tax-exempt, non-profit entities, collectively known as the “NeighborWorks Network.” The NeighborWorks Network consists of nearly 250 local and regional organizations that serve almost 3,000 urban, suburban, and rural communities in every State, the District of Columbia, and Puerto Rico.

COMMITTEE RECOMMENDATION

The Committee recommends \$170,000,000 for NeighborWorks America, which includes \$2,000,000 for the promotion and development of shared equity housing models. This total amount is \$2,000,000 less than the budget request and equal to the fiscal year 2023 enacted level. The Committee directs NeighborWorks to provide at least three days’ advance notice to the House and Senate Committees on Appropriations prior to the announcement of any grant exceeding \$50,000 that is awarded to a NeighborWorks Network organization.

Rural Areas.—The Committee commends NeighborWorks’ efforts to build capacity in rural areas and urges NeighborWorks to continue those initiatives.

Multilingual Training Courses.—NeighborWorks is encouraged to continue to develop and offer new professional development and certification training courses and translated materials to meet the needs of the Network and support its work on minority homeownership.

Shared Equity Homeownership.—The Committee recommendation includes \$2,000,000 for the promotion and development of shared equity housing portfolios among its affiliates, of which not less than \$1,500,000 is for capital grants for affiliates to bring new homes into their existing shared equity portfolios. When awarding capital grants, the Committee directs NeighborWorks to invest in at least one recipient that serves a rural area or a city of under 50,000 people that has demonstrated success in managing a shared equity portfolio. NeighborWorks is directed to work with affiliated organizations with extensive experience in offering shared equity homeownership opportunities as technical assistance providers.

Policies and Procedures.—As directed by the House and Senate Committees on Appropriations in the fiscal year 2023 joint explanatory statement, the GAO reviewed NeighborWorks’ compliance with regulatory requirements and internal policies. A report [GAO–23–105944] was published in June 2023 that makes 10 recommendations to improve procurement practices, conflicts of interest, whistleblower policies and procedures, and staff training. The Committee is troubled by reports that current and former staff have witnessed or experienced retaliation, and cite a lack of trust in senior leadership. Retaliation against individuals who report waste, fraud, and abuse of taxpayer resources is highly inappropriate and a violation of whistleblower protections and laws. If such practices are substantiated, the Committee will be forced to re-evaluate a direct appropriation with more strict oversight condi-

tions or apportionment limitations which would be a most unfortunate outcome given the valuable and important work of affiliate organizations nationwide. The Committee directs NeighborWorks to brief the House and Senate Committees on Appropriations not less than annually until all GAO recommendations are closed. Such briefings shall also report on the actions the organization is taking to assess and rebuild employee and congressional trust.

SURFACE TRANSPORTATION BOARD
SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2023	\$40,179,000	\$1,250,000
Budget estimate, 2024	46,934,000	1,250,000
Committee recommendation	46,202,000	1,250,000

PROGRAM DESCRIPTION

The Surface Transportation Board [STB] was created on January 1, 1996, by the Interstate Commerce Commission Termination Act of 1995 (Public Law 104–88). The Board is a five-member, bipartisan, decisionally independent adjudicatory body, and is responsible for the regulation of the rail and pipeline industries and certain non-licensing regulations of motor carriers and water carriers.

STB’s rail oversight activities include rate reasonableness, car service and interchange, mergers, line acquisitions, line constructions, and abandonments. STB’s jurisdiction also includes certain oversight of the intercity bus industry, pipeline carriers, intercity passenger train service, rate regulation involving noncontiguous domestic water transportation, household goods carriers, and collectively determined motor carrier rates.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$47,452,000. This funding level is \$732,000 less than the budget request and \$6,023,000 more than the fiscal year 2023 enacted level. Included in the recommendation is \$1,250,000 in fees, which will offset the appropriated funding, resulting in final appropriation from the general fund estimated at no more than \$46,202,000. This funding level will accommodate adjustments to base, the annualization of the 4 positions provided for the Office of Passenger Rail in fiscal year 2023, an additional 6 positions for that office in fiscal year 2024 to fully meet the required hiring objective of the authorization, and the non-personnel cost changes as requested.

Regulatory Proceedings.—There remains a number of pending regulatory proceedings that would reform existing regulations at the STB. The Committee continues to encourage the STB to provide a timely and decisive regulatory process.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriations, 2023	\$4,000,000
Budget estimate, 2024	4,800,000
Committee recommendation	4,300,000

PROGRAM DESCRIPTION

The United States Interagency Council on Homelessness is an independent agency created by the McKinney-Vento Homeless Assistance Act of 1987 (Public Law 100–77) to coordinate the Federal response to homelessness. USICH was authorized to review Federal programs that assist homeless persons, to take necessary actions to reduce duplication, and to recommend improvements in programs and activities conducted by Federal, State, and local governments, as well as local volunteer organizations. USICH consists of the heads of 19 Federal agencies, including the Departments of Housing and Urban Development, Health and Human Services, Veterans Affairs, Agriculture, Commerce, Defense, Education, Labor, and Transportation, the Federal Emergency Management Agency, and other entities as deemed appropriate.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$4,300,000 for USICH. This amount is \$500,000 less than the budget request and \$300,000 more than the fiscal year 2023 enacted level. This funding level is sufficient to sustain current staffing levels and address other adjustments to maintain current services. The Committee reminds USICH of its obligations pursuant to section 405 of this act, including the need to receive Committee approval prior to any reorganization.

ALL INside.—The Committee directs USICH to brief the House and Senate Committees on Appropriations on the ALL INside initiative on unsheltered homelessness within 180 days of enactment of this act and not less than annually thereafter. The briefing shall describe the tailored assistance and regulatory flexibilities provided to each of the six sites, the risk and benefits of wider application of such flexibilities, and the impact of the initiative on local systems.

Documentation Barriers for People Experiencing Homelessness.—USICH’s strategic plan seeks to streamline eligibility and documentation requirements that can often act as a barrier to assistance, especially when individuals access assistance across multiple agencies. The Committee directs USICH to brief the House and Senate Committees on Appropriations on the progress of these efforts within 60 days of enactment of this act and 180 days thereafter on the actions taken. The Committee is also aware that GAO will be conducting a study on barriers persons experiencing homelessness or housing instability encounter in obtaining or replacing state-issued identification and steps Federal agencies could take to mitigate those barriers. The Committee is content to see this study is underway and encourages GAO to study barriers related to essential personal documents and state-issued identification that people experiencing homelessness face to obtain housing and include

the USICH and HUD in its study. The Committee also encourages GAO to provide recommendations on related administrative actions and policy changes.

Youth Homelessness.—The Committee directs USICH to place a greater consideration on the potential impacts of Federal policies on children and youth experiencing homelessness and those at-risk of becoming homeless. The Committee directs USICH to work with Federal entities and communities to support best practices in identifying, reporting, and coordinating across local systems to address the needs of homeless children and youth across all Federal definitions of homelessness. The Committee also supports USICH's work in supporting communities through trauma-informed care across services to promote housing stability.

Implementation of Best Practices.—To prevent USICH from misusing Federal funds through sharing inaccurate or misleading data with Federal partners, community practitioners, and other stakeholders, the Committee continues to direct USICH to ensure best practices and evidence-based conclusions are central to any technical assistance and recommendations released by the agency.

TITLE IV

GENERAL PROVISIONS—THIS ACT

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

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

Section 403 limits expenditures for consulting services through procurement contracts where such expenditures are a matter of public record and available for public inspection.

Section 404 prohibits the use of funds for employee training unless such training bears directly upon the performance of official duties.

Section 405 authorizes the reprogramming of funds within a budget account and specifies the reprogramming procedures for agencies funded by this act.

Section 406 ensures that 50 percent of unobligated balances may remain available for certain purposes.

Section 407 prohibits the use of funds for eminent domain unless such taking is employed for public use.

Section 408 prohibits funds in this act to be transferred without express authority.

Section 409 prohibits the use of funds for activities not in compliance with the Buy American Act.

Section 410 prohibits funding for any person or entity convicted of violating the Buy American Act.

Section 411 prohibits funds for first-class airline accommodation in contravention of 41 CFR 301-10.122 and 41 CFR 301-10.123.

Section 412 restricts the number of employees that agencies funded in this act may send to international conferences.

Section 413 prohibits the Surface Transportation Board from charging filing fees for rate or practice complaints that are greater than the fees authorized for district court civil suits.

Section 414 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 415 prohibits funds from denying an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities, or to prevent or impede that Inspector General's access.

Section 416 prohibits funds from being used to pay awards or fees for contractors with poor performance.

Section 417 protects employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 418 prohibits funds from being used for the approval of a new foreign air carrier permit or exemption application if that approval would contravene United States law or article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement and specifies that nothing in this section shall prohibit, restrict, or preclude the Secretary of DOT from granting a permit or exemption where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Treaty and the U.S. law.

Section 419 prohibits funds made available by this act to DOT from being used in contravention of 54 U.S.C. 306108.

Section 420 makes a technical correction to division L of Public Law 117-328.

Section 421 states that each amount designated by the Congress as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985 is contingent on the President so designating all such emergency amounts and transmitting such designations to Congress. The provision is consistent with the requirements in the Fiscal Responsibility Act of 2023.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE
STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports accompanying general appropriations bills identify each recommended amendment which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session.

The Committee is filing an original bill, which is not covered under this rule, but reports this information in the spirit of full disclosure.

The Committee recommends funding for the following programs or activities which currently lack authorization for fiscal year 2024:

TITLE I—DEPARTMENT OF TRANSPORTATION

Essential Air Service
Federal Aviation Administration
Maritime Administration
Pipeline Safety Programs in the Pipeline and Hazardous Materials
Safety Administration

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rental Assistance Programs
Indian Housing Block Grants
Indian Housing Loan Guarantee Fund
Native Hawaiian Housing Block Grant
Housing Opportunities for Persons with AIDS
Community Development Fund
Community Development Loan Guarantee
Home Investment Partnerships Program
Choice Neighborhoods Initiatives
Self-Help Homeownership Opportunity Program
Homeless Assistance
Housing for the Elderly
Housing for Persons with Disabilities
FHA General and Special Risk Program Account
Ginnie Mae Mortgage Backed Securities Loan Guarantee Program
Account
Policy Development and Research
Fair Housing Activities, Fair Housing Program
Lead Hazard Reduction Program
Salaries and Expenses

TITLE III—RELATED AGENCIES

Access Board
National Transportation Safety Board
Neighborhood Reinvestment Corporation
Surface Transportation Board

COMPLIANCE WITH PARAGRAPH 7(c), RULE XXVI OF THE
STANDING RULES OF THE SENATE

Pursuant to paragraph 7(c) of rule XXVI, on July 20, 2023, the Committee ordered favorably reported a bill (S. 2437) making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2024, and for other purposes, provided, that the bill be subject to amendment and that the bill be consistent with its budget allocation, and provided that the Chairman of the Committee or his designee be authorized to offer the substance of the original bill as a Committee amendment in the nature of a substitute to the House companion measure, by a recorded vote of 29–0, a quorum being present. The vote was as follows:

Yeas	Nays
Chair Murray	
Mrs. Feinstein	
Mr. Durbin	
Mr. Reed	
Mr. Tester	
Mrs. Shaheen	
Mr. Merkley	
Mr. Coons	
Mr. Schatz	
Ms. Baldwin	
Mr. Murphy	
Mr. Manchin	
Mr. Van Hollen	
Mr. Heinrich	
Mr. Peters	
Ms. Collins	
Mr. McConnell	
Ms. Murkowski	
Mr. Graham	
Mr. Moran	
Mr. Hoeven	
Mr. Boozman	
Mrs. Capito	
Mr. Kennedy	
Mrs. Hyde-Smith	
Mr. Hagerty	
Mrs. Britt	
Mr. Rubio	
Mrs. Fischer	

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI, OF THE
STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include “(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the Committee.”

In compliance with this rule, changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

TITLE 12—BANKS AND BANKING

CHAPTER 13—NATIONAL HOUSING

SUBCHAPTER II—MORTGAGE INSURANCE

§ 1715z-13a. Loan guarantees for Indian housing

[(a) Authority

To provide access to sources of private financing to Indian families, Indian housing authorities, and Indian tribes, who otherwise could not acquire housing financing because of the unique legal status of Indian lands, the Secretary may guarantee not to exceed 100 percent of the unpaid principal and interest due on any loan eligible under subsection (b) made to an Indian family, Indian housing authority, or Indian tribe.】

(a) AUTHORITY.—To provide access to sources of private financing to Indian families, Indian housing authorities, and Indian tribes, who otherwise could not acquire housing financing because of the unique legal status of Indian lands and the unique nature of tribal economies; and to expand homeownership opportunities to Indian families, Indian housing authorities and Indian tribes on fee simple lands, the Secretary may guarantee not to exceed 100 percent of the unpaid principal and interest due on any loan eligible under subsection (b) made to an Indian family, Indian housing authority, or Indian tribe on trust land and fee simple land.

(b) Eligible loans

Loans guaranteed pursuant to this section shall meet the following requirements:

(1) Eligible borrowers

The loans shall be made only to borrowers who are Indian families, Indian housing authorities, or Indian tribes.

[(2) Eligible housing

The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing and are located on trust land or land located in an Indian or Alaska Native area.】

(2) *ELIGIBLE HOUSING.—The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing.*

* * * * *

[(5) Terms

The loan shall—

(A) be made for a term not exceeding 30 years;】

(5) *TERMS.—The loan shall—*

(A) be made for a term not exceeding 30 years, except as determined by the Secretary, when there is a loan modification under subsection (h)(1)(B), the loan shall not exceed 40 years;”.

* * * * *

§ 1715z–13b. Loan guarantees for Native Hawaiian housing

(a) Definitions

* * * * *

(b) Authority

To provide access to sources of private financing to Native Hawaiian families who otherwise could not acquire housing financing because of the unique legal status of the Hawaiian Home Lands or as a result of a lack of access to private financial markets, and to expand homeownership opportunities to Native Hawaiian families who are eligible to receive a homestead under the Hawaiian Homes Commission Act, 1920 (42 Stat. 108) on fee simple lands in the State of Hawaii, the Secretary may guarantee an amount not to exceed 100 percent of the unpaid principal and interest that is due on an eligible loan under subsection (c).

(c) Eligible loans

Under this section, a loan is an eligible loan if that loan meets the following requirements:

(1) Eligible borrowers

The loan is made only to a borrower who is-

- (A) a Native Hawaiian family;
- (B) the Department of Hawaiian Home Lands;
- (C) the Office of Hawaiian Affairs; or
- (D) a private nonprofit organization experienced in the planning and development of affordable housing for Native Hawaiians.

[(2) Eligible housing

(A) In general

The loan will be used to construct, acquire, or rehabilitate not more than 4-family dwellings that are standard housing and are located on Hawaiian Home Lands for which a housing plan described in subparagraph (B) applies.

(B) Housing plan

A housing plan described in this subparagraph is a housing plan that-

- (i) has been submitted and approved by the Secretary under section 4223 of title 25; and
- (ii) provides for the use of loan guarantees under this section to provide affordable homeownership housing on Hawaiian Home Lands.】

(2) *ELIGIBLE HOUSING.—The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing.*

* * * * *

[(5) Terms

The loan shall—

- (A) be made for a term not exceeding 30 years;】

(5) *TERMS.—The loan shall—*

(A) be made for a term not exceeding 30 years; except, as determined by the Secretary, when there is a loan modification under subsection (i)(1)(B) the term of the loan shall not exceed 40 years;

TITLE 23—HIGHWAYS

CHAPTER 1—FEDERAL-AID HIGHWAYS

§ 127. Vehicle weight limitations—Interstate System

(a) **IN GENERAL.—**

* * * * *

(w) **OPERATION OF VEHICLES ON CERTAIN OKLAHOMA HIGHWAYS.—**If any segment of the highway referred to in paragraph (96) of section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2032) is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without any regard to any requirement under this section.

(x) **CERTAIN AGRICULTURAL VEHICLES IN THE STATE OF MISSISSIPPI.—**

(1) IN GENERAL.—The State of Mississippi may allow, by special permit, the operation of a covered agricultural vehicle

on the Interstate System in the State of Mississippi if such vehicle does not exceed—

(A) a gross vehicle weight of 88,000 pounds; and

(B) 110 percent of the maximum weight on any axle or axle group described in subsection (a)(2), including any enforcement tolerance.

(2) COVERED AGRICULTURAL VEHICLE DEFINED.—In this subsection, the term ‘covered agricultural vehicle’ means a vehicle that is transporting unprocessed agricultural crops used for food, feed or fiber, or raw or unfinished forest products, including logs, pulpwood, biomass or wood chips.

(y) OPERATION OF CERTAIN VEHICLES IN WEST VIRGINIA.—

(1) IN GENERAL.—The State of West Virginia may allow, by special permit, the operation of a vehicle that is transporting materials and equipment on the Interstate System in the State of West Virginia if such vehicle does not exceed 110 percent of the maximum weight on any axle or axle group described in subsection (a)(2), including any enforcement tolerance, provided the remaining gross vehicle weight requirements of subsection (a) are met.

(2) DEFINITION.—In this subsection, the term ‘materials and equipment’ means materials and equipment that are used on a project eligible under this chapter.

TITLE 49—TRANSPORTATION

SUBTITLE III—GENERAL AND INTERMODAL PROGRAMS

CHAPTER 53—PUBLIC TRANSPORTATION

§ 5323. General provisions

(a) INTERESTS IN PROPERTY.—

* * * * *

(q) **【CORRIDOR PRESERVATION】 REAL PROPERTY INTERESTS.**—

(1) IN GENERAL.—The Secretary may assist a recipient in acquiring **【right-of-way】 real property interests** before the completion of the environmental reviews for any project that may use the *acquired* **【right-of-way】 real property interests** if the acquisition is otherwise permitted under Federal law.

(2) ENVIRONMENTAL REVIEWS.—**【Right-of-way】 Real property interests** acquired under this subsection may not be developed in anticipation of the project until all required environmental reviews for the project have been completed.

