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TRANSPORTATION AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2016

JUNE 25, 2015.—Ordered to be printed

Ms. COLLINS, from the Committee on Appropriations, submitted the following

REPORT

[To accompany H.R. 2577]

The Committee on Appropriations, to which was referred the bill (H.R. 2577) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2016, and for other purposes, having considered the same, reports favorably thereon with an amendment, and recommends that the bill, as amended, do pass.

Amounts of new budget (obligational) authority for fiscal year 2016

Total of bill as reported to the Senate	$55,646,000,000
Amount of 2015 appropriations	53,772,000,000
Amount of 2016 budget estimate [1]	55,346,458,000
Amount of 2016 House allowance	55,260,800,000
Bill as recommended to Senate compared to—	
2015 appropriations	+1,874,000,000
2016 budget estimate	+299,542,000
House allowance	+385,200,000

[1] The budget estimate proposed converting $7,303,000,000 associated with certain surface transportation programs previously treated as budget authority into obligation limits. The Committee recommendation does not reclassify the funding for these programs.

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OVERVIEW AND SUMMARY OF THE BILL

The Transportation and 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]. These programs include investments in road, transit, rail, maritime, and airport infrastructure; the operation of the Nation's air traffic control system; housing assistance for those in need, including the homeless, elderly, and disabled; resources to support community planning and development; activities to improve road, rail, and pipeline safety; and a wide range of research efforts.

The bill also provides funding for the Federal Housing Administration and Government National Mortgage Association to continue their traditional roles of providing access to affordable homeownership in the United States.

The programs and activities supported by this bill include significant responsibilities entrusted to the Federal Government and its partners to protect human health and safety, support a vibrant economy, and achieve policy objectives strongly supported by the American people. The funding provided in this bill supports the investments necessary for a strong and economically competitive Nation. The ability to fulfill these responsibilities and make important investments is made challenging by pressure on available levels of discretionary spending as a consequence of the overall public debate on Federal spending, revenues, and size of the Federal debt.

This bill makes the operation of the interstate highway system possible, as well as the world's safest air transportation system. It ensures safe and sanitary housing for 4.7 million low and extremely low-income families and individuals, over half of whom are elderly and/or disabled. It provides funding that is leading to the gradual elimination of homelessness among veterans. This bill also includes funding for competitive grants to communities to support transportation infrastructure projects of national or regional importance.

In the context of overall pressures on spending and the competing priorities that the Committee faces, this bill, as reported, provides the proper amount of emphasis on transportation, housing, community development, and other programs and activities funded within it. It is consistent with the subcommittee's allocation for fiscal year 2016. All accounts in the bill have been closely examined to ensure that an appropriate level of funding is provided to carry out the programs of DOT, HUD, and related agencies. Details on each of the accounts, the funding level, and the Committee's justifications for the funding levels are included in the report.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2016, 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) or accompanying reports 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. For example, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, would be applied equally to each budget item that is listed under said account in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

REPROGRAMMING GUIDELINES

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

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

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 60 days after enactment of this act to establish the baseline for application of reprogramming and transfer authorities provided in this act. Specifically, each agency 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 well as identify balances available for use under section 406 of the bill. 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 Committees on Appropriations and does not receive identical responses from the House and Senate, it is the responsibility of the Department to reconcile the House and Senate differences before proceeding, and if reconciliation is not possible, to consider the request to reprogram funds unapproved.

The Committee would also like to clarify that this section applies to the Department of Transportation's Working Capital Fund, 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 OMB. In fact, OMB Circular A–11, part 6 specifically states that the "agency should consult with your congressional committees beforehand to ensure their awareness of your plans to modify the format of agency budget documents." The Committee expects that all agencies funded under this act will heed this directive. The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions.

While the Committee values the inclusion of performance data and presentations, it is important to ensure that vital budget information that the Committee needs is not lost. Therefore, the Committee directs that justifications submitted with the fiscal year 2017 budget request by agencies funded under this act contain the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in the funding table included at the end of the report. Among other items, agencies shall provide a detailed discussion of proposed new initiatives, proposed changes in the agency's financial plan from prior year enactment, 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 2017 to the fiscal year 2016 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 the 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 2017 budget request.

INCREASING EFFICIENCY

The departments, agencies, boards, and commissions funded in this bill can and should continue to reduce operating expenses by placing greater scrutiny on overhead costs. Savings can and should be achieved by reducing non-essential travel, office supply, rent, and utility costs. The Committee directs each department, agency, board, and commission funded in this bill to develop a plan to reduce such costs by at least 10 percent in fiscal year 2016. Plans to achieve these savings in fiscal year 2016 should be submitted to the Committee no later than 30 days after enactment of this act.

The Committee is concerned about the millions of taxpayer dollars spent on wasteful printing practices each year and the lack of clear printing policies within Federal agencies. While progress has been made to better utilize the cloud and digitalize records, little progress has been made to reform in-house printing practices. The Committee recommends the Departments of Transportation and Housing and Urban Development work with Office of Management and Budget to reduce printing and reproduction by 34 percent and report to the House and Senate Committees on Appropriations within 60 days after enactment of this Act on what steps have been taken to reduce printing volume and costs. The report should specifically identify how much money each agency will be saving.

TITLE I

DEPARTMENT OF TRANSPORTATION

The Solvency of the Highway Trust Fund and Authorization of Transportation Program.—This year, the Committee is once again in the position of recommending funding levels for Federal highway, transit, and highway and truck safety programs without any assurances that sufficient balances will be available from the Highway Trust Fund to support these programs, even at the funding levels enacted for the current year. Furthermore, the Committee is conducting its work without any certainty that the necessary contract authority will be available for the whole of fiscal year 2016.