**CONSOLIDATED AND FURTHER CONTINUING
APPROPRIATIONS ACT, 2012, PUBLIC LAW 112-55**

**DIVISION C—TRANSPORTATION, HOUSING AND URBAN
DEVELOPMENT, AND RELATED AGENCIES APPRO-
PRIATIONS ACT, 2012**

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

RENTAL ASSISTANCE DEMONSTRATION

To conduct a demonstration designed to preserve and improve public housing and certain other multifamily housing through the voluntary conversion of properties with assistance under section 9 of the United States Housing Act of 1937, (hereinafter, “the Act”), or the moderate rehabilitation program under section 8(e)(2) of the Act, to properties with assistance under a project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, or assistance under section 8(o)(13) of the Act, the Secretary may transfer amounts provided through contracts under section 8(e)(2) of the Act or under the headings “Public Housing Capital Fund” [and “Public Housing Operating Fund”] , “*Public Housing Operating Fund*”, and “*Public Housing Fund*” to the headings “Tenant-Based Rental Assistance” or “Project-Based Rental Assistance” (herein the “First Component”): *Provided*, That the initial long-term contract under which converted assistance is made available may allow for rental adjustments only by an operating cost factor established by the Secretary, and shall be subject to the availability of appropriations for each year of such term: *Provided further*, That project applications may be received under this demonstration until September 30, [2024] 2030: *Provided further*, That any increase in cost for “Tenant-Based Rental Assistance” or “Project-Based Rental Assistance” associated with such conversion in excess of amounts made available under this heading shall be equal to amounts transferred from “Public Housing Capital Fund” and “Public Housing Operating Fund” or other account from which it was transferred: [*Provided further*, That not more than 455,000 units currently receiving assistance under section 9 or section 8(e)(2) of the Act shall be converted under the authority provided under this heading:] *Provided further*, That at properties with assistance under section 9 of the Act requesting to partially convert such assistance, and where an event under section 18 of the Act occurs that results in the eligibility for tenant protection vouchers under section 8(o) of the Act, the Secretary may convert the tenant protection voucher assistance to assistance under a project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, or assistance under section 8(o)(13) of the Act, so long as the property meets any additional requirements established by the Secretary to facilitate conversion: *Provided further*, That to facilitate the conversion of assistance under the previous proviso, the Secretary may

transfer an amount equal to the total amount that would have been allocated for tenant protection voucher assistance for properties that have requested such conversions from amounts made available for tenant protection voucher assistance under the heading "Tenant-Based Rental Assistance" to the heading "Project-Based Rental Assistance": Provided further, That at properties with assistance previously converted hereunder to assistance under the heading "Project Based Rental Assistance," which are also separately assisted under section 8(o)(13) of the Act, the Secretary may, with the consent of the public housing agency and owner, terminate such project-based subsidy contracts and immediately enter into one new project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, subject to the requirement that any residents assisted under section 8(o)(13) of the Act at the time of such termination of such project-based subsidy contract shall retain all rights accrued under section 8(o)(13)(E) of the Act under the new project-based subsidy contract and section 8(o)(13)(F)(iv) of the Act shall not apply: Provided further, That to carry out the previous proviso, the Secretary may transfer from the heading "Tenant-Based Rental Assistance" to the heading "Project-Based Rental Assistance" an amount equal to the amounts associated with such terminating contract under section 8(o)(13) of the Act: Provided further, That tenants of such properties with assistance converted from assistance under section 9 shall, at a minimum, maintain the same rights under such conversion as those provided under sections 6 and 9 of the Act: Provided further, That the Secretary shall select properties from applications for conversion as part of this demonstration through a competitive process: Provided further, That in establishing criteria for such competition, the Secretary shall seek to demonstrate the feasibility of this conversion model to recapitalize and operate public housing properties (1) in different markets and geographic areas, (2) within portfolios managed by public housing agencies of varying sizes, and (3) by leveraging other sources of funding to recapitalize properties: Provided further, That the Secretary shall provide an opportunity for public comment on draft eligibility and selection criteria and procedures that will apply to the selection of properties that will participate in the demonstration: Provided further, That the Secretary shall provide an opportunity for comment from residents of properties to be proposed for participation in the demonstration to the owners or public housing agencies responsible for such properties: Provided further, That the Secretary may waive or specify alternative requirements for (except for requirements related to fair housing, nondiscrimination, labor standards, and the environment) any provision of section 8(o)(13) or any provision that governs the use of assistance from which a property is converted under the demonstration or funds made available under the headings of "Public Housing Capital Fund", "Public Housing Operating Fund", "Public Housing Fund", "Self-Sufficiency Programs", "Family Self-Sufficiency" and "Project-Based Rental Assistance", under this Act or any prior Act or any Act enacted during the period of conversion of assistance under the demonstration for properties with assistance converted under the demonstration, upon a finding by the

Secretary that any such waivers or alternative requirements are necessary for the effective conversion of assistance under the demonstration or the ongoing availability of services for residents: *Provided further*, That the Secretary shall publish by notice in the Federal Register any waivers or alternative requirements pursuant to the previous proviso no later than 10 days before the effective date of such notice: *Provided further*, That the demonstration may proceed after the Secretary publishes notice of its terms in the Federal Register: *Provided further*, That notwithstanding sections 3 and 16 of the Act, the conversion of assistance under the demonstration shall not be the basis for re-screening or termination of assistance or eviction of any tenant family in a property participating in the demonstration, and such a family shall not be considered a new admission for any purpose, including compliance with income targeting requirements: *Provided further*, That in the case of a property with assistance converted under the demonstration from assistance under section 9 of the Act, section 18 of the Act shall not apply to a property converting assistance under the demonstration for all or substantially all of its units, the Secretary shall require ownership or control of assisted units by a public or nonprofit entity except as determined by the Secretary to be necessary pursuant to foreclosure, bankruptcy, or termination and transfer of assistance for material violations or substantial default, in which case the priority for ownership or control shall be provided to a capable public or nonprofit entity, then a capable entity, as determined by the Secretary, shall require long-term renewable use and affordability restrictions for assisted units, and may allow ownership to be transferred to a for-profit entity to facilitate the use of tax credits only if the public housing agency or a nonprofit entity preserves an interest in the property in a manner approved by the Secretary, and upon expiration of the initial contract and each renewal contract, the Secretary shall offer and the owner of the property shall accept renewal of the contract subject to the terms and conditions applicable at the time of renewal and the availability of appropriations each year of such renewal: *Provided further*, That the Secretary may permit transfer of assistance at or after conversion under the demonstration to replacement units subject to the requirements in the previous proviso: *Provided further*, That the Secretary may establish the requirements for converted assistance under the demonstration through contracts, use agreements, regulations, or other means: *Provided further*, That the Secretary shall assess and publish findings regarding the impact of the conversion of assistance under the demonstration on the preservation and improvement of public housing, the amount of private sector leveraging as a result of such conversion, and the effect of such conversion on tenants: *Provided further*, That conversions of assistance under the following provisos herein shall be considered as the "Second Component" and shall be authorized for fiscal year 2012 and thereafter: *Provided further*, That owners of properties assisted under section 101 of the Housing and Urban Development Act of 1965, section 236(f)(2) of the National Housing Act, or section 8(e)(2) of the United States Housing Act of 1937, for which an event after October 1, 2006 has caused or results in the termination of rental assistance or affordability restrictions and the

issuance of tenant protection vouchers under section 8(o) of the Act shall be eligible, subject to requirements established by the Secretary, for conversion of assistance available for such vouchers or assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: *Provided further*, That owners of properties with a project rental assistance contract under section 202(c)(2) of the Housing Act of 1959 shall be eligible, subject to requirements established by the Secretary, including but not limited to the subordination, restructuring, or both, of any capital advance documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a capital advance previously provided by the Secretary under section 202(c)(1) of the Housing Act of 1959 as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving elderly persons, and tenant consultation procedures, for conversion of assistance available for such assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: *Provided further*, That owners of properties with a senior preservation rental assistance contract under section 811 of the American Homeownership and Economic Opportunity Act of 2000 (12 U.S.C. 1701q note), shall be eligible, subject to requirements established by the Secretary as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving elderly families, and tenant consultation procedures, for conversion of assistance available for such assistance contracts to assistance under a long-term project-based subsidy contract under section 8 of the Act: *Provided further*, That owners of properties with a project rental assistance contract under section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act, shall be eligible, subject to requirements established by the Secretary, including but not limited to the subordination, restructuring, or both, of any capital advance documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a capital advance previously provided by the Secretary under section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving persons with disabilities, and tenant consultation procedures, for conversion of assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: *Provided further*, That long term project-based subsidy contracts under section 8 of the Act which are established under this Second Component shall have a term of no less than 20 years, with rent adjustments only by an operating cost factor established by the Secretary, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997 (42 U.S.C. 1437f note), or, subject to agreement of the administering public housing agency, to assistance under section 8(o)(13) of the Act, to which the limitation under subsection (B) of section 8(o)(13) of the Act shall not apply and for which the Secretary may waive or alter the provisions of subparagraphs (C) and (D) of section 8(o)(13) of the Act: *Provided further*, That contracts provided to properties converting assistance from section 101 of the

Housing and Urban Development Act of 1965 or section 236(f)(2) of the National Housing Act located in high-cost areas shall have initial rents set at comparable market rents for the market area: *Provided further*, That the Secretary may waive or alter the requirements of section 8(c)(1)(A) of the Act for contracts provided to properties converting assistance from section 202(c)(2) of the Housing Act of 1959, *section 811 of the American Homeownership and Economic Opportunity Act of 2000*, or section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act as necessary to ensure the ongoing provision and coordination of services or to avoid a reduction in project subsidy: *Provided further*, That conversions of assistance under the Second Component may not be the basis for re-screening or termination of assistance or eviction of any tenant family in a property participating in the demonstration and such a family shall not be considered a new admission for any purpose, including compliance with income targeting: *Provided further*, That amounts made available under the heading “Rental Housing Assistance” during the period of conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, shall be available for project-based subsidy contracts entered into pursuant to the Second Component: *Provided further*, That amounts, including contract authority, recaptured from contracts following a conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, are hereby rescinded and an amount of additional new budget authority, equivalent to the amount rescinded is hereby appropriated, to remain available until expended for such conversions: *Provided further*, That the Secretary may transfer amounts made available under the heading “Rental Housing Assistance”, amounts made available for tenant protection vouchers under the heading “Tenant-Based Rental Assistance” and specifically associated with any such conversions, and amounts made available under the previous proviso as needed to the account under the “Project-Based Rental Assistance” heading to facilitate conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, and any increase in cost for “Project-Based Rental Assistance” associated with such conversion shall be equal to amounts so transferred: *Provided further*, That the Secretary may transfer amounts made available under the headings “Housing for the Elderly” and “Housing for Persons with Disabilities” to the accounts under the headings “Project-Based Rental Assistance” or “Tenant-Based Rental Assistance” to facilitate [any section 202 project rental assistance contract or section 811 project rental assistance contract conversions] *the conversion of assistance from section 202(c)(2) of the Housing Act of 1959, section 811 of the American Homeownership and Economic Opportunity Act of 2000, or section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act* under the Second Component, and any increase in cost for “Project-Based Rental Assistance” or “Tenant-Based Rental Assistance” associated with such conversion shall be equal to amounts so transferred: *Provided further*, That with respect to the previous four provisos, the Comptroller General of the United States shall conduct a study of the long-term impact of the fiscal year 2012 and 2013 conversion of tenant protection vouchers to assistance under

section 8(o)(13) of the Act on the ratio of tenant-based vouchers to project-based vouchers.

—————

**CONSOLIDATED APPROPRIATIONS ACT, 2016,
PUBLIC LAW 114-113**

**DIVISION L—TRANSPORTATION, HOUSING AND URBAN
DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2016**

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SEC. 239. The Secretary of Housing and Urban Development shall increase, pursuant to this section, the number of Moving to Work agencies authorized under section 204, title II, of the Departments of Veterans Affairs and Housing and Urban Development and Independent Agencies Appropriations Act, 1996 (Public Law 104-134; 110 Stat. 1321) by adding to the program 100 public housing agencies that are designated as high performing agencies under the Public Housing Assessment System (PHAS) or the Section Eight Management Assessment Program (SEMAP). * * * The Secretary shall extend the current Moving to Work agreements of previously designated participating agencies until the end of each such agency’s fiscal year ~~2028~~ 2043 under the same terms and conditions of such current agreements, except for any changes to such terms or conditions otherwise mutually agreed upon by the Secretary and any such agency and such extension agreements shall prohibit any statutory offset of any reserve balances equal to 4 months of operating expenses. * * *

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**INFRASTRUCTURE INVESTMENT AND JOBS ACT,
PUBLIC LAW 117-58**

TITLE IV—HIGHWAY AND MOTOR VEHICLE SAFETY

SUBTITLE A—HIGHWAY TRAFFIC SAFETY

SEC. 24112. SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM.

(a) DEFINITIONS.—In this section:

* * * * *

(c) GRANTS.—

(1) IN GENERAL.—In carrying out the program, the Secretary may make grants to eligible entities, on a competitive basis, in accordance with this section.

(2) LIMITATIONS.—

(A) IN GENERAL.—Not more than 15 percent of the funds made available to carry out the program for a fiscal year may be awarded to eligible projects in a single State during that fiscal year.

(B) PLANNING GRANTS.—Of the total amount made available to carry out the program for each fiscal year, not

less than **[40 percent]** shall be awarded to eligible projects described in subsection (a)(3)(A).

BUDGETARY IMPACT OF BILL

PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(A), PUBLIC LAW 93-344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount in bill	Committee allocation	Amount in bill
Comparison of amounts in the bill with the subcommittee allocation for 2024: Subcommittee on Transportation and Housing and Urban Development, and Related Agencies:				
Mandatory				
Discretionary	88,091	88,091	174,102	¹ 174,092
Defense	448	448	NA	NA
Non-defense	87,643	87,643	NA	NA
Projection of outlays associated with the recommendation:				
2024				² 65,425
2025				48,281
2026				22,427
2027				11,037
2028 and future years				17,009
Financial assistance to State and local governments for 2024	NA	43,965	NA	² 42,664

¹ Includes outlays from prior-year budget authority.

² Excludes outlays from prior-year budget authority.

NA: Not applicable.

NOTE.—Consistent with the funding recommended in the bill as an emergency requirement in accordance with subparagraph (A)(i) of section 251(b)(2) of the Balanced Budget and Emergency Deficit Control Act of 1985, the Committee anticipates that the Budget Committee will provide, at the appropriate time, a 302(a) allocation for the Committee on Appropriations reflecting an upward adjustment of \$10,840,000,000 in budget authority plus the associated outlays.

DISCLOSURE OF CONGRESSIONALLY DIRECTED SPENDING
ITEMS

The Constitution vests in the Congress the power of the purse. The Committee believes strongly that Congress should make the decisions on how to allocate the people's money. As defined in Rule XLIV of the Standing Rules of the Senate, the term congressionally directed spending item means a provision or report language included primarily at the request of a Senator, providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, loan authority, or other expenditure with or to an entity, or targeted to a specific State, locality or congressional district, other than through a statutory or administrative, formula-driven, or competitive award process.

For each item, a Member is required to provide a certification that neither the Member nor the Member's immediate family has a pecuniary interest in such congressionally directed spending item. Such certifications are available to the public on the website of the Senate Committee on Appropriations (<https://www.appropriations.senate.gov/congressionally-directed-spending-requests>). Following is a list of congressionally directed spending items included in the Senate recommendation discussed in this explanatory statement, along with the name of each Senator who submitted a request to the Committee of jurisdiction for each item so identified. Neither the Committee recommendation nor this report contains any limited tax benefits or limited tariff benefits as defined in rule XLIV.

CONGRESSIONALLY DIRECTED SPENDING

Agency	Account	Project	Recipient	State	Amount	Requestor(s)
Department of Transportation	Transportation Planning, Research, and Development.	Emergency Health Care Transportation Access Study.	Atlanta Regional Commission	GA	543,000	Ossoff, Warnock
Department of Transportation	Transportation Planning, Research, and Development.	Electric Vehicle Infrastructure Masterplan.	City of Chicago	IL	1,000,000	Durbin
Department of Transportation	Transportation Planning, Research, and Development.	Bath Workforce Transportation Study	Maine Department of Transportation	ME	1,000,000	Collins, King
Department of Transportation	Transportation Planning, Research, and Development.	Greene/George Regional Airport Planning.	Greene County Board of Supervisors	MS	500,000	Hyde-Smith
Department of Transportation	Transportation Planning, Research, and Development.	Monroe Street Bridge Suicide Barriers.	City of Spokane	WA	400,000	Murray
Agency	Account	Project	State	Amount	Requestor(s)	
Department of Transportation	Facilities and Equipment	New Century AirCenter (IXD) Air Traffic Control Tower.	KS	1,500,000	Moran	
Department of Transportation	Grants-in-Aid for Airports	Ketchikan International Airport (KTN) Improvements.	AK	1,800,000	Murkowski	
Department of Transportation	Grants-in-Aid for Airports	Cullman Regional Airport (CMD) Apron Reconstruction.	AL	4,177,000	Britt	
Department of Transportation	Grants-in-Aid for Airports	Evergreen Regional/Middleton Field (GZH) Runway Improvements.	AL	2,900,000	Britt	
Department of Transportation	Grants-in-Aid for Airports	Montgomery Regional Airport (MGM) Airfield Electrical System Reconstruction.	AL	3,600,000	Britt	
Department of Transportation	Grants-in-Aid for Airports	Little Rock Airport (LIT) Terminal Canopy	AR	4,000,000	Boozman	
Department of Transportation	Grants-in-Aid for Airports	Land Acquisition Initiative for Prescott Regional Airport (PRC) Protection.	AZ	3,000,000	Kelly, Sinema	
Department of Transportation	Grants-in-Aid for Airports	Delaware Coastal Airport (GED)—Extend Runway 4 Environmental Assessment & Preliminary Design.	DE	1,000,000	Carper, Coons	
Department of Transportation	Grants-in-Aid for Airports	Augusta Regional Airport (AGS) Northwest Hangar Development Access Road and Utility Improvements.	GA	2,207,000	Warnock	
Department of Transportation	Grants-in-Aid for Airports	Abraham Lincoln Capital Airport (SP)—Extend North Terminal Aircraft Parking Ramp.	IL	1,800,000	Duckworth	

Department of Transportation	Grants-in-Aid for Airports	Lewis University Airport (LOT)—Airport Training Activity Operations Apron.	IL	1,327,000	Duckworth
Department of Transportation	Grants-in-Aid for Airports	MidAmerica St. Louis Airport (BLV)—Terminal Apron Expansion.	IL	2,500,000	Durbin
Department of Transportation	Grants-in-Aid for Airports	Southern Illinois Airport (MDH)—Extend South Aircraft Ramp.	IL	2,100,000	Duckworth
Department of Transportation	Grants-in-Aid for Airports	Amelia Earhart Airport (K59) Runway	KS	930,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Lafayette Regional Airport (LFT) Taxiway Re-alignment.	LA	6,000,000	Cassidy
Department of Transportation	Grants-in-Aid for Airports	Presque Isle International Airport (PQI)	ME	20,462,000	Collins, King
Department of Transportation	Grants-in-Aid for Airports	Capital Region International (LAN)—Terminal Building.	MI	8,100,000	Peters, Stabenow
Department of Transportation	Grants-in-Aid for Airports	James Clements Municipal Airport (3CM)—Pump Station Project.	MI	290,000	Peters
Department of Transportation	Grants-in-Aid for Airports	Cleveland Municipal Airport (RVN) Improvements.	MS	1,800,000	Hyde-Smith
Department of Transportation	Grants-in-Aid for Airports	Golden Triangle Regional Airport (GTR) Air Traffic Control Tower Renovation.	MS	1,170,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Gulfport-Biloxi International Airport (GFT) Elevator Replacement Project.	MS	1,530,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Gulfport-Biloxi International Airport (GFT) Terminal Roof Replacement.	MS	4,400,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Jackson Medgar Wiley Evers Airport (JAN) Chiller Replacement.	MS	810,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	McCharen Field (M83) Rehabilitation Project	MS	1,000,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Monroe County Airport (M40) Runway Extension	MS	1,500,000	Hyde-Smith
Department of Transportation	Grants-in-Aid for Airports	Matchez-Adams County Airport (HEZ) Aircraft Rescue Fire Fighting Vehicle.	MS	900,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Trent Lott International Airport (PQL) North Apron Expansion & Taxiway Connector.	MS	2,500,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Beatrice Municipal Airport (BE) Upgrades	NE	2,850,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Central Nebraska Regional Airport (GRI) Construction.	NE	3,150,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Eppley Airfield (OMA) Federal Inspection Services Facility.	NE	1,865,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Kearney Regional Airport (EAR) Apron Rehabilitation.	NE	4,950,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	North Platte Regional Airport Lee Bird Field (LBF) Terminal	NE	7,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Ogallala Airport (OGA) Improvements	NE	6,570,000	Fischer

Agency	Account	Project	State	Amount	Requestor(s)
Department of Transportation	Grants-in-Aid for Airports	Western Nebraska Regional/William B. Heilig Field (BFF) Runway Improvements.	NE	3,500,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Atlantic City International (ACY)—Cargo Taxiway.	NI	2,154,000	Booker, Menendez
Department of Transportation	Grants-in-Aid for Airports	Reno/Tahoe International Airport (RNO)—Airport Rescue & Firefighting Apparatus Replacement.	NV	911,000	Cortez Masto, Rosen
Department of Transportation	Grants-in-Aid for Airports	Ithaca Tompkins Regional Airport (ITH)—Building Siterwork Construction.	NY	1,500,000	Gillibrand, Schumer
Department of Transportation	Grants-in-Aid for Airports	Youngstown-Warren Regional (YNG)—Primary Runway Project.	OH	6,160,000	Brown
Department of Transportation	Grants-in-Aid for Airports	Wiley Post Airport (BRW) Runway Project	OK	5,214,000	Mullin
Department of Transportation	Grants-in-Aid for Airports	Will Rogers Airport (OKC) Advanced Air Mobility	OK	2,000,000	Mullin
Department of Transportation	Grants-in-Aid for Airports	Will Rogers Airport (OKC) Runway Rehabilitation.	OK	6,005,000	Mullin
Department of Transportation	Grants-in-Aid for Airports	Charleston International Airport (CHS)	SC	23,000,000	Graham
Department of Transportation	Grants-in-Aid for Airports	South Carolina Technology & Aviation Center (GYH) Resurfacing and Rehabilitation.	SC	10,000,000	Graham
Department of Transportation	Grants-in-Aid for Airports	Rapid City Airport (RAP) Passenger Terminal Expansion.	SD	20,000,000	Rounds
Department of Transportation	Grants-in-Aid for Airports	Norfolk International Airport (ORF)—Federal Inspections Services Facility.	VA	3,000,000	Kaine, Warner
Department of Transportation	Grants-in-Aid for Airports	Pangborn Memorial Airport (EAT)—General Aviation Terminal Building Modernization.	WA	3,096,000	Cantwell
Department of Transportation	Grants-in-Aid for Airports	Spokane International Airport (GEG)—Aircraft Parking Apron Project.	WA	1,000,000	Cantwell, Murray
Department of Transportation	Grants-in-Aid for Airports	Green Bay-Austin Straubel International Airport (GRB)—Airport Improvements.	WI	5,000,000	Baldwin
Department of Transportation	Highway Infrastructure Programs	Anton Larsen Bay Road Extension	AK	2,500,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	Shoigun Cove Road Construction	AK	3,000,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	CR-9 Widening and Resurfacing Project	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	SR-167 Improvements	AL	20,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	SR-35 Lane Improvements	AL	4,000,000	Britt, Tuberville
Department of Transportation	Highway Infrastructure Programs	Talladega County SR-77 Improvements	AL	3,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	Ebbing Traffic Infrastructure Enhancements I-49 Extension	AR	2,500,000	Boozman
Department of Transportation	Highway Infrastructure Programs	Buffalo Solider Trail Reconstruction Phase I	AR	67,000,000	Boozman
Department of Transportation	Highway Infrastructure Programs	Casa Grande Ash Avenue Roundabout	AZ	3,200,000	Kelly, Sinema
Department of Transportation	Highway Infrastructure Programs		AZ	2,500,000	Kelly, Sinema

Department of Transportation	Highway Infrastructure Programs	Oro Valley Honeybee Wash Bridge Deck Repairs	AZ	685,000	Kelly, Sinema
Department of Transportation	Highway Infrastructure Programs	Ruby Road Bridge over the Potrero Creek and Union Pacific Railroad.	AZ	3,600,000	Kelly
Department of Transportation	Highway Infrastructure Programs	Tolleson I-10 Frontage Road	AZ	3,600,000	Sinema
Department of Transportation	Highway Infrastructure Programs	Lumpkin Road Rehabilitation	CA	4,000,000	Feinstein
Department of Transportation	Highway Infrastructure Programs	Pajaro to Pinedale G12 Corridor Project, Segment 6.	CA	1,811,000	Padilla
Department of Transportation	Highway Infrastructure Programs	Compactor/Roller Attachments for Road Safety	CO	396,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	Greeley Neighborhood Safety Program	CO	500,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	Maple Street Bridge Replacement	CO	1,750,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	St. Vrain Multimodal Trail	CO	800,000	Hickenlooper
Department of Transportation	Highway Infrastructure Programs	Steamboat Springs—Workforce Housing Pedestrian and Bicycle Connection.	CO	1,000,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	City of New Haven—Temple Street Roadway and Streetscape Improvements.	CT	4,000,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	City of Norwich—New London Turnpike Bridge over the Yantic River.	CT	800,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	Hop River State Park Trail	CT	3,634,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	Quinnipiac River Linear Trail Extension	CT	54,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	Sue Grossman Greenway	CT	2,000,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	Bicycle and Pedestrian Pathway on Forrest Avenue/SR8 in between Dover High School and Mifflin Road.	DE	960,000	Carper, Coons
Department of Transportation	Highway Infrastructure Programs	US 40 Pedestrian Safety and Roadway Lighting Upgrades.	DE	1,000,000	Carper, Coons
Department of Transportation	Highway Infrastructure Programs	State Route 38 Bypass from SR 38/US 84 to SR 119.	GA	2,712,000	Osoff, Warnock
Department of Transportation	Highway Infrastructure Programs	The Stitch	GA	5,000,000	Osoff, Warnock
Department of Transportation	Highway Infrastructure Programs	Halewa Road Multi-use Path	HI	5,040,000	Schatz
Department of Transportation	Highway Infrastructure Programs	Kukui Street and Oloheua Road Improvements	HI	3,200,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	Pedestrian Safety Improvements in Waianae, Waipahu, Kalihi, and Urban Honolulu.	HI	8,053,000	Schatz
Department of Transportation	Highway Infrastructure Programs	Southwest Connector	IL	3,000,000	Durbin
Department of Transportation	Highway Infrastructure Programs	Bike/Ped Connector	IL	1,000,000	Durbin
Department of Transportation	Highway Infrastructure Programs	K-23 Infrastructure Improvements	KS	5,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	K-33 Shawnee Road to Pendleton Avenue	KS	2,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	K-68 Expansion	KS	3,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	Leavenworth County Road 30 Connector	KS	2,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	New K-18 Interchange at Exit 303	KS	5,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	US-400 Passing Lanes in Cherokee County	KS	6,000,000	Moran

Agency	Account	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	US-50 Reconstruction	KS	10,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	US-54/400 and Eisenhower Airport Parkway	KS	2,100,000	Moran
Department of Transportation	Highway Infrastructure Programs	Acadia Parish Vie Terre Beau Bridge Project	LA	2,200,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	Coast Guard Road, Venice Port Complex	LA	4,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	Route 167 Highway Improvements	LA	5,000,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	Ruston Service Road	LA	6,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	St. Bernard Transportation Corridor	LA	15,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	Broad Street Improvements	MA	220,000	Marley, Warren
Department of Transportation	Highway Infrastructure Programs	Mill Street Planning and Design—Worcester	MA	2,000,000	Marley, Warren
Department of Transportation	Highway Infrastructure Programs	Baltimore Franklin-Mulberry Corridor—Reconnecting Communities Project	MD	500,000	Cardin, Van Hollen
Department of Transportation	Highway Infrastructure Programs	Pataasco Pedestrian/Bicycle Bridge—Phase 1	MD	5,000,000	Cardin, Van Hollen
Department of Transportation	Highway Infrastructure Programs	Popes Creek Waterfront Phase II	MD	200,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	Reconnecting West Frederick Planning Project	MD	380,000	Cardin, Van Hollen
Department of Transportation	Highway Infrastructure Programs	Road to Freedom Trail	MD	500,000	Cardin, Van Hollen
Department of Transportation	Highway Infrastructure Programs	Action Route 109 Reconstruction	ME	6,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Belgrade-New Sharon State Route 27 Rehabilitation.	ME	14,400,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Cross Lake Township—New Canada State Route 161 Reconstruction.	ME	10,400,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Farmington-Eustis State Route 27 Rehabilitation.	ME	13,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Fort Kent State Route 161 Reconstruction	ME	8,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Medway-Millinocket Route 11/157 Rehabilitation.	ME	9,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Milknoc Transportation Safety Improvements	ME	530,000	Collins
Department of Transportation	Highway Infrastructure Programs	Millbridge-Harrington US Route 1A Reconstruction.	ME	12,800,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Old Town Llewellyn Estes Bridge Replacement	ME	15,750,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Orono Main Street Pedestrian Improvements	ME	2,400,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Route 22 at Broadturn Road Intersection Improvements.	ME	3,500,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Saint George River Bridge Replacement	ME	8,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	US Route 1 at State Road Reconstruction	ME	2,800,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	Wiscasset-Augusta State Route 27 Rehabilitation.	ME	14,400,000	Collins, King

Department of Transportation	Highway Infrastructure Programs	Carbon Fiber Reinforced Polymer Bridges—M-30 over I-94 in Midland and Lemay Street Over I-94 in Detroit.	MI	2,290,000	Peters, Stabenow
Department of Transportation	Highway Infrastructure Programs	I-75 Overbuild Project	MI	1,879,000	Peters, Stabenow
Department of Transportation	Highway Infrastructure Programs	Iron Belle Trail Bridge	MI	728,000	Peters
Department of Transportation	Highway Infrastructure Programs	Completion of Cross Range Expressway	MN	4,889,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	Olmsted County County State Aid Highway 44/ U.S. 14 Interchange.	MN	3,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	Safety Overpass Over Railroad Tracks—Mahjomen.	MN	5,500,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	Wabasha Resiliency Project (Highway 60 Re-Route).	MN	5,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	Bozeman-Reunion Crossing Interconnectivity System.	MS	5,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Campus Drive Choctaw Tribal Schools	MS	1,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	Choctaw County Major Rural Collector Bridges	MS	3,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Concourse Drive Extension	MS	1,400,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Deerbrook Road and Bridge Improvements	MS	2,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	Eagle One Mega Site Road Improvements	MS	4,500,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Hall Avenue West Overpass	MS	3,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Highland Commerce Connector	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Highway 44 Intersection Reconstruction	MS	1,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	I-59 Frontage Road	MS	3,400,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Jackson County US 90	MS	3,100,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	Madison Avenue Road Widening	MS	1,120,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Mallett Road and Laney Bridge Road Improvements.	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS 19 Neshoba County	MS	3,100,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS 2 Connector	MS	3,100,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	Neshoba-Kemper Road	MS	750,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Old Highway 63 South-Widening & Safety Improvement.	MS	1,600,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Riley Road Improvements	MS	1,000,000	Wicker
Department of Transportation	Highway Infrastructure Programs	Ripley Bypass	MS	3,100,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	South Industrial Road Project	MS	1,800,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	Statemen Park Boulevard Improvement Project	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	University Avenue—Commonwealth Boulevard Connector.	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	US Highway 25 Pedestrian Overpass	MS	5,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Heartland Expressway Improvements	NE	12,865,000	Fischer

Agency	Account	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	Jefferson County Roadway Improvements	NE	1,500,000	Fischer
Department of Transportation	Highway Infrastructure Programs	East Side Road Bridge Reconstruction	NH	1,200,000	Shaheen
Department of Transportation	Highway Infrastructure Programs	Gorham—Main Street Bike/Pedestrian Improvements.	NH	1,372,000	Shaheen
Department of Transportation	Highway Infrastructure Programs	Littleton Downtown Reconnect	NH	365,000	Shaheen
Department of Transportation	Highway Infrastructure Programs	Manchester—Downtown Pedestrian Infrastructure Improvements.	NH	1,500,000	Shaheen
Department of Transportation	Highway Infrastructure Programs	Martin Luther King Boulevard Phase II Streetscaping Improvements Project.	NJ	3,385,000	Booker, Menendez
Department of Transportation	Highway Infrastructure Programs	Newark Safe Gateway Pedestrianization and Traffic Calming Project.	NJ	4,031,000	Booker, Menendez
Department of Transportation	Highway Infrastructure Programs	Plainfield—Route 28 Improvements Project	NJ	4,000,000	Booker, Menendez
Department of Transportation	Highway Infrastructure Programs	Reconstruction of the Newark Jersey City Turnpike—County Route 508.	NJ	5,000,000	Booker, Menendez
Department of Transportation	Highway Infrastructure Programs	Atrisco Vista Boulevard Economic Opportunity Corridor.	NM	4,000,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	Ports-to-Plains Corridor Interstate Planning	NM	1,600,000	Heinrich, Lujan
Department of Transportation	Highway Infrastructure Programs	Raton—East Tenth Street Bridge Project	NM	240,000	Lujan
Department of Transportation	Highway Infrastructure Programs	City of Las Vegas—Vision Zero Program Implementation.	NV	5,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	I-95 Rehabilitation	NV	1,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Lyon County—Miller and Aiazzi Intersection Re-alignment.	NV	2,200,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Nye County—Pogue Summit Road Paving	NV	4,393,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Pyramid Way (SR 445) Project	NV	1,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Regional Transportation Commission of Southern Nevada—North Las Vegas—Carey Avenue.	NV	1,920,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Regional Transportation Commission of Washoe County—Sun Valley Boulevard Corridor Improvements Phase 2.	NV	2,500,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Tahoe Transportation District—State Route 28 Central Corridor.	NV	5,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	Binghamton—Henry Street Corridor	NY	1,500,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	Kaser—Route 306 Road Improvement	NY	1,500,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	Kingston—East Strand & North Street Roadway Elevation.	NY	1,500,000	Gillibrand, Schumer

Department of Transportation	Highway Infrastructure Programs	Shore Road Port Washington ROW Improvements.	NY	1,500,000	Schumer
Department of Transportation	Highway Infrastructure Programs	Yonkers Greenway and South Broadway Rehabilitation.	NY	3,000,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	Barberton—Pedestrian Safety Project	OH	700,000	Brown
Department of Transportation	Highway Infrastructure Programs	Canton—East Tuscarawas Streetscape	OH	2,190,000	Brown
Department of Transportation	Highway Infrastructure Programs	East Broad Street Bridge Rehabilitation Project	OH	425,000	Brown
Department of Transportation	Highway Infrastructure Programs	North Hamilton Rail and River Crossing	OH	1,000,000	Brown
Department of Transportation	Highway Infrastructure Programs	Youngstown Eastside Connector Study	OH	400,000	Brown
Department of Transportation	Highway Infrastructure Programs	Northwest 63rd Street Bridge Repair	OK	1,040,000	Mullin
Department of Transportation	Highway Infrastructure Programs	Wagoner County SH-51 Improvements	OK	8,000,000	Mullin
Department of Transportation	Highway Infrastructure Programs	Wagoner County US-64 Improvements	OK	1,440,000	Mullin
Department of Transportation	Highway Infrastructure Programs	Hood River/White Salmon Interstate Bridge Replacement Project.	OR	4,000,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	Oregon Trail Interpretive Kiosks	OR	220,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	Wildlife Crossings on I-5 in Southern Oregon	OR	400,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	Dauphin County Bridge Improvement Program	PA	3,313,000	Fetterman
Department of Transportation	Highway Infrastructure Programs	Mount Pleasant Road Bridge over Redbank Creek.	PA	500,000	Casey
Department of Transportation	Highway Infrastructure Programs	Pine Creek Rail Trail Extension in Tioga County	PA	750,000	Casey
Department of Transportation	Highway Infrastructure Programs	Atwood Avenue and Hartford Avenue—Chronic Stormwater Flooding.	RI	2,080,000	Reed
Department of Transportation	Highway Infrastructure Programs	Centredale Revitalization and Streetscape Project.	RI	1,700,000	Reed
Department of Transportation	Highway Infrastructure Programs	Newport Cliff Walk	RI	5,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	Pawtucket—Safe Streets Initiatives	RI	3,800,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	Pell and Verrazano Bridges—Feasibility Study	RI	1,480,000	Whitehouse
Department of Transportation	Highway Infrastructure Programs	Ten Mile River Greenway	RI	3,000,000	Reed
Department of Transportation	Highway Infrastructure Programs	Washington Secondary Bike Path Resurfacing and Preservation.	RI	1,200,000	Reed
Department of Transportation	Highway Infrastructure Programs	Central-Clemson Green Crescent Trail Connector.	SC	3,000,000	Graham
Department of Transportation	Highway Infrastructure Programs	US178 at I-85 Interchange	SC	5,000,000	Graham
Department of Transportation	Highway Infrastructure Programs	BIA Route 3	SD	1,000,000	Rounds
Department of Transportation	Highway Infrastructure Programs	SD 13 Reconstruction	SD	10,067,000	Rounds
Department of Transportation	Highway Infrastructure Programs	SD 37 Improvements	SD	10,659,000	Rounds, Thune
Department of Transportation	Highway Infrastructure Programs	US 385 Improvements	SD	26,752,000	Rounds, Thune
Department of Transportation	Highway Infrastructure Programs	Coalfields Expressway Poplar Creek Phase A & B Paving Project.	VA	7,000,000	Kaine, Warner

Agency	Account	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	Minimievie Road & Prince William Parkway Interchange.	VA	2,500,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	Patriot Centre Phase 3, Beaver Creek Drive Extension.	VA	2,150,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	Replacement of the Apperson Drive Bridge over the Roanoke River.	VA	3,500,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	Richmond Route 1 High Injury Street Network ..	VA	1,749,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	Stefaniga/Mountain View Road Intersection Improvements.	VA	850,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	TrilWay Trail	VA	988,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	Berlin Town Center Pedestrian Infrastructure	VT	1,600,000	Sanders
Department of Transportation	Highway Infrastructure Programs	Danville Pedestrian and Bike Pathways	VT	1,533,000	Sanders
Department of Transportation	Highway Infrastructure Programs	Northern Vermont Culverts Replacement	VT	2,400,000	Sanders
Department of Transportation	Highway Infrastructure Programs	Adams County Canal Bridges	WA	1,700,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	Bridge 247 Road W-SE Replacement	WA	3,888,000	Murray
Department of Transportation	Highway Infrastructure Programs	Cle Elum—First Street Downtown Revitalization	WA	1,500,000	Murray
Department of Transportation	Highway Infrastructure Programs	Heights Infrastructure Investment Project	WA	4,000,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	Lummi Nation—Elevate Slater Road	WA	8,000,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	Makah Indian Tribe—Makah Passage Alternative Access Route.	WA	3,700,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	South Hill 122nd Ave Corridor Safety and Relief Project.	WA	1,500,000	Murray
Department of Transportation	Highway Infrastructure Programs	US-12 Clinton Interchange Project	WA	1,500,000	Murray
Department of Transportation	Highway Infrastructure Programs	Wind River Slide Reconstruction Project	WA	3,280,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	Chippewa Valley Corridor Reconstruction	WI	9,109,000	Baldwin
Department of Transportation	Highway Infrastructure Programs	Watertown—Cole Memorial Bridge Replacement	WI	3,860,000	Baldwin
Department of Transportation	Highway Infrastructure Programs	Charleston Clay Street Connector	WV	400,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	Cheat River Rail-Trail Construction	WV	250,000	Manchin
Department of Transportation	Highway Infrastructure Programs	Corridor H (Wardensville—VA State Line)	WV	12,500,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	Harmony Grove I-79 Interchange	WV	1,500,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	North Depot Trail Head & Development Hub Project.	WV	720,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	Rail Trail Connector to North Bend Trail	WV	1,300,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	Shepherdstown Path Project	WV	543,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	Star City Caperton Trail Paving Project	WV	220,000	Capito, Manchin
Department of Transportation	Highway Infrastructure Programs	Town of Clay Streetscape	WV	500,000	Capito
Department of Transportation	Highway Infrastructure Programs	WVU Tech Campus Corridor Streetscape	WV	1,240,000	Capito, Manchin

Agency	Subaccount	Project	Recipient	State	Amount	Requestor(s)
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Intermodal Freight Transfer Facility	Port of Alaska Anchorage	AK	5,000,000	Murkowski
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Remote Avalanche Control Systems	Alaska Railroad Corporation	AK	2,000,000	Murkowski
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Little Rock Port Authority Transload Yard.	Little Rock Port Authority	AR	11,500,000	Boozman
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	MetroLink Rail Crossing Integration Technology for Safety and Congestion Relief Project.	MetroLink, Southern California Regional Rail Authority.	CA	1,600,000	Feinstein, Padilla
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Kansas Transload Facility	Port Authority of Stafford County	KS	5,366,000	Moran
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	I-20 Connector Loop Grade Separation.	Rankin County	MS	7,100,000	Hyde-Smith, Wicker
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Port Bienville Intermodal Expansion	Hancock County Port and Harbor Commission.	MS	7,320,000	Hyde-Smith, Wicker
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Port of Rosedale Multimodal Expansion: Great River Railroad Restoration.	Rosedale-Bolivar County Port Commission.	MS	8,175,000	Hyde-Smith
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Seaway Rail Truck Site	Harrison County Development Commission.	MS	3,000,000	Hyde-Smith
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Tupelo Rail Improvements	Mississippi Department of Transportation.	MS	7,730,000	Wicker
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	New Rochelle Transit Center Redesign.	City of New Rochelle	NY	1,070,000	Gillibrand, Schumer
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Stateford Rail Bridge Restoration	Pennsylvania Northeast Regional Railroad Authority.	PA	2,000,000	Casey
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Assembly Street Rail Separation Project.	City of Columbia	SC	10,000,000	Graham
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Bellevue Falls Amtrak Station Platform Reconstruction.	Vermont Agency of Transportation	VT	1,000,000	Sanders
Department of Transportation	Transit Infrastructure Grants	Valley Metro Electric Accessible Microtransit Vehicles.	Valley Metro	AZ	1,382,000	Kelly, Sinema
Department of Transportation	Transit Infrastructure Grants	Alameda-Contra Costa Facility Safety Upgrade.	Alameda-Contra Costa Transit District.	CA	1,800,000	Padilla
Department of Transportation	Transit Infrastructure Grants	Northwest Hills Council of Governments for Rural Independent Transportation System.	Connecticut Department of Transportation.	CT	92,000	Blumenthal, Murphy