The Department of Transportation currently projects that the balances of the Highway Trust Fund will reach critical levels in July of this year. At that point, the Department expects it will have to delay reimbursements to States who have spent their own funds on eligible highway projects. Furthermore, both the Department and the Congressional Budget Office project that current balances will be depleted before the end of fiscal year 2016.

When the Department of Transportation is forced to delay its reimbursements, the Federal Government has failed to uphold its commitments to the State and local governments that rely on these transportation programs to support their communities. If we do not protect the solvency of the trust fund, then we suddenly leave State governments bearing the full cost of these transportation projects. Many States are deciding that they cannot rely on the Federal Government this summer. They are bracing for a shortfall in the Highway Trust Fund by delaying construction projects that would have supported jobs and improved their transportation systems.

The funding of most surface transportation programs also relies on the availability of contract authority, which expires under current law at the end of July. The Administration has released its proposal for authorizing these programs over the next 6 years, and the relevant authorizing committees are putting together their legislation. Unfortunately, it is still not clear if the levels of contract authority for the next fiscal year will be enacted as part of a multiyear authorization law, a short-term extension that covers all of fiscal year 2016, or a series of short-term extensions that eventually cover the whole fiscal year.

The Committee has spoken on these issues many times in recent years. Committee reports have repeatedly called for bringing long-term solvency to the Highway Trust Fund, and for 7 years in a row, the Committee has recommended funding levels without knowing when the necessary contract authority would be enacted.

In order to put forward realistic funding recommendations, the Committee is assuming that authorization for transportation programs will be extended through fiscal year 2016 at the levels authorized for fiscal year 2015. This assumption is consistent with recent extensions of the transportation programs. This assumption is especially relevant for those programs that rely on contract authority provided in the authorization acts, including the Federal-aid Highways program, the formula and bus transit programs, the programs of the Federal Motor Carrier Safety Administration, and most funding for the National Highway Traffic Safety Administration.

OFFICE OF THE SECRETARY

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

SALARIES AND EXPENSES

Appropriations, 2015	$105,000,000
Budget estimate, 2016	113,657,000
House allowance	93,500,000
Committee recommendation	110,738,000

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 $110,738,000 for salaries and expenses of OST, including $60,000 for reception and representation expenses. The recommendation is $2,919,000 less than the budget request and $5,738,000 more than the fiscal year 2015 enacted level. The accompanying bill stipulates that none of the funding provided may be used for the position of Assistant Secretary for Public Affairs. In addition, the request to fund a new Office of the Assistant Secretary for Innovative Finance is denied.

The accompanying bill authorizes the Secretary to transfer up to 5 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 2015 enacted level and the budget request:

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Office of the Secretary	$2,696,000	$2,734,000	$2,734,000
Office of the Deputy Secretary	1,011,000	1,025,000	1,025,000
Office of the General Counsel	19,900,000	20,609,000	20,109,000
Office of the Under Secretary of Transportation for Policy	9,800,000	11,796,000	10,141,000
Office of the Assistant Secretary for Budget and Programs	12,500,000	13,867,000	13,867,000
Office of the Assistant Secretary for Governmental Affairs	2,500,000	2,546,000	2,546,000
Office of the Assistant Secretary for Administration	25,365,000	27,611,000	27,411,000
Office of Public Affairs	2,000,000	2,029,000	2,029,000
Office of the Executive Secretariat	1,714,000	1,769,000	1,769,000
Office of Small and Disadvantaged Business Utilization	1,414,000	....	1,434,000
Office of Intelligence, Security, and Emergency Response	10,600,000	10,793,000	10,793,000
Office of the Chief Information Officer	15,500,000	16,880,000	16,880,000
Office of the Assistant Secretary for Innovative Finance	....	2,000,000	....
Total	105,000,000	113,657,000 [1]	110,738,000

[1] Difference due to rounding.

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 $2,734,000 for fiscal year 2016 for the Immediate Office of the Secretary. The recommendation is equal to the budget request and $38,000 more than the fiscal year 2015 enacted level.

Electronic Cigarettes.—The Committee is concerned about the status of a final rule prohibiting the use of electronic cigarettes on aircraft, which the Secretary indicated would be published by the end of 2014. In order to provide certainty to passengers and crew and to better protect consumer health, the Committee directs the Department to finalize its proposed rule (Docket No. DOT–OST–2011–0044) as quickly as possible.

Given recent incidences of fires involving electronic cigarettes in checked baggage, the Committee is pleased that the Federal Aviation Administration has been working with the International Civil Aviation Organization and has issued a safety alert recommending that e-cigarettes and related devices not be allowed in checked luggage within the cargo hold of planes. However, the Committee remains concerned about the sufficiency of these measures. The Secretary is directed to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on the agency's progress, and on any additional measures that may be warranted or statutory authority that may be required to prevent the incidence of fires caused by electronic cigarettes.

Mobile Wireless Devices.—The Committee remains concerned about the Department's delay in issuing a final rule on voice communication on commercial aircraft. On February 24, 2014, the Department published an Advance Notice of Proposed Rulemaking (Docket No. DOT–OST–2014–0002) regarding the use of mobile wireless devices for voice calls on commercial aircraft. The approval of voice communication over mobile wireless devices during commercial airline flights would be problematic for many of the nearly 2 million passengers flying each day and challenging for the airlines. The Committee directs the Department to issue the final rule expeditiously and to ensure the rule takes into account the full impact of such communication on consumers and the commercial aviation industry.