Agency	Subaccount	Project	Recipient	State	Amount	Requestor(s)
Department of Transportation	Transit Infrastructure Grants	Kailua-Kona Mass Transit Baseyard	County of Hawaii Mass Transit Agency	HI	9,520,000	Schatz
Department of Transportation	Transit Infrastructure Grants	Maui County Bus Transportation Baseyard.	Maui Department of Transportation	HI	2,400,000	Schatz
Department of Transportation	Transit Infrastructure Grants	74th Street Garage EV Bus Implementation Project.	Chicago Transit Authority (CTA)	IL	1,500,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Bus Safety Improvements	Connect Transit	IL	800,000	Durbin
Department of Transportation	Transit Infrastructure Grants	EV Bus Procurement	Champaign-Urbana Mass Transit District.	IL	2,000,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Metra O'Hare Transfer Station Upgrades.	City of Chicago	IL	4,800,000	Duckworth
Department of Transportation	Transit Infrastructure Grants	Microtransit Pilot	City of Decatur	IL	2,500,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Support of improved Bus Station.	Illinois Department of Transportation	IL	265,000	Duckworth
Department of Transportation	Transit Infrastructure Grants	North Bethesda Metro Station Northern Entrance.	Montgomery County	MD	5,000,000	Cardin, Van Hollen
Department of Transportation	Transit Infrastructure Grants	Southern Maryland Rapid Transit	Charles County	MD	5,000,000	Cardin, Van Hollen
Department of Transportation	Transit Infrastructure Grants	Western Maine Transportation Services Workforce Transit Project.	Maine Department of Transportation	ME	5,108,000	Collins
Department of Transportation	Transit Infrastructure Grants	Capital Investment for the Startup of the Transportation Authority of Calhoun County.	The City of Battle Creek	MI	1,500,000	Peters
Department of Transportation	Transit Infrastructure Grants	Saginaw Transit Authority Regional Services Infrastructure Improvements.	Saginaw Transit Authority Regional Services.	MI	1,200,000	Peters
Department of Transportation	Transit Infrastructure Grants	Metro Mobility Small Bus Replacement.	Metropolitan Council	MN	5,000,000	Klobuchar, Smith
Department of Transportation	Transit Infrastructure Grants	Edison Light Transit	New Jersey Transit	NJ	1,600,000	Booker, Menendez
Department of Transportation	Transit Infrastructure Grants	Paterson-Newark Transit Market Project.	County of Passaic	NJ	1,200,000	Booker, Menendez
Department of Transportation	Transit Infrastructure Grants	Expansion of North Central Regional Transit District—Mora to Las Vegas Route.	North Central Regional Transit District.	NM	180,000	Heinrich
Department of Transportation	Transit Infrastructure Grants	Shared Transit Improvements	Rockland County	NY	1,000,000	Gillibrand, Schumer
Department of Transportation	Transit Infrastructure Grants	Columbia Zero-Emissions Bus Operations Facility.	Tri-County Metropolitan Transportation District of Oregon (TriMet).	OR	5,000,000	Merkley, Wyden

Department of Transportation	Transit Infrastructure Grants	Williamsburg Area Transit Authority -Northern Transfer Facility, James City County.	Williamsburg Area Transit Authority	VA	3,000,000	Kaine, Warner
Department of Transportation	Transit Infrastructure Grants	Central Vermont Transit Operations Facility.	Vermont Agency of Transportation ...	VT	3,000,000	Weich
Department of Transportation	Transit Infrastructure Grants	Ballard Link Extension	Central Puget Sound Regional Trans- sit Authority.	WA	3,000,000	Murray
Department of Transportation	Transit Infrastructure Grants	South Whidbey Transit Center	Washington State Department of Transportation.	WA	4,000,000	Cantwell, Murray
Department of Transportation	Transit Infrastructure Grants	West Seattle Link Extension	Central Puget Sound Regional Tran- sit Authority.	WA	3,000,000	Murray
Department of Transportation	Transit Infrastructure Grants	Kanawha Valley Regional Transpor- tation Authority Facility Replace- ment Project.	Kanawha Valley Regional Transpor- tation Authority.	WV	1,000,000	Manchin
Department of Transportation	Transit Infrastructure Grants	WV Personal Rapid Transit (PRT) Passenger Stations and Guide- way Project.	West Virginia University	WV	6,400,000	Capito, Manchin
Department of Housing and Urban De- velopment.	Community Development Fund	Affordable Elder Housing	Cook Inlet Housing Authority	AK	4,000,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	AWAIC Capital Improvements	Abused Women's Aid In Crisis, Inc.	AK	380,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	AWARE Facility Improvements	AWARE	AK	98,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Becky's Place Facility Improvements	Becky's Place Haven of Hope Cor- poration.	AK	99,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Child Care Center Building Renova- tion.	City of Valdez	AK	3,000,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Commercial Kitchen Incubator	Anchorage Community Land Trust ...	AK	1,000,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Community Housing Expansion Utili- ties Integration.	City of North Pole	AK	2,500,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Community Safety and Training Center.	Haines Borough	AK	5,000,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Employee Housing Facility	Yukon-Kuskokwim Heath Corporation	AK	3,000,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Fairbanks Child Care Facility	University of Alaska System	AK	5,600,000	Murkowski
Department of Housing and Urban De- velopment.	Community Development Fund	Fairbanks Domestic Violence Shelter	Interior Alaska Center for Non-Vio- lent Living.	AK	1,000,000	Murkowski

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Department of Housing and Urban Development.	Community Development Fund	Fairbanks Housing Improvement Program.	Fairbanks Neighborhood Housing Services.	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Forget-Me-Not Manor Housing	Juneau Housing First Collaborative dba the Glory Hall.	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Helping Ourselves Prevent Emergencies Office.	Helping Ourselves Prevent Emergencies (HOPE).	AK	373,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Hooper Bay Beach Access and Barge Landing.	Native Village of Hooper Bay	AK	5,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Keil Center Facility	Challenge Alaska	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Koyukuk River Housing Project	Hughes Village Council	AK	3,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Mountain View Community Resource Center.	Shiloh Community Housing, Inc	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Multi-Family Housing	Arctic Slope Native Association	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Provisional Family Secure Facility	Copper Valley Development Association.	AK	2,062,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Rural Clinical Provider Housing	Southcentral Foundation	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Rural Public Safety Housing	Alaska Department of Public Safety	AK	3,300,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Sealevel Community Youth Center	Residential Youth Care, Inc.	AK	1,650,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Sitka Community Land Trust	Sitka Community Development Corporation.	AK	2,170,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	STAR Office Expansion	Standing Together Against Rape	AK	400,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Sunrise House Health & Safety Rehabilitation.	Tingit Haida Regional Housing Authority.	AK	2,016,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Togiak Foster Care Model Housing	Bristol Bay Housing Authority	AK	3,430,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Tröth Yedtha' Indigenous Studies Center.	University of Alaska System	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Upper Susitna Senior Center	Upper Susitna Seniors, Inc.	AK	5,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Wildland Firefighter Response Facilities.	State of Alaska Division of Forestry and Fire Protection.	AK	3,000,000	Murkowski

Department of Housing and Urban Development.	Community Development Fund	Birmingham Infrastructure	City of Birmingham	AL	1,000,000	Britt
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of the River Region.	Boys & Girls Clubs of the River Region.	AL	109,000	Britt
Department of Housing and Urban Development.	Community Development Fund	Community Facility Construction	City of Bothan	AL	7,750,000	Tuberville
Department of Housing and Urban Development.	Community Development Fund	Baffert Mountain Point Development	Chicanos Por La Causa, Inc.	AZ	3,000,000	Sinema
Department of Housing and Urban Development.	Community Development Fund	Broadband Fiber Expansion Project	Town of Eagar	AZ	1,500,000	Kelly, Sinema
Department of Housing and Urban Development.	Community Development Fund	CASS Senior Haven- Emergency Housing for Senior Citizens.	Central Arizona Shelter Services	AZ	1,500,000	Sinema
Department of Housing and Urban Development.	Community Development Fund	Center of Excellence for Health Sciences Workforce Incubator.	Pima Community College	AZ	2,500,000	Sinema
Department of Housing and Urban Development.	Community Development Fund	Hotel Conversion for Senior Permanent Supportive Housing.	City of Phoenix	AZ	3,000,000	Kelly, Sinema
Department of Housing and Urban Development.	Community Development Fund	Innovation 27 Workforce and Education Collaborative.	City of Phoenix	AZ	2,000,000	Kelly, Sinema
Department of Housing and Urban Development.	Community Development Fund	South 10th Avenue Affordable and Mixed-Income Housing Development.	City of Tucson	AZ	4,000,000	Kelly, Sinema
Department of Housing and Urban Development.	Community Development Fund	Alhambra Fire Department Ambulance.	City of Alhambra	CA	450,000	Feinstein
Department of Housing and Urban Development.	Community Development Fund	Arrowhead Grove Community Resource Center.	Housing Authority of the County of San Bernardino.	CA	2,600,000	Feinstein
Department of Housing and Urban Development.	Community Development Fund	Chinese Railroad Workers History Center.	Center of Asian Network	CA	1,190,000	Feinstein, Padilla
Department of Housing and Urban Development.	Community Development Fund	Downtown Women's Center Renovation.	Downtown Women's Center	CA	1,160,000	Feinstein
Department of Housing and Urban Development.	Community Development Fund	Fire Station 61 Renovations	City of Monterey Park	CA	1,500,000	Feinstein, Padilla
Department of Housing and Urban Development.	Community Development Fund	Fire Technology Program Expansion	Yosemite Community College District.	CA	2,000,000	Feinstein, Padilla
Department of Housing and Urban Development.	Community Development Fund	Half Moon Bay Farmworker Homeownership Expansion.	San Mateo County	CA	3,000,000	Feinstein, Padilla
Department of Housing and Urban Development.	Community Development Fund	Imperial Corridor Safety Improvement Project.	City of Imperial	CA	3,000,000	Feinstein
Department of Housing and Urban Development.	Community Development Fund	Inside Safe Program	City of Los Angeles	CA	3,000,000	Feinstein, Padilla

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Department of Housing and Urban Development.	Community Development Fund	Lancaster Homeownership Opportunities.	Habitat for Humanity of Greater Los Angeles.	CA	1,000,000	Feinstein
Department of Housing and Urban Development.	Community Development Fund	LAX Suites	Venice Community Housing Corporation.	CA	620,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Palm Springs Navigation Center	City of Palm Springs	CA	1,500,000	Feinstein, Padilla
Department of Housing and Urban Development.	Community Development Fund	RESHAP Affordable Housing Project	City of Alameda	CA	2,000,000	Feinstein
Department of Housing and Urban Development.	Community Development Fund	San Diego Shelter Expansion Capital Improvements.	City of San Diego	CA	1,500,000	Feinstein, Padilla
Department of Housing and Urban Development.	Community Development Fund	St. Regis Multi-Service Campus Project.	City of Hayward	CA	1,500,000	Feinstein, Padilla
Department of Housing and Urban Development.	Community Development Fund	West Los Angeles Veterans Affairs Campus Homeless Veteran Housing.	Century Affordable Development, Inc..	CA	1,500,000	Feinstein
Department of Housing and Urban Development.	Community Development Fund	Auraria Early Learning Center and Mixed-Use Development.	Auraria Higher Education Center	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Craig Business and Industrial Park	City of Craig	CO	2,500,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Food Bank Distribution Center Renovations.	Care and Share Food Bank for Southern Colorado.	CO	800,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Fort Collins Affordable Housing Preservation.	Neighbor to Neighbor	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity Homes at 3rd and Knox.	Habitat for Humanity of Metro Denver, Inc..	CO	750,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Hope Center Facility Rehabilitation	Hope Center, Inc.	CO	2,000,000	Bennet
Department of Housing and Urban Development.	Community Development Fund	Jane's Place Multi-family Affordable Housing Solar Arrays.	Chaffee County Government	CO	300,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	KidsPak Capital Improvements and Equipment.	KidsPak	CO	118,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Moguan Aftercare Housing Facility	Ute Mountain Ute Tribe	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Pikes Peak United Way Family Success Center.	Pikes Peak United Way	CO	1,000,000	Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Puwagaagan Kaan Supportive Housing	The Pinon Project	CO	621,000	Hickenlooper

Department of Housing and Urban Development.	Community Development Fund	Residences on Acoma	Second Chance Center	CO	1,500,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Riverside Educational Center Renovations.	Riverside Educational Center	CO	168,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Rock Creek Affordable Housing & Associated Infrastructure.	Southern Ute Indian Tribe	CO	3,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	San Luis Valley Health Workforce Housing.	Lutheran Hospital Association of the San Luis Valley DBA San Luis Valley Health.	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Southwest Housing Solutions	Southwest Colorado Education Collaborative.	CO	1,000,000	Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	The Commons Phase Two—Supportive Housing.	Homeward Pikes Peak	CO	3,000,000	Bennet
Department of Housing and Urban Development.	Community Development Fund	Urban Agriculture and Education in Westwood.	Re-Vision	CO	800,000	Bennet
Department of Housing and Urban Development.	Community Development Fund	Vail Valley Affordable Home Ownership Development.	Habitat for Humanity Vail Valley	CO	1,500,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Accessibility Improvements and Outdoor Classroom Renovations.	Horizons, Inc	CT	380,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing for Early Childhood Educators.	Greater Dwight Development Corporation.	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Angel of Edgewood Renovations	Angel of Edgewood, Inc.	CT	709,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Batcheller School Affordable Housing.	Northwest Senior Housing Corporation.	CT	310,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Bloomfield Campus Facility Renewal and Expansion.	Fidelco Guide Dog Foundation, Inc.	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Brookside Commons Supportive Housing Infrastructure Improvements.	New Milford Affordable Housing, Inc	CT	100,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Cold Storage Renovations and Equipment.	Midwest Food Bank New England ..	CT	45,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Exhibition Space Modernization	Connecticut Science Center	CT	2,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Expansion and Facility Renovations	Real Art Ways, Inc.	CT	906,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Facility Upgrades to Community Building.	Connecticut Violence Intervention Program.	CT	294,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Family Housing Shelter ADA Compliant Bathroom.	Inspirica, Inc.	CT	194,000	Blumenthal, Murphy

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Department of Housing and Urban Development.	Community Development Fund	Fresh Produce Donations & Produce Subscription Program.	Massaro Community Farm, Inc.	CT	185,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Gilbert/Sexton Neighborhood Revitalization.	Neighborhood Housing Services of New Britain, Inc.	CT	175,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Grace Child Care Center & Community Center Development.	Grace Baptist Church	CT	810,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Homeless Shelter Facility Improvements.	The Open Hearth Association	CT	250,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Homeless Youth Services Center	Youth Continuum	CT	1,200,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Homeownership initiative in Clay Arsenal Neighborhood.	San Juan Center, Inc.	CT	500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Homes for the Brave for Renovations to Transitional Housing Facility.	Applied Behavioral Rehabilitation Institute, Inc.	CT	85,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Lathon Wider Community Center Improvements.	City of Stamford	CT	1,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mallory View Affordable Housing	Barkhamsted Housing Trust, Inc.	CT	1,600,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mill River Park Construction	Mill River Collaborative Inc.	CT	4,537,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Regional Innovation Center	Chamber of Commerce of Eastern Connecticut.	CT	400,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Renovation & Expansion Project for Domestic Violence Victims.	The Center for Family Justice, Inc.	CT	2,400,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Renovations to Dodge Farm Affordable Housing.	Washington Community Housing Trust.	CT	950,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Renovations to Senior & Disabled Low Income Housing Facilities.	Simsbury Housing Authority	CT	640,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Renovations to Super Food Pantry and Kitchen.	nOURish Bridgeport, Inc.	CT	264,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Safe Harbor Healthy Homes for Domestic Violence Survivors.	Gateway To Life Inc.	CT	93,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Senior Center Upgrades	Borough of Naugatuck	CT	1,675,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Solar Panel System	Boys & Girls Club of the Lower Naugatuck Valley.	CT	292,000	Blumenthal, Murphy

Department of Housing and Urban Development.	Community Development Fund	Veterans and First Responder Center.	Town of Trumbull	CT	1,200,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	W.O.W. Neighborhood Revitalization with Infill Housing.	Waterbury Land Bank Authority, Inc.	CT	1,045,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	West Rock Community Center	The Glendower Group	CT	3,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	YMCA Facility Improvements	The Southington-Chestire Community YMCAs, Inc.	CT	520,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Building Capital Improvements	Christina Cultural Arts Center Inc. ..	DE	489,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Capital Improvements in Wilmington and Laurel Facilities.	Boys and Girls Club of Delaware	DE	2,850,000	Carper
Department of Housing and Urban Development.	Community Development Fund	Center Expansion and Capital Improvements.	Friends of Hockessin Colored School #107.	DE	800,000	Carper
Department of Housing and Urban Development.	Community Development Fund	Central Delaware Affordable Housing and ReStore Expansion.	Central Delaware Habitat for Humanity.	DE	1,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Community Education Building Capital Improvements.	Community Education Building Corp.	DE	3,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Hilltop Homeownership Project	Be Ready Community Development Corporation.	DE	375,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Hope Center Capital Improvements and Transportation Support.	New Castle County	DE	1,991,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Imani Village Affordable Senior Housing.	REACH Riverside Development Corporation.	DE	4,800,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Lower Hilltop and East Side Equitable Housing Initiative.	Wilmington Neighborhood Conservancy Lank Bank.	DE	3,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	New Castle County Affordable Housing.	Habitat for Humanity of New Castle County.	DE	1,650,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Sussex County Affordable Homeownership.	Sussex County Habitat for Humanity	DE	1,862,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Sussex County Affordable Housing Acquisition and Rehabilitation.	Milford Housing Development Corporation.	DE	8,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Sussex County Farmworker Housing.	NeighborGood Partners	DE	1,000,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Wilmington Vacant Home Revitalization.	Todmorden Foundation	DE	2,000,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Youth Enrichment Center	Big Brothers Big Sisters of Delaware.	DE	455,000	Carper, Coons
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing Rehabilitation of the Millennium Center.	Volunteers of America Georgia, Inc.	GA	545,000	Warnock

Agency	Subaccount	Project	Recipient	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Expansion of Services at the Brookdale Resource Center/Hello House.	United Way of Central Georgia	GA	234,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Browns Mill Village Development	Atlanta Habitat for Humanity	GA	2,000,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Building Play Spaces in Metro Atlanta.	YMCA of Metropolitan Atlanta, Inc.	GA	606,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Chattahoochee Valley Megasite Planning, Evaluation, and Remediation.	United Way of the Chattahoochee Valley.	GA	1,555,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Downtown Americus Outdoor Event Space.	One Sumter Economic Development Foundation, Inc..	GA	400,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Expanded Facilities for Regional Victim Services Organization.	Southwest Georgia Children's Alliance, Inc..	GA	488,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Furnishing Project	Status: Home, Inc.	GA	477,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Liberty Square Park Transformation	City of Roswell	GA	1,769,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	New Support Center and Affordable Housing Complex for Individuals with Disabilities.	Bobby Dodd Institute, Inc.	GA	720,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Oglethorpe Library	University System of Georgia	GA	3,000,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Providence Pointe	Columbus Housing Initiative, Inc.	GA	2,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Quad Affordable Housing	West Georgia Star, Inc.	GA	1,602,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Reopening Cutburt's Hospital—Randolph County Hospital.	Hospital Authority of Randolph County.	GA	2,320,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	West Broad Street YMCA Renovations.	Chatham County Board of Commissioners.	GA	642,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	YMCA Facilities Renovations	Albany YMCA	GA	240,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Big Brothers Big Sisters Hawaii Headquarters.	Big Brothers Big Sisters Hawaii	HI	1,500,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Gregory House Programs Renovation Phase Two.	Gregory House	HI	900,000	Schatz

Department of Housing and Urban Development.	Community Development Fund	Hale Aloha Renovations	Catholic Charities Hawaii	HI	1,900,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Hawaii Island Home for Recovery Renovations.	Hawaii Island Home for Recovery	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Hilo Community Crisis Services, Counseling, and Resource Center Construction.	Child and Family Service	HI	2,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Hilo Memorial Hospital Renovations	County of Hawaii	HI	3,563,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Hui Malama O Ke Kai Community Pavilion and Kitchen Construction.	Hui Malama O Ke Kai Foundation	HI	785,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Island of Hawaii YMCA Community Center Expansion.	Island of Hawaii YMCA	HI	625,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Kauai War Memorial Convention Hall Improvements.	County of Kauai	HI	3,290,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Kiiauea Affordable Housing Subdivision Engineering and Construction.	Kauai County Housing Agency	HI	1,600,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Kiiauea Town Wastewater Treatment Plant Engineering and Design.	Kauai County Housing Agency	HI	1,800,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Koolauloa Community Resilience Hub.	Hui o Haula	HI	5,399,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Kupuna Resource Center	City and County of Honolulu	HI	2,500,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	Malaai Garden Pavilion Construction	Malaai	HI	676,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Mana Plains Educational Center Construction.	Hawaii Department of Land and Natural Resources.	HI	900,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Molokai Food Hub Expansion	Maui County	HI	1,300,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Residential Youth Services and Empowerment (RYSE) At-Risk Youth Residences Construction.	Residential Youth Services and Empowerment.	HI	3,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Special Olympics of Hawaii Facility and Equipment.	Special Olympics Hawaii	HI	940,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	The Pantry Food Bank Food Storage Equipment and Repairs.	Feeding Hawaii Together	HI	1,250,000	Schatz

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Department of Housing and Urban Development.	Community Development Fund	Transitional Supportive Housing for People with Substance Abuse Disorders.	The Alcoholic Rehabilitation Services of Hawaii Inc., DBA Hina Mauka.	HI	3,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Waimea 400 Housing Engineering and Construction.	Kauai County Housing Agency	HI	1,400,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Youth Crisis Stabilization Facility	Child and Family Service	HI	1,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	YWCA Hawaii Island Preschool Center Construction.	YWCA of Hawaii Island	HI	1,500,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	YWCA Oahu Fernhurst Residence Facility Modernization.	YWCA Oahu	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Capital Improvements to Properties	Housing Authority of Cook County	IL	1,544,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Community Center	City of Galesburg	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Early Childhood Center Renovation	North Chicago Community Unit School District 187	IL	2,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Green Era Renewable Energy & Urban Farm.	Green Era Educational NFP	IL	2,367,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Lincoln Library Youth Services Renovation.	City of Springfield	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Marjorie Kovler Center ADA Upgrades.	Heartland Alliance for Human Needs & Human Rights.	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Stepping Stones Expansion	YWCA McLean County	IL	850,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	West Side Urban Agriculture Initiative.	The Puerto Rican Cultural Center	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Hunters Glen Infrastructure	Oikos Development Corporation	KS	1,830,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Iola Theatre Historic Restoration and Renovation.	Iola Theatre Association, Inc.	KS	3,000,000	Moran
Department of Housing and Urban Development.	Community Development Fund	City of Ruston Utility Upgrades	City of Ruston	LA	4,800,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	Get Lit, Stay Lit Project	Feed the Second Line	LA	3,690,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	Howell Village Community Transformation Project.	Gulf Coast Housing Partnership, Inc.	LA	5,000,000	Cassidy

Department of Housing and Urban Development.	Community Development Fund	National World War II Museum	LA	3,000,000	Cassidy, Kennedy
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing Development	MA	2,300,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing Preservation & Land Acquisition in Main Middle-Blessed Sacrament Redevelopment	MA	2,654,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Hyde Square Task Force	MA	1,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Victory Programs, Inc.	MA	2,500,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Springfield Jewish Community Center.	MA	1,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Boys and Girls Clubs of Dorchester Inc..	MA	1,500,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	NewVue Communities	MA	1,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Center of Hope Foundation, Inc	MA	1,200,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Veterans Inc.	MA	2,500,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	City of Leominster	MA	750,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	North Shore Community College	MA	1,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	City of Malden	MA	1,560,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Mashpee Wampanoag Tribe	MA	1,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	NorthStar Learning Centers LLC	MA	2,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Associação Cabo Verdiana De Brockton.	MA	960,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	MetroWest YMCA	MA	5,000,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Boston Scores	MA	1,664,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	St. Mary's Center for Women and Children.	MA	1,500,000	Marley, Warren
Department of Housing and Urban Development.	Community Development Fund	Volunteers of America Massachusetts, Inc..	MA	800,000	Marley, Warren

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Department of Housing and Urban Development.	Community Development Fund	The Grandfamilies Housing Village of Worcester.	Central Massachusetts Agency on Aging, Inc..	MA	3,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Benedictine Residential Facility	Benedictine School for Exceptional Children.	MD	1,800,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Building and Alley Rehabilitation	Harmer's Town Art Center, Inc.	MD	3,351,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Bunkhouse Renovations	The Pearlstone Center	MD	1,558,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Cambridge Neighborhood Housing	Habitat for Humanity Choptank	MD	450,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Community Family Life Center and Food Pantry.	BRIDGES Community Development Corporation.	MD	990,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Historic Druid Hill Y Family Center Renovation.	Young Men's Christian Association Of Central Maryland, Inc..	MD	1,238,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Last Mile Park	American Communities Trust, Inc.	MD	904,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Mace's Lane Community Center Renovation.	Mace's Lane Community Center, Inc..	MD	1,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	NAACP Baltimore Headquarters	Baltimore NAACP	MD	500,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Open Works Baltimore West Side Expansion.	Open Works, Inc.	MD	2,000,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Orchard Street Church Restoration	Greater Baltimore Urban League, Inc..	MD	3,500,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Rural Community Revitalization-Affordable Housing.	Kent Attainable Housing, Inc.	MD	810,000	Cardin, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Alford Arena ADA Accessibility	The University of Maine System	ME	2,150,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	America's Volunteer Driver Center	ITNAmerica	ME	1,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Bangor Opera House Improvements	Penobscot Theatre Company	ME	239,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Bell Tower Rehabilitation	Christ Episcopal Church	ME	890,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Black Bear Academy Child Care Center.	The University of Maine System	ME	4,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Building Renovations	My Place Teen Center	ME	650,000	King

Department of Housing and Urban Development.	Community Development Fund	Caribou Fire and Ambulance Department Upgrade.	City of Caribou	ME	1,359,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Case Memorial Library	Case Memorial Library	ME	1,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Center for Community Programs in Livermore Falls and Jay.	United Way of the Tri-Valley Area	ME	1,677,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Central Maine Community Services Hub Renovation.	Woodfords Family Services	ME	2,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Centre Street Housing	Bath Housing Development Corporation.	ME	4,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Community Center Complex	Town of Skowhegan	ME	3,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Community Concepts Housing	Community Concepts, Inc.	ME	3,721,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Community Cultural Center	Portland Museum of Art	ME	2,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Conservatory and Discovery Center	Coastal Maine Botanical Gardens	ME	1,559,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Cutter Street Railroad Crossing Safety Improvements.	Maine Narrow Gauge Railroad and Industrial Heritage Trust.	ME	36,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Downtown Economic Development and Revitalization.	Norway Downtown Revitalization	ME	1,788,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Downtown Waterfront Redevelopment.	City of Rockland	ME	4,060,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	East Millinocket Redevelopment Strategy Phase II.	Town of East Millinocket	ME	5,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Energy and Enterprise Park	City of Old Town	ME	3,891,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Energy Resilience for Disadvantaged Communities.	State of Maine	ME	2,500,000	King
Department of Housing and Urban Development.	Community Development Fund	Enfield Route 155 Rehabilitation	Town of Enfield	ME	1,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Facilities Upgrades	Maine Maritime Academy	ME	2,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Family Promise Lodging House	Greater Portland Family Promise	ME	432,000	King
Department of Housing and Urban Development.	Community Development Fund	Fire Station Generator Replacement	Town of Paris	ME	134,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Food, Shelter, and Jobs Center	Trinity Jubilee Center	ME	2,000,000	Collins, King

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Department of Housing and Urban Development.	Community Development Fund	Front Street Resiliency Improvements.	City of Augusta	ME	3,972,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Gray-New Gloucester Road and School Complex Safety Improvements.	Town of Gray	ME	834,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Historic Downtown Building Rehabilitation.	Elsworth Historical Society	ME	500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Houlton Water Company Line Upgrade.	Houlton Water Company	ME	1,749,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Housing and Social Services Resource Hub.	Fair Tide	ME	1,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Howland Water Infrastructure Improvements.	Town of Howland	ME	700,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Indian Township Housing Renovation.	Passamaquoddy Tribe at Indian Township.	ME	2,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Jesup Memorial Library	Jesup Memorial Library	ME	600,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Joe's Place Teen Center and Shelter	Preble Street	ME	2,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Kingfield Multi-Family Housing	Workforce Housing Coalition Western Maine Mountians.	ME	1,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Lincoln Technology Park	Town of Lincoln	ME	3,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Madawaska Downtown Development	Town of Madawaska	ME	2,012,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Maine Fire Service Institute	Southern Maine Community College	ME	500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Maine Science Park	City of Bangor	ME	300,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Maine Trail Center	Maine Appalachian Trail Club, Inc.	ME	475,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Margaret Chase Smith Community School and Early Childhood Center.	Maine School Administrative District No.54.	ME	1,941,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Mars Hill Area Community and Economic Development Initiative.	Big Rock	ME	1,150,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Mechanics' Hall Revitalization	Maine Charitable Mechanic Association.	ME	2,860,000	Collins, King

Department of Housing and Urban Development.	Community Development Fund	Mountainside Community Cooperative Sewer Improvements	CDI Development Fund	ME	1,310,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Municipal Pier Improvements	Town of Seaport	ME	2,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	New Fire Station	Town of Sweden	ME	1,150,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Quarry Road Assisted Housing Renovation.	SKILLS, Inc.	ME	1,540,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Riverwalk Expansion	City of Auburn	ME	3,900,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Rumford Area Community and Economic Development Initiative.	Black Mountain of Maine	ME	775,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Rumford Y Care and School Age Center.	YMCA of Auburn-Lewiston	ME	1,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	School of Applied Technology Upgrades.	Region Two School of Applied Technology.	ME	660,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Sinard Payne Park Implementation	City of Lewiston	ME	3,900,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Snow Pond Center Infrastructure Upgrade.	Snow Pond Center For The Arts	ME	448,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	St. Croix Apartments Renovation	St. Croix Apartments	ME	1,200,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Stonington Workforce Housing	Town of Stonington	ME	549,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Tedford Emergency Housing	Tedford Housing	ME	1,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	The Mobile Healthy Foods Initiative	MaineHealth	ME	119,000	King
Department of Housing and Urban Development.	Community Development Fund	Town Dock Improvement	Town of Castine	ME	288,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town Dock Improvements	Town of Bucksport	ME	4,100,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Tree Street Youth Family and Community Center.	Tree Street Youth	ME	1,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	VETS Veterans Emergency Shelters	Boothbay VETS, Inc.	ME	339,000	King
Department of Housing and Urban Development.	Community Development Fund	Wabanaki Community Connection Center.	Wabanaki Public Health and Wellness.	ME	1,200,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Washburn Norlands Restoration	Washburn Norlands Foundation	ME	3,422,000	Collins

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Department of Housing and Urban Development.	Community Development Fund	Westbrook Regional Vocational Center.	Westbrook School Department	ME	1,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Active Adult Center Construction	City of Madison Heights	MI	1,500,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Attainable Housing Development	City of Portage	MI	1,000,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	Beecher High School Renovation	Beecher Community School District	MI	2,000,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Career Exploration Center	Muskegon Public Schools	MI	2,000,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Downtown Pontiac Properties Acquisition and Redevelopment.	City of Pontiac	MI	2,000,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	Eastern Market Meat Production Business Accelerator.	Eastern Market Corporation	MI	2,875,000	Stabenow
Department of Housing and Urban Development.	Community Development Fund	Green Alleysways Reconstruction	City of Hamtramck	MI	965,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Housing Quality Improvement Initiative.	City of Dearborn	MI	1,500,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Kchi-Noodin Kaamdaaking Affordable Housing Development.	Grand Traverse Band of Ottawa and Chippewa Indians.	MI	1,000,000	Peters, Stabenow
Department of Housing and Urban Development.	Community Development Fund	Manufacturing Center Expansion	Delta Schoolcraft Intermediate School District	MI	1,400,000	Peters
Department of Housing and Urban Development.	Community Development Fund	The Parade Company's New Home Project.	Michigan's Thanksgiving Parade Foundation.	MI	3,500,000	Stabenow
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing Land Acquisition	United Way of Steele County	MN	300,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Capital Improvements and Renovations.	Minnesota Indian Women's Resource Center.	MN	1,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Center of Social Innovation Development.	City of Duluth	MN	1,750,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Conifer Estates Boilers	Beltrami County Housing and Redevelopment Authority.	MN	250,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Hill Street Triplex Improvements	Red Wing Housing and Redevelopment Authority.	MN	175,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Phumulani Healing Homes	Phumulani Minnesota African Women Against Violence.	MN	607,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Trail's Edge Senior	Carver County Community Development Agency.	MN	2,000,000	Klobuchar, Smith

Department of Housing and Urban Development.	Community Development Fund	Wave Youth Center Expansion	The Wave Youth Center	MN	1,800,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Wolfe and New Day Center Improvements.	Nameless Coalition for the Homeless.	MN	200,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Workforce Housing Development	Heartland Lakes Development Commission.	MN	3,111,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Archives and Research Center	Tougaloo College	MS	2,700,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Columbus Dilapidated Housing Initiative.	City of Columbus	MS	3,000,000	Wicker
Department of Housing and Urban Development.	Community Development Fund	Delta Women and Family Center	Delta Health Alliance	MS	1,200,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Dilapidated Housing Initiative	Town of Brooksville	MS	2,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Eudora Welty Library Recovery Project.	City of Jackson (Jackson Hinds Library System) Department of Planning & Development.	MS	3,750,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Fire Station Improvement	Town of Bolton	MS	200,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Joe Pritchard Public Housing Redevelopment Project.	City of Canton	MS	2,200,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Lakeland Drive Blight Removal	University of Mississippi Medical Center.	MS	600,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Library Improvements	Town of Tchula	MS	90,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Masonic Temple Renovation	City of Grenada	MS	990,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	New Police Station	Town of Utica	MS	1,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Park Ranger House Demolition and Renovation.	City of Gautier	MS	1,300,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	ParkView Urban Renewal Project	Columbus Redevelopment Authority	MS	2,200,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Roof replacement project	Hope Village for Children, Inc.	MS	600,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	WIN Job Center Renovation	Hinds Community College	MS	4,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Wingo Way Extended Improvements	Mississippi State University	MS	2,415,000	Hyde-Smith

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Department of Housing and Urban Development.	Community Development Fund	Workforce Development Field Training Program.	MS Department of Archives and History.	MS	3,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Workforce Development Training Center.	Quitman County Board of Supervisors.	MS	1,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Workforce Training Facility	East Central Community College	MS	1,250,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Youth Opportunity Center	Boys & Girls Clubs of the Gulf Coast.	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Club of the Sandhills Security Upgrades.	Boys & Girls Club of the Sandhills	NC	53,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Fire Department Headquarters	Town of Farmville	NC	3,750,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	New Fire Station	Town of Elkin	NC	3,500,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	New River YMCA Youth Development Expansion.	Eastern Carolina YMCA	NC	2,500,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Public Safety Training Center	Alamance Community College	NC	5,726,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Rowan-Cabarrus Fire Training Center Phase III.	Rowan-Cabarrus Community College	NC	5,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	The Umbrella Center	CharMeck Family Justice Center, Inc. dba The Umbrella Center.	NC	2,500,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Wayne County EMS Station 12	Wayne County	NC	2,011,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	West Lexington Tap Station Upgrades.	Lexington Utilities Natural Gas	NC	600,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Chadron Fire District New Ladder Truck.	Chadron Volunteer Fire Department	NE	1,400,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	Claremont Creative Center	West Claremont Center for Music and the Arts.	NH	2,300,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Emergency Shelter Repairs and Renovations.	Starting Point Carroll County	NH	200,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Flooding Remediation	Women's Rural Entrepreneurial Network.	NH	72,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Homeless Resource Center Hub	Concord Coalition to End Homelessness.	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Library Accessibility and Expansion	City of Somersworth	NH	500,000	Shaheen

Department of Housing and Urban Development.	Community Development Fund	New Community Center	Bristol Recreation Advisory Council	NH	1,500,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	North Country Joint Venture-New Hampshire Food Bank and the Boys and Girls Club.	New Hampshire Catholic Charities	NH	1,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Outdoor Recreation	City of Franklin	NH	2,500,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Redberry Farm Apartments	Farmsteads of New England	NH	1,330,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Transitional Housing	Family Promise of Southern New Hampshire.	NH	2,136,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Wellness Center	North Country Community Recreation Center.	NH	2,700,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Community Walkway Improvements	Township of Weehawken	NJ	2,000,000	Menendez
Department of Housing and Urban Development.	Community Development Fund	Great Falls Pedestrian Bridge	City of Paterson	NJ	1,000,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	ICC Facilities Renovations	Ironbound Community Corporation	NJ	1,000,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Ivanhoe Wheelhouse Rehabilitation and Adaptive Reuse.	City of Paterson	NJ	1,000,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	River Road Overpass	Town of West New York	NJ	2,000,000	Menendez
Department of Housing and Urban Development.	Community Development Fund	River Road Soil Stabilization Project	County of Bergen	NJ	1,550,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Senior Citizen Transportation Bus	Township of East Windsor	NJ	225,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Senior Transportation Bus	City of Linden	NJ	155,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Springfield Campus Renovation	Finishing Trades Institute of the Mid Atlantic Region.	NJ	936,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Technology Upgrades and Equipment at Development Training Center.	Statewide Hispanic Chamber of Commerce of New Jersey.	NJ	123,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Veteran Housing Assistance Project	NJ SOS Veteran Stakeholders Group	NJ	500,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Veterans and Senior Village at West Deptford.	Soldier On, Inc.	NJ	900,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Water Infrastructure Project	Town of Harrison	NJ	200,000	Menendez

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Department of Housing and Urban Development.	Community Development Fund	Water, Sewer, and Road Improvements.	Township of Lakewood	NJ	849,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Woodbridge Waterfront Walkway	Township of Woodbridge	NJ	4,000,000	Booker, Menendez
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing in Colonia	Southwest Regional Housing and Community Development Corporation.	NM	200,000	Henrich
Department of Housing and Urban Development.	Community Development Fund	Chamisa Verde Housing Project	Town of Taos	NM	1,800,000	Henrich
Department of Housing and Urban Development.	Community Development Fund	Community Wellness and Cultural Complex.	Navajo Preparatory School	NM	2,000,000	Henrich
Department of Housing and Urban Development.	Community Development Fund	Early Childhood Development Center	Indian Pueblo Cultural Center	NM	1,116,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Emergency Domestic Violence Shelter.	Battered Families Services	NM	1,000,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Enhancing Prevention Services at Española YMCA Teen Center Space.	The Family YMCA	NM	283,000	Henrich, Lujan
Department of Housing and Urban Development.	Community Development Fund	Farmington All-Community Adaptive Park.	City of Farmington	NM	1,200,000	Henrich
Department of Housing and Urban Development.	Community Development Fund	Garcia Development	Santa Fe Habitat for Humanity	NM	1,100,000	Henrich
Department of Housing and Urban Development.	Community Development Fund	Grant County Transitional Trade Center.	Future Forge Inc.	NM	200,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Hatch Expansion Project	Jardin de los Niños	NM	1,000,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Homeless Youth Center	City of Albuquerque	NM	3,000,000	Henrich
Department of Housing and Urban Development.	Community Development Fund	Kitchen Equipment Upgrades	El Caldito Soup Kitchen	NM	233,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Los Prados Park	Homewise, Inc.	NM	1,000,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Luna Community Center	County of Catron	NM	1,000,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Luna County SPIN Complex Remodel	Supporting People In Need	NM	200,000	Lujan
Department of Housing and Urban Development.	Community Development Fund	Mental Health Response Station	City of Las Cruces	NM	3,000,000	Henrich