Outreach on Construction Jobs.—The Committee remains concerned about the high unemployment rate of the Nation's construction industry. Despite the efforts of the Office of Federal Procurement Policy to increase communication between procurement officers and industry, the Committee believes that local contractors very often do not know about nor have the opportunity to compete for local construction projects funded in this act. Therefore, the Committee directs the Secretary to ensure that regional/district offices responsible for managing or overseeing construction projects ensure that local construction industry contractors are informed about procurement opportunities and the bidding process. Sharing this information is especially important for small businesses, minority-owned businesses, and women-owned businesses. The Committee requests a clear outreach plan from the Secretary no later than 90 days after enactment of this act. This plan should modernize traditional outreach methods and include best practices for grant recipients to reach a broader group of local contractors.

Equipage loan guarantee.—Section 221 of the FAA Modernization and Reform Act of 2012 proposed a loan guarantee program to equip aircraft with the avionics required to meet the mandate that all aircraft be equipped with "ADS–B Out" avionics by 2020. The Committee directs the Secretary of Transportation to work with stakeholders to evaluate how such a loan guarantee program can address the outstanding need for general aviation avionics upgrades required to meet the 2020 deadline. In addition, the Secretary is directed to provide a report to the House and Senate Committees on Appropriations that outlines the policies, procedures, and organizational structure required to establish such a loan guarantee program no later than 180 days after enactment of this act.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $1,025,000 for the Immediate Office of the Deputy Secretary, which is equal to the budget request and $14,000 more than the fiscal year 2015 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 $20,109,000 for expenses of the Office of the General Counsel for fiscal year 2016. The recommended funding level is $500,000 less than the budget request and $209,000 more than the fiscal year 2015 enacted level.

OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $10,141,000 for the Office of the Under Secretary for Policy. The recommended funding level is $1,655,000 less than the budget request and $341,000 more than the fiscal year 2015 enacted level. The request to fund a new Office of Safety Oversight is denied. Instead, funding is provided directly to the operating modes to address critical safety needs.

Comprehensive Truck Size and Weight Limits Study.—The bill includes a provision that requires the Secretary to transmit to Congress the final Comprehensive Truck Size and Weight Limits Study, as mandated by MAP–21, within 30 days of enactment of this act. The Office of the Under Secretary's allocation will be reduced by $100,000 each day the submission does not meet the deadline. The Committee is disappointed that the Department released the long overdue Technical Reports with the finding that there is minimal data to inform Congress as it pursues a new highway reauthorization. DOT's assertion that the limited amount of data available inhibits their efforts to conclusively evaluate the effects of changing allowable truck size and weight limits is particularly striking because these same reasons were made in the 2000 "Comprehensive Truck Size and Weight" report, 15 years ago. The Committee notes, however, that the Department's study covers a range of issues and that the amount and quality of the data varies across these topics. For example, within the Technical Reports, the Department does identify certain productivity and environmental benefits of increasing weight and size limits. The Committee expects all valid technical information to be taken into consideration prior to submitting the final report to Congress. The Committee also directs the Secretary to identify which elements of the research are valid based on data availability and the soundness of the study methodology as determined by the Transportation Research Board peer-review committee's recommendation.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $13,867,000 for the Office of the Assistant Secretary for Budget and Programs. The recommended level is equal to the budget request and $1,367,000 more than the fiscal year 2015 enacted level. The Committee recommendation includes funding to assist the Department in complying with the Digital Accountability and Transparency Act. The bill includes language requiring quarterly status updates of all pending congressional reports and requires reports to Congress to be provided in electronic format.

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 $2,546,000 for the Office of the Assistant Secretary for Governmental Affairs. The recommended level is equal to the budget request and $46,000 more than the fiscal year 2015 enacted level.

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 $27,411,000 for the Office of the Assistant Secretary for Administration. The recommended funding level is $200,000 less than the budget request and $2,046,000 more than the fiscal year 2015 enacted level.

OFFICE OF PUBLIC AFFAIRS

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $2,029,000 for the Office of Public Affairs, which is equal to the budget request and $29,000 more than the fiscal year 2015 enacted level.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $1,769,000 for the Executive Secretariat. The recommendation is equal to the budget request and $55,000 more than the fiscal year 2015 enacted level.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

PROGRAM DESCRIPTION

The Office of Small and Disadvantaged Business Utilization has primary responsibility for providing policy direction for small and disadvantaged business participation in the Department's procurement and grant programs, and effective execution of the functions and duties under sections 8 and 15 of the Small Business Act, as amended.

COMMITTEE RECOMMENDATION

The Committee recommends $1,434,000 for the Office of Small and Disadvantaged Business Utilization, which is $20,000 more than the fiscal year 2015 enacted level. The Committee recommendation is equal to the budget request; however, the Committee rejects the request to merge the Office with the Minority Business Outreach.

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 his advisors 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 in disasters, the Office prepares for and coordinates the Department's participation in national and regional exercises and training for emergency personnel. The Office also administers the Department's Continuity of Government and Continuity of Operations programs and initiatives. Additionally, the Office provides direct emergency response and recovery support through the National Response Framework and operates the Department's Crisis Management Center. The center monitors the Nation's transportation system 24 hours a day, 7 days a week, and is the Department's focal point during emergencies.