Department of Housing and Urban Development.	Community Development Fund	Mitigating Homelessness in San Juan County.	Economic Council Helping Others, Inc.	NM	100,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Next Generation Learning Center at the Very Large Array.	Associated Universities, Inc.	NM	1,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Pojoaque Valley Teacher Housing	Pojoaque Valley School District	NM	1,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Removal of Hazardous Buildings	Pueblo of Jemez	NM	1,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Roof for Tatum High School Vo-Tech Building.	Tatum Municipal Schools	NM	260,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Rural Teacher Housing	Santa Rosa Consolidated Schools	NM	750,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Southwest Substation for Albuquerque Police Department.	City of Albuquerque	NM	2,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Veterans Housing Expansion Project	New Mexico Veterans Integration Center.	NM	1,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Village Housing Project	Santo Domingo Pueblo	NM	2,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Village of Mosquero Housing Project	Village of Mosquero	NM	620,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Vista De Socorro Affordable Housing	El Camino Real Housing Authority	NM	1,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Vistas De Plata Affordable Housing Project	Town of Silver City	NM	338,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Water System Improvements	City of Truth or Consequences	NM	4,300,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Workforce Housing Development	Village of Ruidoso	NM	1,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Workforce Training Facility	Rocky Mountain Youth Corps New Mexico.	NM	926,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Blight Removal	Las Vegas Paiute Tribe	NV	550,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Cheyenne Park	City of North Las Vegas	NV	6,760,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Downtown Development Infrastructure.	City of West Wendover	NV	3,710,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Navigation Center	City of Henderson	NV	4,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	New River Substation Backup Generator.	City of Fallon	NV	3,640,000	Cortez Masto, Rosen

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Department of Housing and Urban Development.	Community Development Fund	Oddie Boulevard Community Center	City of Sparks	NV	4,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Rehabilitation for Historic California Building.	City of Reno	NV	870,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Stillwater Senior Center	Fallon Paiute-Shoshone Tribe	NV	180,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Sunshine Lane Site Preparation	Reno-Sparks Indian Colony	NV	1,621,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	BAM Rose Cinemas Renovation	Brooklyn Academy of Music, Inc.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Belmont Affordable Housing	Northwest Bronx Community & Clergy Coalition, Inc.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Community Services Capital Improvements.	Brooklyn Bureau of Community Service.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Building Expansion and Renovation	Brooklyn Queens Conservatory of Music.	NY	2,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Building Renovations for Food Pantry.	Catholic Charities of Staten Island	NY	3,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Camp HASC Programmatic Rooms	Camp HASC, Inc.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Capital Expansion Project	New Museum of Contemporary Art	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Central Brooklyn Food Cooperative Capital Improvements.	Fund for the City of New York	NY	1,636,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Community Workforce Innovation & Development Center.	The Bronx Community Foundation	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Cultural Housing and Assisted Living.	India Home, Inc.	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	For the Planning and Design of the Long Island Greenway.	Trust for Public Land	NY	3,950,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Fountain House Bronx Expansion	Fountain House, Inc.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Golden Hill Affordable Housing Project.	County of Ulster	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Housing for Individuals with Disabilities.	Center for Disability Services, Inc.	NY	1,549,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Lincoln Towers Demolition for Lincoln Square Redevelopment.	City of Albany	NY	3,000,000	Gillibrand, Schumer

Department of Housing and Urban Development.	Community Development Fund	New Building on Cedarhurst Campus.	Kulanu Academy	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New Flushing YMCA and Greenpoint YMCA.	Young Men's Christian Association of Greater New York.	NY	3,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Northland Workforce Training Center Enhancements.	The Economic Development Group, Inc. DBA Northland Workforce Training Center.	NY	500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Permanent Community Food Hub	The Campaign Against Hunger	NY	2,500,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Preston Court Food Warehouse Capital Improvements.	Metropolitan Council on Jewish Poverty.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Property Acquisition	Life of Hope	NY	1,500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Public Plaza Security Upgrades	The Metropolitan Museum of Art	NY	1,750,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Renovations of Groups Homes	Ohel Children's Home and Family Services.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Staten Island Skyway Underside Pilot.	Staten Island Economic Development Corporation.	NY	200,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Taylor Apartment Towers	Troy Housing Authority	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	The Resource Hub	Community Outreach Center Inc.	NY	600,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Transformation of Coleman Chapel in Murphy Hall.	St. John Fisher College	NY	1,800,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Urban Civil Rights Museum in Harlem.	National Urban League, Inc.	NY	4,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Veterans Tiny Homes	Broome County Government	NY	250,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Walkable Safe Neighborhoods	Town of Ramapo	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	WE ACT Environmental Justice Center.	West Harlem Environmental Action, Inc..	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Archive Annex Rehabilitation and Renovation.	Ukrainian Museum-Archives	OH	500,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Bannon Park Renovation and Improvements.	Community Action Organization of Scioto County, Inc..	OH	516,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Brownfield Assessment and Cleanup	City of Lima	OH	1,000,000	Brown

Agency	Subaccount	Project	Recipient	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	CFA Innovation Center Acquisition and Renovations.	Columbus Fashion Initiative DBA Columbus Fashion Alliance.	OH	600,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Childcare Center	Ashland County Community Foundation.	OH	300,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Circle East District Revitalization	Cuyahoga County Land Reutilization Corporation.	OH	2,350,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Collingwood Green Community Center.	Lucas Metropolitan Housing	OH	4,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Domestic Violence Shelter Renovation.	YWCA of Northwest Ohio	OH	3,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Early Learning Center and Independence Place Safety Improvements.	YWCA of Greater Cleveland	OH	125,000	Brown
Department of Housing and Urban Development.	Community Development Fund	East End Permanent Supportive Housing Development.	Community Action Organization of Scioto County, Inc..	OH	266,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Foster Theater Renovation	Youngstown Neighborhood Development Corporation.	OH	1,020,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Hamilton County Landbank Home Repair Program.	Hamilton County Land Reutilization Corporation.	OH	500,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Hough Community Green Space	Western Reserve Land Conservancy	OH	500,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Lorain County Education and Wellness Center.	Boys & Girls Clubs of Northeast Ohio.	OH	1,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Nuestra Gente Community Center	Nuestra Gente Community Projects, Inc..	OH	250,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Over-the-Rhine Recreation Center Redevelopment.	Cincinnati Center City Development Corporation.	OH	4,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Painesville Downtown Revitalization	City of Painesville	OH	487,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Restoring Housing in Middlebury	The Well Community Development Corporation.	OH	1,930,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Robnette Park Redevelopment	City of Vandalia	OH	400,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Summit Lake Vision Plan	Ohio & Erie Canalway Coalition	OH	1,000,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Teen Center and Music Program	Boys & Girls Club of Washington County.	OH	1,000,000	Brown

Department of Housing and Urban Development.	Community Development Fund	Yoctangee Park Improvements	City of Chillicothe	OH	900,000	Brown
Department of Housing and Urban Development.	Community Development Fund	Affordable Homeownership in Central Oregon.	Bend-Redmond Habitat for Humanity.	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Affordable Homeownership Project	Williams & Russell CDC	OR	750,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Affordable Workforce Housing	City of North Bend	OR	4,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Barbur Apartments	City of Portland	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Cherowith Loop Affordable Housing	Columbia Cascade Housing Corporation.	OR	3,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Childcare Center Expansion	Pendleton Children's Center	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Community Solar for Low-Income Customers.	City of Forest Grove	OR	900,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Dream Center Construction and Improvements.	African Youth & Community Organization.	OR	500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Ella Curran Food Bank Relocation and Construction.	Ella Curran Food Bank	OR	775,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Food Market and Senior Center	Neighborhood House, Inc.	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Pathway 1000 Vancouver & Russell Residential Development.	Portland Community Reinvestment Initiatives Inc.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Southtown Community Land Trust Affordable Housing.	Corvallis Neighborhood Housing Services, Inc. (DBA DevNW).	OR	1,565,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Sunrise Learning Center	Portland Opportunities Industrialization Center.	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Sutherlin Homeless Shelter	City of Sutherlin	OR	650,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Terminal 2 Redevelopment- Housing Innovation Campus.	Port of Portland	OR	4,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Tillamook County Low-Barrier Navigation Center.	Community Action Resource Enterprises, Inc.	OR	500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	17th Street Revitalization Project in Philadelphia.	Pathways Housing Wellness Corporation.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Abigail Pankey Apartments	Women's Community Revitalization Project.	PA	1,000,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	ADA Accessibility Improvements at Transitional Living Center Shelter.	Tenfold	PA	799,000	Fetterman

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Department of Housing and Urban Development.	Community Development Fund	Affordable Housing Preservation and Rehabilitation.	Housing Development Corporation MidAtlantic.	PA	2,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	American Legion Building Improvements in Shamokin.	City of Shamokin	PA	500,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Bantz Park Improvements in York	Partnership for Economic Development in York County.	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Blighted Property Acquisition and Remediation in Erie.	City of Erie	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Blighted Property Acquisition and Remediation in Reading.	City of Reading	PA	1,000,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Blue Door Project in Reading	Olivet Boys & Girls Club	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Building Renovation	The Jazz Workshop, Inc.	PA	160,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Carousel House Renovation in Philadelphia.	City of Philadelphia	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Childcare Center	Pocono Family YMCA	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Children's Crisis Treatment Center in Philadelphia.	HACE	PA	1,500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Clarion County Community Center	Madison Township	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Community Building Renovations	Borough of Girardville	PA	317,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Community Green Space in Philipsburg.	Philipsburg Revitalization Corporation.	PA	147,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Community Help Center in Cambria County.	Women's Help Center, Inc.	PA	434,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Community Resource & Digital Innovation Center in Duquesne.	Urban League of Greater Pittsburgh	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Darby Library Restoration & Resilience Initiative.	Darby Library Company	PA	780,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Fairmount Park Infrastructure Improvements in Philadelphia.	Fairmount Park Conservancy	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	FarmerJawn Research and Education Barn Revitalization.	FarmerJawn & Friends Foundation Fund.	PA	657,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Food Mart and Housing in Lancaster.	South Ann Concerned Neighbors Inc.	PA	750,000	Casey

Department of Housing and Urban Development.	Community Development Fund	Friendship Park in Bethlehem	City of Bethlehem	PA	305,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Gogsworks II Historic Building Revitalization in Reading.	Our City Reading, Inc.	PA	750,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Hammermill Blight Remediation and Site Preparation in Erie.	Housing and Neighborhood Development Service.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Hardwoods Permanent Supportive Housing.	Center for Community Action	PA	2,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Holy Family Home Redevelopment in Philadelphia.	Little Sisters of the Poor	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Home Buyer Grant Program	Affordable Housing Centers of Pennsylvania.	PA	500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Josh Gibson Academy in Pittsburgh	Josh Gibson Foundation	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Kingsley Association Accessibility Modifications in Pittsburgh.	The Kingsley Association	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Lebanon County Domestic Violence Intervention Construction and Rehabilitation Project.	Domestic Violence Intervention of Lebanon County, Inc.	PA	500,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Loyalsock Foundation Community Center.	Loyalsock Foundation	PA	457,000	Casey
Department of Housing and Urban Development.	Community Development Fund	McPherson Square Library Renovations in Philadelphia.	City of Philadelphia	PA	1,000,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Tri-COG Land Bank Land Recovery and Affordable Housing Project in McKeesport.	Tri-COG Land Bank	PA	1,700,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	New Facility Development	Kennett Area Community Service	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Norristown Family Residence Repair and Restoration.	The Salvation Army of Eastern Pennsylvania and Delaware.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Rowan House in Philadelphia	HopePHL	PA	912,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Ruth Street Civic House in Philadelphia.	New Kensington Community Development Corporation.	PA	1,046,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Savocchio Park Community Greenhouse Project in Erie.	Erie County Redevelopment Authority.	PA	323,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Shelter Renovations	Philly House	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	State College Area Food Bank Renovations and Relocation.	The Food Bank of the State College Area Inc..	PA	750,000	Casey

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Department of Housing and Urban Development.	Community Development Fund	Steelton Community Gardens	Borough of Steelton	PA	218,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Susquehanna Depot Park Entrance and Rail Crossing.	Borough of Susquehanna Depot	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Susquehanna Discovery Center Redevelopment in York County.	Susquehanna Heritage Corporation (DBA Susquehanna National Heritage Area).	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Union Station Revitalization in Brownsville.	Redevelopment Authority of the County of Fayette.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Veterans Village Housing in New Kensington.	Allegheny Valley Habitat for Humanity.	PA	1,000,000	Casey
Department of Housing and Urban Development.	Community Development Fund	Westbrook Community Apartments in Philadelphia.	The Brian Westbrook Foundation Inc	PA	500,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	William Way Renovation and Expansion Project in Philadelphia.	William Way LGBT Community Center.	PA	1,000,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	Women's Resource Center Expansion in Scranton.	Women's Resource Center, Inc.	PA	350,000	Casey
Department of Housing and Urban Development.	Community Development Fund	YForward Historic Porch and ADA-Access Restoration.	YWCA Lancaster	PA	995,000	Casey, Fetterman
Department of Housing and Urban Development.	Community Development Fund	160 Beechwood Affordable Housing	Pawtucket Central Falls Development.	RI	800,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing Units	Jonnycake Center for Hope	RI	500,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Central Falls Public Safety Complex	City of Central Falls	RI	3,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Knightsville Revitalization Streetscape Improvements.	City of Cranston	RI	1,950,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Pawtucket Housing Authority Housing Rehabilitation.	City of Pawtucket	RI	1,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Pierce Field Handicap Accessibility and Improvements.	City of East Providence	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Sheridan Village Condominiums	Olneyville Housing Corporation DBA ONE Neighborhood Builders.	RI	1,000,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Supportive Housing	Amos House	RI	3,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Travelers Aid Housing Tower	Crossroads Rhode Island	RI	2,000,000	Reed, Whitehouse

Department of Housing and Urban Development.	Community Development Fund	Trinity Repertory Company—Access for All.	RI	875,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Woonsocket Public Safety Complex ..	RI	10,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Coastal Carolina Pedway	SC	5,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Economic Development	SC	7,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Public Landings Improvement	SC	2,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Ramsey Grove State Park Development.	SC	2,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Repair of Historic Structures	SC	1,250,000	Graham
Department of Housing and Urban Development.	Community Development Fund	ROTC Facility	SC	10,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Saluda Grade Trail	SC	6,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Waterline Extension and Fire Safety Improvements.	SC	750,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Black Hills Housing Development	SD	3,032,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Black Hills Housing Trust Fund	SD	30,000,000	Rounds, Thune
Department of Housing and Urban Development.	Community Development Fund	Workforce Training Facility	SD	6,500,000	Thune
Department of Housing and Urban Development.	Community Development Fund	Building Renovation	VA	1,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Carter Woods Multi-Family Development.	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Charlottesville Financial Opportunity Center & Housing Hub.	VA	650,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Culpeper Garden Senior Affordable Housing Revitalization.	VA	2,031,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Disaster Recovery for Homes in Buchanan County	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Emergency Critical Home Repairs ...	VA	30,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Emporia Rail Depot Townhomes	VA	1,000,000	Kaine, Warner
		Richmond Metropolitan Habitat for Humanity.			
		Southside Community Development & Housing Corporation.			

Agency	Subaccount	Project	Recipient	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Gosnold II	Virginia Supportive Housing	VA	500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Highland Inn Revitalization	Blue Grass Resource Center	VA	812,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Legacy on Main	Community Housing Partners Corporation.	VA	1,250,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Marbella Site B Development	Arlington Partnership for Affordable Housing.	VA	1,280,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Monroe North Development	Helping Overcome Poverty's Existence, Inc..	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Arlington Senior Housing Reinvestment.	Shires Housing, Inc.	VT	1,500,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Bay Ridge Neighborhood Development.	Champlain Housing Trust	VT	5,000,000	Weich
Department of Housing and Urban Development.	Community Development Fund	Community Resource Center for People Experiencing Homelessness and Feeding Chittenden Expansion.	Champlain Valley Office of Economic Opportunity.	VT	1,500,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Expanding and Improving Shared Equity Homeownership for Vermonters.	Vermont Housing & Conservation Board.	VT	2,500,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Highgate Recreation Facility Repairs	Town of Highgate	VT	408,000	Weich
Department of Housing and Urban Development.	Community Development Fund	Lofts at Sacred Heart	Gilman Housing Trust, Inc., DBA Rural Edge.	VT	1,525,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Lower Newton Senior Housing	Cathedral Square	VT	1,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Mellishwood Senior Housing	Twin Pines Housing Trust	VT	1,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Mobile Home Community Improvement Fund.	Vermont Housing & Conservation Board.	VT	2,500,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Mount Anthony House	Bernington County Industrial Corporation.	VT	5,000,000	Weich
Department of Housing and Urban Development.	Community Development Fund	O'Brien Community Center	City of Winooski	VT	1,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Park Street School: Business Incubator & Accelerator.	Springfield Regional Development Corporation.	VT	1,000,000	Weich

Department of Housing and Urban Development.	Community Development Fund	Permanent Supportive Housing for People with Intellectual or Developmental Disabilities.	Downstreet Housing & Community Development.	VT	750,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Repurposing McClelland Hall for Senior Housing and Health Services.	Lamoille Housing Partnership	VT	550,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Sanborn Covered Bridge Revitalization Project.	Town of Lyndon	VT	400,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Aurora Senior Housing	Low Income Housing Institute	WA	3,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Community Center Improvement Project.	Indian American Community Services.	WA	2,200,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Cora Whitley Family Center	Multicultural Child and Family Hope Center.	WA	4,000,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Early Learning Center Construction	United Learning Center of Lewis County.	WA	4,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Expanded Food Distribution Site	South Kitsap Helpline	WA	1,755,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Head Start Facility	Spokane Tribe of Indians	WA	3,000,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Lieser School Redevelopment	Housing Authority of the City of Vancouver.	WA	4,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Salish Cultural and Recreation Center.	Salish School of Spokane	WA	2,700,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Scriber Place Affordable Housing	Housing Hope	WA	1,500,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Shelter and Crisis Care Center	Highline United Methodist Church	WA	2,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Snohomish County Food and Farming Center.	Snohomish County	WA	5,000,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Whatcom Early Learning Center	Meridian School District	WA	4,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Development and Support of Affordable Housing Projects.	Milwaukee County	WI	2,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Affordable Workforce Housing Development in Pierce County.	St. Croix Valley Habitat for Humanity.	WI	500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Center for Black Excellence & Culture in Madison.	The Center for Black Excellence	WI	2,500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Economic Recovery Project	Village of Rock Springs	WI	600,000	Baldwin

Agency	Subaccount	Project	Recipient	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Facility Expansion	Boys & Girls Club of Kenosha	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Food Pantry Expansion	The River Food Pantry, Inc.	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Hillview Community Services Center	La Crosse County	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Housing Opportunity and Mobile Education (HOMES) Project.	Impact Seven	WI	4,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Infrastructure for Residential Development.	Village of Wausaukee	WI	1,600,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Kenosha Uptown Lofts Mixed-use Development.	Kenosha Area Business Alliance	WI	1,200,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Land Preparation for Affordable Workforce Housing.	Bayfield County	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Menomonee Valley Economic Development.	City of Milwaukee	WI	500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	New Boys & Girls Club Facility	Boys & Girls Club of Janesville, Inc.	WI	500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Single-Family Affordable Housing Development.	Greater Fox Cities Area Habitat for Humanity.	WI	500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Tinsel Lofts for Senior Housing	City of Manitowoc Community Development Authority.	WI	625,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Urban Ecology Center in Washington Park.	Urban Ecology Center	WI	2,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Airport Park and Presene Restoration and Development.	The West Virginia Land Trust, Inc.	WV	304,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	B&O Roundhouse Farmers Market & Events Center.	City of Martinsburg	WV	750,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Beckley Fire Truck	City of Beckley	WV	1,182,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Club of Parkersburg Outdoor Renovations.	Boys & Girls Club of Parkersburg	WV	750,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Club of the Eastern Panhandle Facility Renovation and Expansion.	Boys & Girls Club of the Eastern Panhandle.	WV	2,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Capital Sports Center	Kanawha County Commission	WV	2,000,000	Capito, Manchin