COMMITTEE RECOMMENDATION

The Committee recommends $10,793,000 for the Office of Intelligence, Security, and Emergency Response. The recommendation is equal to the budget request and $193,000 more than the fiscal year 2015 enacted level.

OFFICE OF THE CHIEF INFORMATION OFFICER

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $16,880,000, which is equal to the budget request and $1,380,000 more than the fiscal year 2015 enacted level. The Committee encourages the OCIO to perform periodic automated inventories of software licenses in use across the Department. As such, the OCIO should compare those usage numbers to the Department's purchased licenses and seek to increase efficiency wherever it identifies discrepancies. The OCIO is to consider using this information to obtain Department-wide acquisitions as opposed to component-specific purchases of licenses. The OCIO shall report to the House and Senate Committees on Appropriations on the results of these reviews within 180 days after the date of enactment of this act.

RESEARCH AND TECHNOLOGY

Appropriations, 2015	$13,000,000
Budget estimate, 2016	14,582,000
House allowance	11,386,000
Committee recommendation	13,000,000

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; coordinating and developing positioning, navigation and timing [PNT] technology; maintaining PNT policy, coordination and spectrum management; managing the Nationwide Differential Global Positioning System; and overseeing and providing direction to the Bureau of Transportation Statistics, the Intelligent Transportation Systems Joint Program Office, the University Transportation Centers program, the Volpe National Transportation Systems Center and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $13,000,000 for the Office of the Assistant Secretary for Research and Technology. This amount is $1,582,000 less than the budget request, and equal to the fiscal year 2015 enacted level. The following table summarizes the Committee's recommendation in comparison to the budget request and the fiscal year 2015 enacted level:

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Salaries and Administrative Expenses	$4,782,000	$6,364,000	$4,782,000
Research, Development and Technology Coordination	509,000	509,000	509,000
Alternative Energy Research and Development	499,000	499,000	499,000
Positioning, Navigation and Timing	1,610,000	1,610,000	1,610,000
Nationwide Differential Global Positioning System	5,600,000	5,600,000	5,600,000
Total	13,000,000	14,582,000	13,000,000

University Transportation Centers.—The Committee continues to support University Transportation Centers, which is funded through the Federal Highway Administration. Under the Committee recommendation, University Transportation Centers will continue to receive the levels authorized under the Moving Ahead for Progress in the 21st Century Act.

Small Business Innovation Research.—The Small Business Innovation Research [SBIR] program encourages domestic small businesses to engage in Federal research or research and development activities that have the potential for commercialization. The Volpe Center leads the Department's SBIR program due to its extensive background in innovative programs such as technology transfer, cooperative research and development agreements, outreach projects involving a cross-section of the transportation community, and technical assistance to private organizations and State and local governments. The Committee recognizes the importance of the SBIR program and its success in commercialization from Federal funded research and development projects. Through its work, the SBIR program creates jobs in the smallest firms. The Committee therefore encourages the Department to place an increased focus on awarding SBIR awards to firms with fewer than 50 people. In addition, the Committee directs the Department to take steps to ensure that SBIR spending levels meet or exceed statutory requirements.

NATIONAL INFRASTRUCTURE INVESTMENTS

Appropriations, 2015	$500,000,000
Budget estimate, 2016[1]	1,250,000,000
House allowance	100,000,000
Committee recommendation	500,000,000

[1] The administration included these funds in its budget request, but classified them as mandatory.

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.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $500,000,000 for grants and credit assistance for investment in significant transportation projects, which is equal to the fiscal year 2015 enacted level. The administration assumed that this program would be funded as a part of comprehensive legislation to reauthorize surface transportation programs, and classified the funding as mandatory spending. The Committee, however, does not expect the enactment of legislation that funds this program on the mandatory side of the budget, and therefore provides its funding recommendation in order to continue investment in these important transportation projects.

Planning Activities.—The Committee recommendation allows up to $25,000,000 to be used for the planning, preparation or design of projects eligible for funding under this heading.

Protections for Rural Areas.—The Committee continues to believe that our Federal infrastructure programs must benefit communities across the country. For this reason, 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.

Investing in infrastructure in rural America is extremely important for growing the economy, increasing exports and expanding markets. For this reason, the Committee also set aside no less than 30 percent of the program's funding for projects located in rural areas, and included specific provisions to match grant requirements with the needs of rural areas. Specifically, the Committee has lowered the minimum size of a grant awarded to a rural area and increased the Federal share of the total project cost.

Port Infrastructure.—The Committee recognizes the important role that ports play in our Nation's transportation network. With the prediction that the volume of trade through our Nation's ports will substantially increase in the next decade, our Nation's infrastructure will be challenged to accommodate the increase in the movement of freight. Growth at our Nation's ports simultaneously increases demand on our transportation systems. Therefore, the Committee continues to identify inland ports as eligible recipients of this program and directs the Secretary to take into consideration, when selecting recipients, the annual tonnage, existing terminal capacity, and potential economic benefits of improvements or expansion of inland ports.

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2015	$5,000,000
Budget estimate, 2016	5,000,000
House allowance	1,000,000
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 to complete the Secretary's Financial Management Capital initiative, which is equal to the budget request and the fiscal year 2015 enacted level.

CYBER SECURITY INITIATIVE

Appropriations, 2015	$5,000,000
Budget estimate, 2016	8,000,000
House allowance	7,000,000
Committee recommendation	8,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation includes $8,000,000 to support the Secretary's Cyber Security Initiative, which is equal to the budget request and $3,000,000 more than the fiscal year 2015 enacted level.

OFFICE OF CIVIL RIGHTS

Appropriations, 2015	$9,600,000
Budget estimate, 2016	9,678,000
House allowance	9,600,000
Committee recommendation	9,678,000

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, and overseeing the Department's conduct of its civil rights responsibilities and making final determinations on civil rights complaints. In addition, the Civil Rights 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 $9,678,000 for the Office of Civil Rights. The recommendation is equal to the budget request and $78,000 more than the fiscal year 2015 enacted level.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 2015	$6,000,000
Budget estimate, 2016	10,019,000
House allowance	5,976,000
Committee recommendation	6,000,000

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 $6,000,000 for Transportation Planning, Research, and Development, which is $4,019,000 less than the budget request and equal to the fiscal year 2015 enacted level.

Transportation at Every Age.—The Committee is aware the Secretary has engaged in a number of initiatives and partnerships with States and communities to encourage and facilitate planning and development that take into account the needs of all transportation system users in order to create environments that are safe for people of all ages. The Committee encourages the Secretary to continue providing research on best practices, outreach and technical assistance to communities that seek to create or enhance their transportation systems so that the elderly have a realistic option to age in their homes with access to services and recreation and young people may safely walk or bike to school.

INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER

Appropriations, 2015	....
Budget estimate, 2016	$4,000,000
House allowance	....
Committee recommendation	4,000,000

PROGRAM DESCRIPTION

The Department's Interagency Infrastructure Permitting Improvement Center [IIPIC] is responsible for improving performance of Federal permitting and review of infrastructure projects in order to reduce the aggregate time required for the Federal Government to make decisions in the permitting and review of infrastructure projects. This includes the management, improvement and expansion of the Administration's permitting dashboard, as well as implementation of other government-wide reforms. The IIPIC will develop and deploy information technology tools to track project schedules and metrics and improve the transparency and accountability of the permitting process.

COMMITTEE RECOMMENDATION

The Committee recommends $4,000,000 for the Interagency Infrastructure Permitting Improvement Center, which is equal to the budget request and $4,000,000 more than the fiscal year 2015 enacted level.

The Committee supports efforts to modernize the project review and permitting process to maximize efficiency through government wide coordination. The Administration's preliminary use of dashboard technologies and targeted interagency coordination on more than 50 projects has demonstrated the ability to accelerate project approval timelines. For example, the environmental review process for the Tappan Zee Bridge replacement was completed in 18 months versus the 3 to 5 years that would be expected under traditional practices. These efforts will support the expansion of the dashboard and increase the number of projects that can be expedited through implementation of these and other best practices. The resources provided in the bill should be used only for transportation projects, including supporting interagency coordination to make the review of transportation projects more efficient and effective, but the Committee supports the use of the dashboard and other process reforms for non-transportation projects contingent on resource contributions from other agencies that support such projects.

The Committee directs the Department to transmit an annual report to the House and Senate Committees on Appropriations describing how the IIPIC has reduced aggregate time for Federal permitting and review of infrastructure projects government-wide.

WORKING CAPITAL FUND

Limitation, 2015	$181,500,000
Budget estimate, 2016	....
House allowance	181,500,000
Committee recommendation	190,039,000

PROGRAM DESCRIPTION

The Working Capital Fund 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 and are funded through negotiated agreements with Department 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 $190,039,000 on activities financed through the Working Capital Fund. The recommended limit is $8,539,000 more than the limit enacted for fiscal year 2015. The Department requested that no limitation be included for fiscal year 2016.

As in past years, the bill specifies that the limitation on the Working Capital Fund 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 notes that the "transparency paper" included in the justifications for fiscal year 2016 provides essential information on total budgetary resources for the Office of the Assistant Secretary for Administration and the Office of the Chief Information Officer, including the balance of resources provided through the Working Capital Fund and direct appropriations. Therefore, the Committee directs the Department to update this "transparency paper" and include it in the budget justifications for fiscal year 2017.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

	Appropriations	Limitation on guaranteed loans
Appropriations, 2015	$925,000	$18,367,000
Budget estimate, 2016	933,000	....
House allowance	933,000	18,367,000
Committee recommendation	933,000	18,367,000

PROGRAM DESCRIPTION

The Minority Business Resource Center of the Office of Small and Disadvantaged Business Utilization provides assistance in obtaining short-term working capital for disadvantaged, minority, and women-owned businesses. The program enables qualified businesses to obtain loans at prime interest rates for transportation-related projects. As required by the Federal Credit Reform Act of 1990, this account records the subsidy costs associated with guaranteed loans for this program as well as administrative expenses of this program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $336,000 to cover the subsidy costs for guaranteed loans and $597,000 for administrative expenses to carry out the guaranteed loan program. These recommended levels provide a total funding level of $933,000 for the Minority Business Resource Center. This total funding level is equal to the budget request and $8,000 more than the fiscal year 2015 enacted level. The Committee also recommends a limitation on guaranteed loans of $18,367,000, equal to the fiscal year 2015 enacted level.