Department of Housing and Urban Development.	Community Development Fund	City of Summersville Visitor Center	City of Summersville	WV	1,800,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Clarksburg Fire Department Public Safety Needs	City of Clarksburg	WV	622,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Community Service Center	Jefferson County Community Ministries	WV	1,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Conservation Complex and Sustainability Program at Summit Bechtel Reserve	Boy Scouts of America	WV	1,400,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Critical Housing Stabilization and Weatherization Project	Calhoun Homes, Inc.	WV	200,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Demolition of former Gauley Bridge High School	Town of Gauley Bridge	WV	360,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Downtown Clarksburg Mobility & Accessibility Revitalization	City of Clarksburg	WV	500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Eastern WV CTC Heavy Equipment Operator Training Program	Eastern West Virginia Community and Technical College	WV	1,407,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Fairmont State Library Renovation	Fairmont State University	WV	2,130,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Final Phase of Kisar-Kincaid House Rehabilitation	City of Point Pleasant	WV	750,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Franklin Community Volunteer Fire Department Station Addition	Franklin Community Volunteer Fire Department, Inc.	WV	1,849,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Gauley Bridge Public Parks Equipment Upgrades	Town of Gauley Bridge	WV	70,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Grafton Development & Revitalization	Unleash Tygart, Inc.	WV	3,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Grant County Trail	Grant County Commission	WV	607,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Historic Oak Hill School New River Apartments	Southern Appalachian Labor School	WV	975,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Holly Gray Park Pavilion Replacement	Braxton County	WV	1,500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Home Repair for Disadvantaged West Virginia	Appalachia Service Project	WV	400,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Huntington Industrial Development Center	Polymer Alliance Zone, Inc.	WV	1,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Huntington Westmoreland Fire Station Development	City of Huntington	WV	4,165,000	Capito, Manchin

Agency	Subaccount	Project	Recipient	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Kanawha Manufacturing Building	Putnam County Development Authority.	WV	50,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Keyser-Mineral County New Public Library Building.	Keyser-Mineral County Public Library	WV	1,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Local Food Access Program	Community Markets Inc.	WV	187,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Martinsburg Platform Fire Truck Replacement.	City of Martinsburg	WV	1,800,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Meeks Mountain Trails	City of Hurricane	WV	512,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Morgantown Housing Creation and Blight Removal.	City of Morgantown	WV	2,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Mountaineer Food Bank Expansion	Mountaineer Food Bank	WV	1,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	New River Center Housing and Retail Development.	City of Hinton	WV	1,830,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Ohio County Childcare	Community Impact Network Inc.	WV	1,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Philippi Commercial Spaces Development.	Woodlands Development Group	WV	315,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Redeveloping the Wilt Building	The Augusta Heritage Center	WV	750,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Renovation and Restoration of Capitol Market.	Capitol Market Inc.	WV	1,168,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Resurfacing and Forklift Purchase	Carwayingo Appalachian Mission Inc.	WV	90,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Smithers Longacre Readiness Development.	City of Smithers	WV	2,500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	South Berkeley Inwood Park	Berkeley County Commission	WV	1,125,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Spencer Development Authority—Downtown Housing Rehabilitation.	City of Spencer	WV	1,500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Stormwater Management	Housing Authority of the City of Beckley.	WV	819,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	Town of Union Street Lighting	Town of Union	WV	375,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Webb-Blessing House Restoration & Reuse Action Plan.	Jefferson County Museum	WV	100,000	Capito, Manchin

Department of Housing and Urban Development.	Community Development Fund	Welding and Machining Training Facility.	New River Community and Technical College.	WV	2,750,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	West Side Charleston Empowerment Project.	Element Federal Credit Union	WV	500,000	Manchin
Department of Housing and Urban Development.	Community Development Fund	West Virginia Historic Preservation Training Center.	Arthurdale Heritage, Inc.	WV	500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Wetzel County 911 Storage Facility	Wetzel County Commission	WV	500,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Wheeling Fire Department Facilities & Equipment Upgrades.	City of Wheeling	WV	1,550,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	Wheeling Gateway Visitors Center ...	Wheeling Convention & Visitors Bureau.	WV	5,000,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	White Sulphur Springs Recreation ...	City of White Sulphur Springs	WV	2,688,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	WW Create Center: Site Development Project.	Bluefield WV Economic Development Authority.	WV	557,000	Capito, Manchin
Department of Housing and Urban Development.	Community Development Fund	WVUP Technology School in Former Ohio Valley University Window and Door Replacement.	Wood County Development Authority	WV	1,250,000	Capito
Department of Housing and Urban Development.	Community Development Fund	YWCA Building Preservation & Improvements.	YWCA of Charleston, West Virginia, Inc..	WV	233,000	Capito, Manchin

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2024
 [In thousands of dollars]

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
TITLE I—DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salaries and expenses					
Immediate Office of the Secretary	171,014	220,406	191,295	+ 20,281	- 29,111
Immediate Office of the Deputy Secretary	(3,569)	.....	(3,770)	(+ 201)	(+ 3,770)
Office of the General Counsel	(1,277)	.....	(1,370)	(+ 93)	(+ 1,370)
Office of the Under Secretary of Transportation for Policy	(28,089)	.....	(32,272)	(+ 4,183)	(+ 32,272)
Office of the Assistant Secretary for Budget and Programs	(17,469)	.....	(20,064)	(+ 2,595)	(+ 20,064)
Office of the Assistant Secretary for Governmental Affairs	(21,026)	.....	(22,724)	(+ 1,698)	(+ 22,724)
Office of the Assistant Secretary for Administration	(3,968)	.....	(7,138)	(+ 3,170)	(+ 7,138)
Office of Public Affairs and Public Engagement	(41,399)	.....	(43,284)	(+ 1,885)	(+ 43,284)
Office of the Executive Secretariat	(5,727)	.....	(6,244)	(+ 517)	(+ 6,244)
Office of Intelligence, Security, and Emergency Response	(2,312)	.....	(2,515)	(+ 203)	(+ 2,515)
Office of the Chief Information Officer	(15,533)	.....	(16,506)	(+ 973)	(+ 16,506)
Office of Tribal Government Affairs	(29,195)	.....	(33,879)	(+ 4,684)	(+ 33,879)
Research and Technology	(1,450)	.....	(1,529)	(+ 79)	(+ 1,529)
National Infrastructure Investments	800,000	66,500	51,358	+ 2,362	- 15,142
Thriving Communities Initiative	25,000	1,220,000	800,000	- 25,000	- 420,000
National Surface Transportation and Innovative Finance Bureau	8,850	100,000	.....	+ 708	- 100,000
Rural and Tribal Infrastructure Advancement .....	.....	10,550	.....	+ 25,000	+ 25,000
Financial Management Capital	5,000	.....	25,000	.....	.....
Cyber Security Initiatives	48,100	5,000	49,000	+ 900	.....
Office of Civil Rights	14,800	28,595	18,228	+ 3,428	- 10,367
Transportation Planning, Research, and Development	36,543	25,017	24,069	- 12,474	- 948
Congressionally Directed Spending	(12,914)	.....	(3,443)	(- 9,471)	(+ 3,443)
Working Capital Fund	(505,285)	.....	(522,165)	(+ 16,880)	(+ 522,165)
Railroad Rehabilitation and Improvement Program (negative subsidy) .....	.....	- 3,000	- 3,000	- 3,000	.....
Small and Disadvantaged Business Utilization and Outreach	5,132	7,314	5,330	+ 198	- 1,984
Payments to Air Carriers (Airport & Airway Trust Fund)	354,827	348,554	348,554	- 6,273	.....
Essential Air Service (Overflight Fees)	(134,132)	(154,411)	(155,411)	(+ 21,279)	(+ 1,000)

Electric Vehicle Fleet		26,000					-26,000
Administrative Provision							
Volpe National Transportation Systems Center (Sec 108)	4,500						-4,500
RRIF Cohort—Sec 109A (rescission)		-2,926					-8,973
Total, Office of the Secretary	1,522,762	2,101,010	1,515,419				-585,591
Federal Aviation Administration							
Operations	11,915,000	12,740,627	12,740,627				+825,627
Aviation Safety	(1,630,794)		(1,745,532)				(+114,738)
Air Traffic Organization	(8,812,537)		(9,444,828)				(+632,291)
Commercial Space Transportation	(37,854)		(42,018)				(+4,164)
Finance and Management	(918,049)		(949,376)				(+31,327)
NextGen	(65,581)		(70,097)				(+4,516)
Security and Hazardous Materials Safety	(152,509)		(163,951)				(+11,442)
Staff Offices	(297,676)		(324,825)				(+27,149)
Facilities and Equipment (Airport & Airway Trust Fund)	2,945,000	3,462,000	2,960,000				+502,000
Facilities and Equipment (Airport & Airway Trust Fund) (emergency)			469,000				+469,000
Congressionally Directed Spending	(45,000)		(15,000)				(-30,000)
Subtotal, Facilities and Equipment (Airport & Airway Trust Fund)	2,945,000	3,462,000	3,429,000				+484,000
Research, Engineering and Development (Airport & Airway Trust Fund)	255,130	255,130	260,000				+4,870
Grants-in-Aid For Airports (Airport and Airway Trust Fund) (Liquidation of Contract Authorization)	(3,350,000)	(3,350,000)	(3,350,000)				
(Limitation on obligations)	(3,350,000)	(3,350,000)	(3,350,000)				
Administration	(137,372)	(157,475)	(157,475)				(+20,103)
Airport Cooperative Research Program	(15,000)	(15,000)	(15,000)				
Airport Technology Research	(40,828)	(41,801)	(41,801)				(+973)
Small Community Air Service Development Program	(10,000)		(10,000)				
Grants-in-Aid for Airports (General Fund)	558,555		500,728				+50,827
Congressionally Directed Spending	(283,555)		(200,728)				(-82,827)
Rescission of funds (Sec. 119F)			-1,594				+1,594
Total, Federal Aviation Administration	15,673,555	16,457,757	16,928,761				+1,255,206
Limitations on obligations	(3,350,000)	(3,350,000)	(3,350,000)				

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2024—Continued
[In thousands of dollars]

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Total budgetary resources	(19,023,555)	(19,807,757)	(20,278,761)	(+ 1,255,206)	(+ 471,004)
Federal Highway Administration					
Limitation on Administrative Expenses	(476,784)	(486,800)	(486,800)	(+ 10,016)	.....
Federal-Aid Highways (Highway Trust Fund):					
(Limitation on Obligations)	(58,764,511)	(60,095,783)	(60,095,783)	(+ 1,331,272)	.....
(Liquidation of Contract Authorization)	(59,503,511)	(60,792,660)	(60,792,660)	(+ 1,289,149)	.....
(Exempt Contract Authority)	(739,000)	(739,000)	(739,000)	.....	.....
Highway Infrastructure Programs (General Fund)	3,417,812	.....	2,046,738	- 1,371,074	+ 2,046,738
Congressionally Directed Spending	(1,862,812)	.....	(701,738)	(- 1,161,074)	(+ 701,738)
Administrative Provisions—Federal Highway Administration					
Sec 125 General Fund Rescissions .....	.....	- 104,909	- 53,379	- 53,379	+ 51,530
Total, Administrative Provisions .....	.....	- 104,909	- 53,379	- 53,379	+ 51,530
Total, Federal Highway Administration	3,417,812	- 104,909	1,993,359	- 1,424,453	+ 2,098,268
Limitations on obligations	(58,764,511)	(60,095,783)	(60,095,783)	(+ 1,331,272)	.....
Exempt contract authority	(739,000)	(739,000)	(739,000)	.....	.....
Total budgetary resources	(62,921,323)	(60,729,874)	(62,828,142)	(- 93,181)	(+ 2,098,268)
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs (Highway Trust Fund) .....	.....	.....	.....	.....	.....
(Liquidation of Contract Authorization)	(367,500)	(346,000)	(346,000)	(- 21,500)	.....
(Limitation on Obligations)	(367,500)	(435,000)	(435,000)	(+ 67,500)	.....
Motor Carrier Safety Grants (Highway Trust Fund) .....	.....	.....	.....	.....	.....

(Liquidation of Contract Authorization)	(506,150)	(516,300)	(516,300)	(516,300)	(+ 10,150)	.....
(Limitation on Obligations)	(506,150)	(516,300)	(516,300)	(516,300)	(+ 10,150)	.....
Total, Federal Motor Carrier Safety Administration .....	.....	.....	.....	.....	.....	.....
Limitations on obligations	(873,650)	(951,300)	(951,300)	(951,300)	(+ 77,650)	.....
Total budgetary resources	(873,650)	(951,300)	(951,300)	(951,300)	(+ 77,650)	.....
National Highway Traffic Safety Administration						
Operations and Research (General Fund)	210,000	304,062	222,000	222,000	+ 12,000	- 82,062
Operations and Research (Highway Trust Fund) .....	.....	.....	.....	.....	.....	.....
(Liquidation of Contract Authorization)	(197,000)	(201,200)	(201,200)	(201,200)	(+ 4,200)	.....
(Limitation on Obligations)	(197,000)	(201,200)	(201,200)	(201,200)	(+ 4,200)	.....
Subtotal, Operations and Research	407,000	505,262	423,200	423,200	+ 16,200	- 82,062
Highway Traffic Safety Grants (Highway Trust Fund) .....	.....	.....	.....	.....	.....	.....
(Liquidation of Contract Authorization)	(795,220)	(813,301)	(813,301)	(813,301)	(+ 18,081)	.....
(Limitation on Obligations)	(795,220)	(813,301)	(813,301)	(813,301)	(+ 18,081)	.....
Highway Safety Programs (23 USC 405)	(370,990)	(378,400)	(378,400)	(378,400)	(+ 7,410)	.....
National Priority Safety Programs (23 USC 405)	(346,500)	(353,500)	(353,500)	(353,500)	(+ 7,000)	.....
High Visibility Enforcement	(38,300)	(40,300)	(40,300)	(40,300)	(+ 2,000)	.....
Administrative Expenses	(39,520)	(41,101)	(41,101)	(41,101)	(+ 1,581)	.....
Total, National Highway Traffic Safety Administration	210,000	304,062	222,000	222,000	+ 12,000	- 82,062
Limitations on obligations	(992,220)	(1,014,501)	(1,014,501)	(1,014,501)	(+ 22,281)	.....
Total budgetary resources	(1,202,220)	(1,318,563)	(1,236,501)	(1,236,501)	(+ 34,281)	(- 82,062)
Federal Railroad Administration						
Safety and Operations	250,449	273,458	267,779	267,779	+ 17,330	- 5,679
Railroad Research and Development	44,000	59,000	59,000	59,000	+ 15,000	.....
Subtotal	294,449	332,458	326,779	326,779	+ 32,330	- 5,679
Federal-State Partnership for Intercity Passenger Rail	100,000	560,000	100,000	100,000	.....	- 460,000
Consolidated Rail Infrastructure and Safety Improvements	535,000	510,000	572,861	572,861	+ 37,861	+ 62,861

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2024—Continued
[In thousands of dollars]

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Congressionally Directed Spending	(30,426)		(72,861)	(+ 42,435)	(+ 72,861)
Restoration and Enhancement Grants		50,000			- 50,000
Railroad Crossing Elimination Program		250,000			- 250,000
Financial Assistance Oversight and Technical Assistance (by transfer)	(41,000)	(42,000)	(42,000)	(+ 1,000)	
Subtotal	635,000	1,370,000	672,861	+ 37,861	- 697,139
National Railroad Passenger Corporation:					
Northeast Corridor Grants	1,260,000	1,227,000	1,141,442	- 118,558	- 85,558
National Network Grants	1,193,000	1,841,000	1,313,033	+ 120,033	- 527,967
Subtotal	2,453,000	3,068,000	2,454,475	+ 1,475	- 613,525
Administrative Provisions					
Rescission (Sec. 153)	- 3,421		- 53,326	- 49,905	- 53,326
Consolidated Rail Infrastructure and Safety Improvements (Sec. 159)	25,000			- 25,000	
Total, Federal Railroad Administration	3,404,028	4,770,458	3,400,789	- 3,239	- 1,369,669
Federal Transit Administration					
Transit Formula Grants (Highway Trust Fund, Mass Transit Account) (Liquidation of contract authorization)	(13,634,000)	(13,990,000)	(13,990,000)	(+ 356,000)	
(Limitation on obligations)	(13,634,000)	(13,990,000)	(13,990,000)	(+ 356,000)	
Transit Infrastructure Grants	541,959		268,261	- 273,698	+ 268,261
Congressionally Directed Spending	(360,459)		(82,247)	(- 278,212)	(+ 82,247)
Transit Research		30,000			- 30,000
Technical Assistance and Training	7,500	8,000	7,500		- 500
Capital Investment Grants	2,210,000	2,850,000	2,450,000	+ 240,000	- 400,000
Grants to the Washington Metropolitan Area Transit Authority	150,000	150,000	150,000		

Administrative Provisions							
Capital Investment Grants (Sec 165)	425,000					-425,000	
Rescission of funds (Sec. 165)						-600	
Total, Federal Transit Administration	3,334,459	3,038,000	2,875,161	-459,298		-162,839	
Limitations on obligations	(13,634,000)	(13,990,000)	(13,990,000)	(+356,000)			
Total budgetary resources	(16,968,459)	(17,028,000)	(16,865,161)	(-103,298)		(-162,839)	
Great Lakes St Lawrence Seaway Development Corporation							
Operations and Maintenance (Harbor Maintenance Trust Fund)	38,500	40,288	40,288	+1,788			
Maritime Administration							
Maritime Security Program	318,000	318,000	318,000	+55,000			
Rescission	-55,000						
Cable Security Fleet	10,000		10,000				+10,000
Tanker Security Program	60,000	60,000	120,000	+60,000			+60,000
Operations and Training	213,181	289,773	283,546	+70,365			-6,227
State Maritime Academy Operations	120,700	53,400	131,000	+10,300			+77,600
Assistance to Small Shipyards	20,000	20,000	20,000				
Ship Disposal	6,000	6,021	6,021	+21			
Rescission	-12,000						
Maritime Guaranteed Loan (Title XI) Program	3,000	3,020	103,020	+12,000			+100,000
Port Infrastructure Development Program	212,204	230,000	213,000	+100,020			-17,000
Total, Maritime Administration	896,085	980,214	1,204,587	+308,502			+224,373
Pipeline and Hazardous Materials Safety Administration							
Operational Expenses (General Fund)	29,936	31,681	31,681	+1,745			
Hazardous Materials Safety (General Fund)	70,743	80,554	74,556	+3,813			-5,998
Pipeline Safety:							
Oil Spill Liability Trust Fund	29,000	30,000	30,000	+1,000			
Pipeline Safety Fund	153,985	190,828	188,828	+34,843			-2,000
Liquefied Natural Gas Siting Account	400	400	400				
Underground Natural Gas Storage Facility Safety Account	7,000	7,000	7,000				

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
 FOR FISCAL YEAR 2024—Continued
 [In thousands of dollars]

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Subtotal	190,385	228,228	226,228	+ 35,843	- 2,000
Emergency Preparedness Grants:					
Limitation on Emergency Preparedness Fund	(28,318)	.....	(46,825)	(+ 18,507)	(+ 46,825)
Total, Pipeline and Hazardous Materials Safety Administration	291,064	340,463	332,465	+ 41,401	- 7,998
Limitations on obligations	(28,318)	.....	(46,825)	(+ 18,507)	(+ 46,825)
Total budgetary resources	(319,382)	(340,463)	(379,290)	(+ 59,908)	(+ 38,827)
Pipeline Safety Fund User Fees	- 153,985	- 190,828	- 188,828	- 34,843	+ 2,000
Underground Natural Gas Storage Facility Safety Account User Fees	- 7,000	- 7,000	- 7,000	.....	.....
Liquefied Natural Gas Siting User Fees	- 400	- 400	- 400	.....	.....
Office of Inspector General					
Salaries and Expenses	108,073	121,001	116,452	+ 8,379	- 4,549
Total, Title I, Department of Transportation	28,734,953	27,850,116	28,433,053	- 301,900	+ 582,937
Appropriations	(28,805,374)	(27,957,951)	(28,081,925)	(- 723,449)	(+ 123,974)
Rescissions	(- 70,421)	(- 107,835)	(- 117,872)	(- 47,451)	(- 10,037)
Emergency appropriations .....	.....	.....	(469,000)	(+ 469,000)	(+ 469,000)
Limitations on obligations	(77,614,381)	(79,401,584)	(79,401,584)	(+ 1,787,203)	.....
Total budgetary resources	(106,349,334)	(107,251,700)	(107,834,637)	(+ 1,485,303)	(+ 582,937)