MINORITY BUSINESS OUTREACH

Appropriations, 2015	$3,099,000
Budget estimate, 2016	4,518,000
House allowance	4,518,000
Committee recommendation	3,084,000

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 $3,084,000 for grants and contractual support provided under this program for fiscal year 2016, which is $15,000 less than the fiscal year 2015 enacted level. The request included an additional $1,434,000 from funding that has traditionally been provided as part of the Salaries and Expenses appropriation. However, the Committee rejects this approach, fully funding the request through a combination of the funds provided under the Minority Business Outreach heading plus $1,434,000 provided under Salaries and Expenses.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

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
Appropriation, 2015	$155,000,000	$108,200,000	$263,200,000
Budget estimate, 2016	175,000,000	108,400,000	283,400,000
House allowance	155,000,000	108,400,000	263,400,000
Committee recommendation	175,000,000	108,400,000	283,400,000

The Committee recommends the appropriation of $175,000,000 for the EAS program. This appropriation would be in addition to an estimated $108,400,000 of overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of $283,400,000. The appropriation and the level of funding from overflight fees under the Committee's recommendation are both equal to the budget request. The total program level under the Committee's recommendation is $20,200,000 more than the total program level enacted for fiscal year 2015; the total program level enacted for that year was comprised of an appropriation of $155,000,000 plus $108,200,000 in overflight fees.

Proximity to the Nearest Hub Airport.—The Committee continues to include a provision that prohibits the Department from entering into a new contract with an EAS community located less than 40 miles from the nearest hub airport before the Secretary has negotiated with the community over a local cost share.

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

Passenger Levels and Subsidy Rates.—The following table reflects the points in the continental United States currently receiving EAS service, their annual subsidy rates, and their level of subsidy per passenger.

ESSENTIAL AIR SERVICE SUBSIDY PER PASSENGER

State	EAS communities	Est. miles to nearest hub (S, M, or L)	Average enplanements per day	Annual subsidy rates at 6/1/13	Passenger totals at 12/31/14	Subsidy per passenger at 4/1/15
AL	Muscle Shoals	60	4.4	$1,739,308	2,763	$629
AR	ElDorado/Camden	117	11.3	1,977,153	7,064	280
AR	Harrison	86	13.9	2,251,207	8,708	259
AR	Hot Springs	51	7.9	1,637,012	4,965	330
AR	Jonesboro	82	15.2	1,942,890	9,493	205
AZ	Kingman	121	1.3	1,635,180	787	2,078
AZ	Page	282	12.4	2,472,028	7,767	318
AZ	Prescott	102	12.3	2,094,325	7,726	271
AZ	Show Low	154	5.9	1,672,000	3,701	452
CA	Crescent City	231	42.7	2,454,084	26,758	92
CA	El Centro	101	7.5	1,943,751	4,698	414
CA	Merced	60	6.9	2,779,116	4,305	646
CA	Visalia	47	5.3	1,990,563	3,332	597
CO	Alamosa	164	12.3	2,192,179	7,699	285
CO	Cortez	255	12.3	2,270,297	7,670	296
CO	Pueblo	36	14.1	1,737,732	8,815	197
GA	Macon	36	3.2	1,998,696	2,017	991
IA	Burlington	74	20.7	1,917,566	12,984	148
IA	Fort Dodge	91	n/a	3,715,953	978	n/a
IA	Mason City	131	n/a	3,715,953	1,459	n/a
IA	Sioux City	88	77.6	611,434	48,591	13
IA	Waterloo	63	72.1	945,546	45,127	21
IL	Decatur	126	20.5	2,667,922	12,838	208
IL	Marion/Herrin	123	31.5	2,104,616	19,698	107
IL	Quincy	111	31.4	1,956,856	19,670	99
KS	Dodge City	150	10.0	2,339,131	6,253	374
KS	Garden City	202	81.9	1,445,172	51,281	28
KS	Great Bend	114	n/a	1,445,172	452	n/a
KS	Hays	166	18.0	2,253,132	11,261	200
KS	Liberal/Guymon	138	10.8	2,236,180	6,791	329
KS	Salina	97	5.9	1,490,479	3,718	401
KY	Owensboro	105	12.0	1,529,913	7,502	204
KY	Paducah	146	66.4	2,034,160	41,555	49
MD	Hagerstown	78	4.9	1,785,638	3,080	580
ME	Augusta/Waterville	58	16.9	1,818,106	10,575	172
ME	Bar Harbor	157	15.2	1,631,223	9,543	171
ME	Presque Isle/Houlton	274	38.7	4,710,683	24,234	194
ME	Rockland	76	21.5	1,890,918	13,429	141
MI	Alpena	174	39.7	2,168,995	24,852	87
MI	Escanaba	227	54.6	3,507,011	34,173	103
MI	Hancock/Houghton	321	73.4	690,976	45,962	15
MI	Iron Mountain/Kingsford	229	35.5	2,970,122	22,198	134
MI	Ironwood/Ashland	213	8.0	3,563,394	4,993	714
MI	Manistee/Ludington	233	12.3	2,328,104	7,708	302
MI	Muskegon	49	45.1	1,389,952	28,208	49
MI	Pellston	213	89.4	1,077,413	55,958	19
MI	Sault Ste. Marie	347	67.0	1,765,393	41,960	42
MN	Bemidji	128	71.2	1,118,050	44,591	25
MN	Brainerd	123	53.8	1,671,602	33,682	50
MN	Chisholm/Hibbing	199	33.1	2,535,502	20,709	122
MN	International Falls	298	45.8	2,197,037	28,681	77
MN	Thief River Falls	305	n/a	2,428,750	725	n/a
MO	Cape Girardeau/Sikeston	127	19.7	1,627,966	12,313	132
MO	Fort Leonard Wood	136	25.3	2,829,158	15,847	179
MO	Joplin	167	82.8	519,201	51,802	10
MO	Kirksville	137	17.5	1,649,248	10,983	150

ESSENTIAL AIR SERVICE SUBSIDY PER PASSENGER—Continued

State	EAS communities	Est. miles to nearest hub (S, M, or L)	Average enplanements per day	Annual subsidy rates at 6/1/13	Passenger totals at 12/31/14	Subsidy per passenger at 4/1/15
MS	Greenville	124	4.9	1,483,080	3,054	486
MS	Laurel/Hattiesburg	85	13.8	3,910,654	8,633	453
MS	Meridian	84	20.9	3,910,654	13,099	299
MS	Tupelo	94	15.0	2,506,436	9,396	267
MT	Butte	75	91.9	735,956	57,500	13
MT	Glasgow	285	12.2	2,046,800	7,629	268
MT	Glendive	223	7.9	1,944,467	4,935	394
MT	Havre	230	7.6	2,036,254	4,767	427
MT	Sidney	272	35.9	3,777,579	22,484	168
MT	West Yellowstone	89	47.3	491,205	11,544	43
MT	Wolf Point	293	12.4	2,145,326	7,762	276
ND	Devils Lake	159	n/a	3,224,917	5,123	n/a
ND	Jamestown	92	n/a	3,126,564	8,326	n/a
NE	Alliance	233	1.6	1,309,865	1,016	n/a
NE	Chadron	290	2.5	1,309,865	1,534	n/a
NE	Grand Island	138	76.1	1,837,021	47,648	39
NE	Kearney	181	27.0	2,993,938	16,920	177
NE	McCook	256	n/a	2,254,017	865	n/a
NE	North Platte	255	13.3	2,818,163	8,326	338
NE	Scottsbluff	192	14.1	2,443,523	8,817	277
NH	Lebanon/White River Jct.	74	33.4	2,972,718	20,905	142
NM	Carlsbad	149	5.7	1,397,081	3,537	395
NM	Clovis	102	n/a	3,179,857	3,832	n/a
NM	Silver City/Hurley/Deming	134	3.7	3,377,495	2,318	n/a
NY	Jamestown	76	10.1	2,045,481	6,293	325
NY	Massena	138	14.4	2,608,773	9,035	289
NY	Ogdensburg	105	17.2	2,419,820	10,754	225
NY	Plattsburgh	82	26.8	2,714,074	16,793	162
NY	Saranac Lake/Lake Placid	132	16.0	1,832,064	10,039	182
NY	Watertown	54	61.6	3,356,349	38,551	87
OR	Pendleton	185	12.8	1,834,708	8,020	229
PA	Altoona	112	10.4	2,346,168	6,518	360
PA	Bradford	77	5.8	2,045,826	3,647	561
PA	DuBois	112	13.6	2,285,539	8,516	268
PA	Franklin/Oil City	85	3.3	1,442,788	2,062	700
PA	Johnstown	84	14.9	2,438,254	9,350	261
PA	Lancaster	28	6.5	2,504,174	4,045	619
SD	Aberdeen	176	83.7	1,043,719	52,383	20
SD	Huron	121	3.2	2,552,000	1,996	n/a
SD	Watertown	102	6.2	2,847,284	3,857	738
TN	Jackson	86	5.3	1,584,275	3,340	474
TX	Victoria	93	7.0	2,288,152	4,381	522
UT	Cedar City	179	41.7	2,317,439	26,121	89
UT	Moab	256	21.0	2,303,347	13,170	175
UT	Vernal	150	12.9	1,415,696	8,077	175
VA	Staunton	113	30.0	1,980,922	18,776	106
VT	Rutland	69	17.3	1,360,481	10,806	126
WI	Eau Claire	92	58.8	1,546,536	36,809	42
WI	Rhinelander	190	69.8	2,050,889	43,714	47
WV	Beckley	168	10.2	2,696,888	6,369	423
WV	Clarksburg/Fairmont	96	17.0	2,310,252	10,646	217
WV	Greenbrier/W.Sulphur Sps	162	25.3	3,582,194	15,837	226
WV	Morgantown	75	29.0	2,342,074	18,149	129
WV	Parkersburg/Marietta	110	17.2	3,505,074	10,766	326
WY	Cody	106	101.8	1,380,779	63,709	22
WY	Laramie	145	38.8	2,078,554	24,300	86
WY	Worland	161	3.6	2,327,987	2,277	n/a

SAFE TRANSPORTATION OF ENERGY PRODUCTS

Appropriations, 2015	....
Budget estimate, 2016	$5,000,000
House allowance	....
Committee recommendation	....

PROGRAM DESCRIPTION

The Safe Transportation of Energy Products program would provide oversight and coordination of multi-modal prevention and response activities associated with the safe transportation of energy products. It would ensure that the Pipeline and Hazardous Materials Safety Administration, the Federal Railroad Administration, and the Federal Motor Carrier Safety Administration share best practices, provide consistent strategic direction across the country, keep each other informed of the latest developments, and coordinate safety practices throughout the transportation process.

COMMITTEE RECOMMENDATION

The Committee does not recommend providing a new appropriation for the Office of the Secretary to support the transportation of energy products as proposed in the budget request. The Committee has instead recommended funding through the regular appropriations to the agencies that are directly responsible for ensuring the safe transportation of energy products, such as the Pipeline and Hazardous Materials Safety Administration, the Federal Railroad Administration, and the Federal Motor Carrier Safety Administration. Funding provided directly to the agencies will assist the Secretary in providing a comprehensive prevention, mitigation, and response safety strategy for the shipment of energy products.