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Management and Administration

Executive Offices	18,500	20,300	19,400	+ 900	- 900
Administrative Support Offices	659,600	716,300	698,200	+ 38,600	- 18,100
Program Offices:					
Public and Indian Housing	278,200	295,000	288,500	+ 10,300	- 6,500
Community Planning and Development	163,400	173,000	170,500	+ 7,100	- 2,500
Housing	465,000	500,000	497,000	+ 32,000	- 3,000
Policy Development and Research	39,600	44,000	44,000	+ 4,400	.....
Fair Housing and Equal Opportunity	97,000	107,200	102,900	+ 5,900	- 4,300
Lead Hazard Control and Healthy Homes	11,100	11,200	11,200	+ 100	.....
Subtotal	1,054,300	1,130,400	1,114,100	+ 59,800	- 16,300
Total, Management and Administration	1,732,400	1,867,000	1,831,700	+ 99,300	- 35,300

Public and Indian Housing

Tenant-based Rental Assistance:					
Renewals	23,748,420	27,840,000	22,476,302	- 1,272,118	- 5,363,698
Tenant-based Rental Assistance Renewals (emergency) .....	.....	.....	5,289,210	+ 5,289,210	+ 5,289,210
Tenant Protection Vouchers	337,000	385,000	445,000	+ 108,000	+ 60,000
Administrative Fees	2,777,612	3,202,000	2,781,449	+ 3,837	- 420,551
Sec 811 Vouchers, Incremental and Renewals	606,500	686,000	686,000	+ 79,500	.....
Incremental VASH Vouchers	50,000	.....	30,000	- 20,000	+ 30,000
Incremental Family Unification Vouchers	30,000	.....	30,000	.....	+ 30,000
Incremental Voucher Assistance	50,000	565,000	.....	- 50,000	- 565,000
Mobility Services .....	.....	25,000	.....	.....	- 25,000
Subtotal (available this fiscal year)	27,599,532	32,703,000	31,737,961	+ 4,138,429	- 965,039
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	27,599,532	32,703,000	31,737,961	+ 4,138,429	- 965,039
Public Housing Fund	8,514,000	8,893,000	8,875,000	+ 361,000	- 18,000
Operating Formula	(5,109,000)	(5,133,000)	(5,530,000)	(+ 421,000)	(+ 397,000)
Operating Shortfalls	(25,000)	(50,000)	(35,000)	(+ 10,000)	(- 15,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2024—Continued
(In thousands of dollars)

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Capital Formula	(3,200,000)	(3,225,000)	(3,200,000)	.....	(- 25,000)
Emergency Capital Needs	(50,000)	(40,000)	(30,000)	(- 20,000)	(- 10,000)
Lead/Healthy Homes	(65,000)	(85,000)	(65,000)	.....	(- 20,000)
Troubled and At-Risk PHAs	(15,000)	(45,000)	(15,000)	.....	(- 30,000)
Financial and Physical Assessment Support	(50,000)	(15,000)	.....	(- 50,000)	.....
Physical/Capital Needs Assessment Initiative .....	.....	(15,000)	.....	.....	(- 15,000)
Climate Resilience .....	.....	(300,000)	.....	.....	(- 300,000)
Assisted Housing Inspections and Risk Assessments .....	.....	61,000	50,000	+ 50,000	- 11,000
Choice Neighborhoods Initiative	350,000	185,000	150,000	- 200,000	- 35,000
Self-Sufficiency Programs	175,000	175,000	198,000	+ 23,000	+ 23,000
Family Self-Sufficiency	(125,000)	(125,000)	(140,500)	(+ 15,500)	(+ 15,500)
Resident Opportunity and Self-Sufficiency	(35,000)	(35,000)	(42,500)	(+ 7,500)	(+ 7,500)
Jobs-Plus Initiative	(15,000)	(15,000)	(15,000)	.....	.....
Native American Programs	1,020,000	1,053,000	1,081,625	+ 61,625	+ 28,625
Native American Housing Block Grants, Formula	(787,000)	(820,000)	(848,625)	(+ 61,625)	(+ 28,625)
Native American Housing Block Grants, Competitive	(150,000)	(150,000)	(150,000)	.....	.....
Title VI Loan Program	(1,000)	(1,000)	(1,000)	.....	.....
(Limitation on guaranteed loans)	(50,000)	(25,000)	(50,000)	.....	(+ 25,000)
Indian CDBG	(75,000)	(75,000)	(75,000)	.....	.....
Training and Technical Assistance .....	.....	(7,000)	(7,000)	.....	.....
Indian Housing Loan Guarantee Fund Program Account	5,521	906	906	- 4,615	.....
(Limitation on Guaranteed Loans)	(1,400,000)	(1,200,000)	(1,400,000)	.....	(+ 200,000)
Native Hawaiian Housing Block Grant	22,300	22,300	22,300	.....	.....
Native Hawaiian Housing loan Guarantee Fund Program Account (Limitation on guaranteed loans)	(28,000)	(21,000)	(28,000)	.....	(+ 7,000)
Total, Public and Indian Housing	37,686,353	43,093,206	42,115,792	+ 4,429,439	- 977,414
Community Planning and Development	499,000	505,000	505,000	+ 6,000	.....
Housing Opportunities for Persons with AIDS .....	.....	.....	.....	.....	.....

Community Development Fund:						
CDBG formula	3,300,000	3,300,000	3,300,000	3,300,000		
SUPPORT for Patients and Communities	30,000	30,000	30,000	30,000		+ 15,000
'Yes In My Backyard' Grant Program	85,000	85,000	100,000	100,000		+ 1,061,483
Economic Development Initiatives—Congressionally Directed Spending	2,982,286			1,061,483		
CR funding (Public Law 117-180) (Sec 155) (emergency)	2,000,000					- 2,000,000
Subtotal	8,397,286	3,415,000	4,491,483	4,491,483		+ 1,076,483
Community Development Loan Guarantees (Section 108):						
(Limitation on guaranteed loans)	(300,000)	(400,000)	(400,000)	(400,000)		
HOME Investment Partnerships Program	1,500,000	1,800,000	1,500,000	1,500,000		- 300,000
Preservation and Reinvestment Initiative for Community Enhancement	225,000					- 225,000
Self-Help and Assisted Homeownership Opportunity Program	62,500	60,000	61,500	61,500		+ 1,500
Homeless Assistance Grants	3,633,000	3,749,000	3,908,000	3,908,000		+ 159,000
Total, Community Planning and Development	14,316,786	9,529,000	10,465,983	10,465,983		+ 936,983
Housing Programs						
Project-based Rental Assistance:						
Renewals	13,594,580	15,372,000	10,228,210	10,228,210		- 3,366,370
Project-based Rental Assistance Renewals (emergency)						+ 5,081,790
Contract Administrators	343,000	448,000	448,000	448,000		+ 105,000
BBRI Service Coordinators		31,000				- 31,000
Distressed Property Assistance		53,000	32,924	32,924		- 20,076
Subtotal (available this fiscal year)	13,937,580	15,904,000	15,790,924	15,790,924		- 113,076
Advance appropriations	400,000	400,000	400,000	400,000		
Less Appropriations From Prior Year Advances	(400,000)	(400,000)	(400,000)	(400,000)		
Total, Project-based Rental Assistance appropriated in this bill	13,937,580	15,904,000	15,790,924	15,790,924		- 113,076
Housing for the Elderly	1,075,000	1,023,000	1,075,000	1,075,000		+ 52,000
Housing for Persons with Disabilities	360,000	356,000	360,000	360,000		+ 4,000
Housing Counseling Assistance	57,500	66,000	57,500	57,500		- 8,500
Payment to Manufactured Housing Fees Trust Fund	14,000	14,000	14,000	14,000		
Offsetting collections	(14,000)	(14,000)	(14,000)	(14,000)		

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2024—Continued
[In thousands of dollars]

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Total, Housing Programs	15,430,080	17,349,000	17,283,424	+ 1,853,344	- 65,576
Federal Housing Administration					
Mutual Mortgage Insurance Program Account:					
(Limitation on guaranteed loans)	(400,000,000)	(400,000,000)	(400,000,000)		
(Limitation on direct loans)	(1,000)	(1,000)	(1,000)		
Offsetting receipts	- 7,701,000	- 718,000	- 718,000	+ 6,983,000	
Proposed Offsetting Receipts (HECM)	- 35,000			+ 35,000	
Administrative Contract Expenses	150,000	165,000	150,000		- 15,000
General and Special Risk Program Account:					
(Limitation on Guaranteed Loans)	(35,000,000)	(35,000,000)	(35,000,000)		
(Limitation on Direct Loans)	(1,000)	(1,000)	(1,000)		
Offsetting Receipts	- 500,000	- 560,000	- 560,000	- 60,000	
Total, Federal Housing Administration	- 8,086,000	- 1,113,000	- 1,128,000	+ 6,958,000	- 15,000
Government National Mortgage Association					
Guarantees of Mortgage-backed Securities Loan					
Guarantee Program Account:					
(Limitation on Guaranteed Loans)	(900,000,000)	(550,000,000)	(900,000,000)		(+ 350,000,000)
Administrative Expenses	40,400	61,000	54,000	+ 13,600	- 7,000
Offsetting Receipts	- 166,000	- 92,000	- 92,000	+ 74,000	
Offsetting Receipts	- 1,886,000	- 1,278,000	- 1,278,000	+ 608,000	
Proposed Offsetting Receipts (HECM)	- 54,000	- 66,000	- 66,000	- 12,000	
Additional Contract Expenses	1,000	1,000	1,000		+ 1,000

Total, Government National Mortgage Association	- 2,064,600	- 1,375,000	- 1,381,000	+ 683,600	- 6,000
Research and Technology	145,400	155,000	145,400		- 9,600
Policy Development and Research					
Fair Housing and Equal Opportunity	86,355	90,000	86,355		- 3,645
Fair Housing Activities					
Office of Lead Hazard Control and Healthy Homes					
Lead Hazard Reduction	410,000	410,000	350,000	- 60,000	- 60,000
Information Technology Fund	374,750	415,000	374,750		- 40,250
Office of Inspector General	146,000	194,000	152,924	+ 6,924	- 1,076
Rescission of Unobligated Balances			- 237,098	- 237,098	- 237,098
Ginnie Mae Risk Sharing (Sec. 242)		- 1,000			+ 1,000
Total, Title II, Department of Housing and Urban Development	60,177,524	70,573,206	70,060,230	+ 9,882,706	- 512,976
Appropriations	(64,133,524)	(68,901,206)	(58,254,328)	(- 5,879,196)	(- 10,646,878)
Rescissions			(- 237,098)	(- 237,098)	(- 237,098)
Emergencies	(2,000,000)		(10,371,000)	(+ 8,371,000)	(+ 10,371,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)		
Rescission of emergency appropriations					
Offsetting receipts	(- 10,342,000)	(- 2,714,000)	(- 2,714,000)	(+ 7,628,000)	
Offsetting collections	(- 14,000)	(- 14,000)	(- 14,000)		
(Limitation on direct loans)	(2,000)	(2,000)	(2,000)		
(Limitation on guaranteed loans)	(1,336,778,000)	(986,646,000)	(1,336,878,000)	(+ 100,000)	(+ 350,232,000)
TITLE III—RELATED AGENCIES					
Access Board	9,850	9,955	9,955	+ 105	
Federal Maritime Commission	38,260	43,720	43,720	+ 5,460	
National Railroad Passenger Corporation Office of Inspector General	27,935	30,410	29,240	+ 1,305	- 1,170
National Transportation Safety Board	129,300	145,000	134,300	+ 5,000	- 10,700
Neighborhood Reinvestment Corporation	170,000	172,000	170,000		- 2,000
Surface Transportation Board	41,429	48,184	47,452	+ 6,023	- 732
Offsetting collections	- 1,250	- 1,250	- 1,250		
Subtotal	40,179	46,934	46,202	+ 6,023	- 732
United States Interagency Council on Homelessness	4,000	4,800	4,300	+ 300	- 500

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FOR FISCAL YEAR 2024—Continued
[In thousands of dollars]

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Total, Title III, Related Agencies	419,524	452,819	437,717	+ 18,193	- 15,102
OTHER APPROPRIATIONS					
INFRASTRUCTURE INVESTMENT AND JOBS ACT (Public Law 117-58)					
DIVISION B					
DIVISION J—APPROPRIATIONS					
DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
National Infrastructure Investments:					
Appropriations available from prior year advances (emergency)	2,500,000	2,500,000	2,500,000		
Total	2,500,000	2,500,000	2,500,000		
Safe Streets and Roads for All grants:					
Appropriations available from prior year advances (emergency)	1,000,000	1,000,000	1,000,000		
Total	1,000,000	1,000,000	1,000,000		
National Culvert Removal, Replacement, and Restoration grants:					
Appropriations available from prior year advances (emergency)	200,000	200,000	200,000		
Total	200,000	200,000	200,000		

Strengthening Mobility and Revolutionizing Transportation Grant Program: Appropriations available from prior year advances (emergency)	100,000	100,000	100,000	100,000	.....
Total	100,000	100,000	100,000	100,000	.....
Total, Office of the Secretary	3,800,000	3,800,000	3,800,000	3,800,000	.....
Federal Aviation Administration					
Facilities and Equipment: Appropriations available from prior year advances (emergency)	1,000,000	1,000,000	1,000,000	1,000,000	.....
Airport Infrastructure Grants: Appropriations available from prior year advances (emergency)	3,000,000	3,000,000	3,000,000	3,000,000	.....
Airport Terminal Program: Appropriations available from prior year advances (emergency)	1,000,000	1,000,000	1,000,000	1,000,000	.....
Total, Federal Aviation Administration	5,000,000	5,000,000	5,000,000	5,000,000	.....
Federal Highway Administration					
Highway Infrastructure Programs: Appropriations available from prior year advances (emergency)	9,454,400	9,454,400	9,454,400	9,454,400	.....
Total, Federal Highway Administration	9,454,400	9,454,400	9,454,400	9,454,400	.....
Federal Motor Carrier Safety Administration					
Motor Carrier Safety Operations and Programs: Appropriations available from prior year advances (emergency)	10,000	10,000	10,000	10,000	.....
Motor Carrier Safety Grants: Appropriations available from prior year advances (emergency)	124,500	124,500	124,500	124,500	.....
Total, Federal Motor Carrier Safety Administration	134,500	134,500	134,500	134,500	.....
National Highway Traffic Safety Administration					
Crash Data: Appropriations available from prior year advances (emergency)	150,000	150,000	150,000	150,000	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2024—Continued
(In thousands of dollars)

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Vehicle Safety and Behavioral Research Programs:					
Appropriations available from prior year advances (emergency)	109,700	109,700	109,700		
Supplemental Highway Traffic Safety Programs:					
Appropriations available from prior year advances (emergency)	62,000	62,000	62,000		
Total, National Highway Traffic Safety Administration	321,700	321,700	321,700		
Federal Railroad Administration					
Consolidated Rail Infrastructure and Safety Improvements:					
Appropriations available from prior year advances (emergency)	1,000,000	1,000,000	1,000,000		
Northeast Corridor Grants to the National Railroad Passenger Corporation:					
Appropriations available from prior year advances (emergency)	1,200,000	1,200,000	1,200,000		
National Network Grants to the National Railroad Passenger Corporation:					
Appropriations available from prior year advances (emergency)	3,200,000	3,200,000	3,200,000		
Railroad Crossing Elimination Program:					
Appropriations available from prior year advances (emergency)	600,000	600,000	600,000		
Federal-State Partnership for Intercity Passenger Rail Grants:					
Appropriations available from prior year advances (emergency)	7,200,000	7,200,000	7,200,000		
Total, Federal Railroad Administration	13,200,000	13,200,000	13,200,000		
Federal Transit Administration					
Transit Infrastructure Grants:					
Appropriations available from prior year advances (emergency)	2,050,000	2,050,000	2,050,000		

Capital Investment Grants:					
Appropriations available from prior year advances (emergency)	1,600,000	1,600,000	1,600,000		
All Stations Accessibility Program:					
Appropriations available from prior year advances (emergency)	350,000	350,000	350,000		
Electric or Low-emitting Ferry Program:					
Appropriations available from prior year advances (emergency)	50,000	50,000	50,000		
Ferry Service for Rural Communities (emergency)	200,000	200,000	200,000		
Total, Federal Transit Administration	4,250,000	4,250,000	4,250,000		
Maritime Administration					
Port Infrastructure Development Program:					
Appropriations available from prior year advances (emergency)	450,000	450,000	450,000		
Total, Maritime Administration	450,000	450,000	450,000		
Pipeline and Hazardous Materials Safety Administration					
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program:					
Appropriations available from prior year advances (emergency)	200,000	200,000	200,000		
Total, Pipeline and Hazardous Materials Safety Administration	200,000	200,000	200,000		
Total, Infrastructure Investment and Jobs Act	36,810,600	36,810,600	36,810,600		
less prior year appropriations (emergency)	-36,810,600	-36,810,600	-36,810,600		
DISASTER RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2023 (Public Law 117-328, Division N)					
DEPARTMENT OF TRANSPORTATION					
Federal Highway Administration					
Emergency Relief Program (emergency)	803,000			-803,000	
Federal Transit Administration					
Public Transportation Emergency Relief Program (emergency)	213,905			-213,905	

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2023 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
 FOR FISCAL YEAR 2024—Continued
 [In thousands of dollars]

Item	2023 appropriation	Budget estimate	Committee recommendation	Senate Committee recommendation compared with (+ or -)	
				2023 appropriation	Budget estimate
Total, Department of Transportation	1,016,905			- 1,016,905	
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT					
Management and Administration					
Program Offices					
Community Planning and Development (by transfer) (emergency)	(5,000)			(- 5,000)	
Tenant-based Rental Assistance					
Renewals (emergency)	2,653,580			- 2,653,580	
Community Planning and Development					
Community Development Fund (emergency)	3,000,000			- 3,000,000	
Transfer out (emergency)	(- 10,000)			(+ 10,000)	
Housing Programs					
Project-based Rental Assistance:					
Renewals (emergency)	969,420			- 969,420	
Office of Inspector General (by transfer) (emergency)	(5,000)			(- 5,000)	
Total, Department of Housing and Urban Development	6,623,000			- 6,623,000	
Total, Disaster Relief Supplemental Appropriations Act, 2023	7,639,905			- 7,639,905	
Total, Other Appropriations	7,639,905			- 7,639,905	
Grand total	96,971,906	98,876,141	98,931,000	+ 1,959,094	+ 54,859
Appropriations	(93,359,672)	(97,313,226)	(86,775,220)	(- 6,584,452)	(- 10,538,006)

Rescissions	(- 70,421)	(- 107,835)	(- 354,970)	(- 284,549)	(- 247,135)
Emergency appropriations	(9,639,905)	.....	(10,840,000)	(+ 1,200,095)	(+ 10,840,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	.....	.....
Emergency advance appropriations .....	.....	.....	.....	.....	.....
Offsetting receipts	(- 10,342,000)	(- 2,714,000)	(- 2,714,000)	(+ 7,628,000)	.....
Offsetting collections	(- 15,250)	(- 15,250)	(- 15,250)	.....	.....
(Limitation on obligations)	(77,614,381)	(79,401,584)	(79,401,584)	(- 1,787,203)	.....
Total budgetary resources	(174,586,287)	(178,277,725)	(178,332,584)	(+ 3,746,297)	(+ 54,859)
Grand total excluding Other Appropriations	89,332,001	98,876,141	98,931,000	+ 9,598,999	+ 54,859

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