DATA ACT COMPLIANCE

Appropriations, 2015	....
Budget estimate, 2016	$3,000,000
House allowance	....
Committee recommendation	....

PROGRAM DESCRIPTION

The DATA Act Compliance program would implement Government-wide data standards for financial data to provide consistent, reliable, and searchable spending data for easy public consumption, as required by the Digital Accountability and Transparency Act. The program would assess the level of system modifications necessary to capture the information required by the DATA Act as well as review current business processes/certifications and establish a consistent, repeatable process needed to improve financial data quality and accuracy.

COMMITTEE RECOMMENDATION

The Committee does not recommend providing a new appropriation for a DATA Act Compliance program as proposed in the budget request. Instead, the Committee has provided additional funding to the Department's Office of the Assistant Secretary for Budget and Programs to assist with compliance with the DATA Act.

U.S. DIGITAL SERVICES

Appropriations, 2015	....
Budget estimate, 2016	$9,000,000
House allowance	....
Committee recommendation	....

PROGRAM DESCRIPTION

The U.S. Digital Services program would focus on transforming the Department's digital services that have the greatest impact on citizens and businesses. A team of digital service experts would apply private sector best practices in the disciplines of design, software engineering, and product management to the Department's most important services. The team would focus on accelerating current programs/projects; enhancing partnerships and information sharing with other agencies; building or improving external and internal facing services; and improving stakeholder and data management tools.

COMMITTEE RECOMMENDATION

The Committee does not recommend providing a new appropriation for the U.S. Digital Services program. Under current budgetary constraints, the Committee cannot afford to dedicate funding to a new digital services team.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

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

Section 102 authorizes the Secretary of Transportation or his designee to engage in activities with States and State legislatures to consider proposals related to the reduction of motorcycle fatalities.

Section 103 allows the Department of Transportation to make use of the Working Capital Fund in providing transit benefits to Federal employees.

Section 104 places simple administrative requirements on the Department of Transportation's Credit Council. These requirements include posting a schedule of meetings on the DOT Web site, posting the meeting agendas on the Web site, and recording the minutes of each meeting.

Section 105 limits the Department of Transportation's ability to finalize or implement certain sections of the proposed regulation issued in the Federal Register on May 23, 2014, relating to Transparency of Airline Ancillary Fees and Other Consumer Protection Issues.

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. 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, these activities were transferred to a new, independent agency named the Civil Aeronautics Authority.

Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When the Department of Transportation [DOT] began its operations in 1967, the Federal Aviation Agency was renamed the Federal Aviation Administration [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, 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 2016 amounts to $16,011,143,000 including new budget authority and a limitation on the obligation of contract authority. This funding level is $175,143,000 more than the budget request and $293,693,000 more than the fiscal year 2015 enacted level.

The following table summarizes the Committee's recommendations for fiscal year 2016 in comparison to the budget request, the fiscal year 2015 enacted level and the House allowance:

	Fiscal year—			Committee recommendation
	2015 enacted	2016 estimate	House allowance	
Operations	$9,740,700,000	$9,915,000,000	$9,844,700,000	$9,897,818,000
Facilities and equipment	2,600,000,000	2,855,000,000	2,503,000,000	2,600,000,000
Research, engineering, and development	156,750,000	166,000,000	156,750,000	163,325,000
Grants-in-aid to airports (obligation limitation)	3,350,000,000	2,900,000,000	3,350,000,000	3,350,000,000
Rescissions	260,000,000	....	....	....
Total	15,717,450,000	15,836,000,000	15,854,450,000	16,011,143,000

OPERATIONS

Appropriations, 2015	$9,740,700,000
Budget estimate, 2016	9,915,000,000
House allowance	9,844,700,000
Committee recommendation	9,897,818,000

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 assure 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 $9,897,818,000 for FAA Operations. This funding level is $17,182,000 less than the budget request, and $157,118,000 more than the fiscal year 2015 enacted level. The Committee recommendation derives $8,180,000,000 of the appropriation from the Airport and Airway Trust Fund. The balance of the appropriation will be drawn from the General Fund of the Treasury.

As in past years, 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 fiscal year 2015 enacted level:

FAA OPERATIONS

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Air traffic organization	$7,396,654,000	$7,505,293,000	$7,505,293,000
Aviation safety	1,218,458,000	1,258,411,000	1,258,411,000
Commercial space transportation	16,605,000	18,114,000	17,425,000
Finance and Management	756,047,000	764,969,000	748,969,000
NextGen Operations and Planning	60,089,000	60,582,000	60,089,000
Security and hazardous materials safety	88,672,000 [1]	100,880,000	100,880,000

FAA OPERATIONS—Continued

	Fiscal year— 2015 enacted	Fiscal year— 2016 estimate	Committee recommendation
Staff offices	204,175,000 [1]	206,751,000	206,751,000
Total	9,740,700,000	9,915,000,000	9,897,818,000

[1] In the 2015 Consolidated Appropriations Act, funding for security and hazardous materials safety was provided within staff offices for a total of $292,847,000.

Federal Aviation Administration (FAA) Reform.—The authorization for FAA's programs and activities is set to expire on September 30, 2015, and a key issue in the reauthorization debate is whether to reform the structure of the FAA. It has been argued that the Air Traffic Organization [ATO] should be taken out of the FAA and made exempt from the appropriations process so that it can act independently and exert control over its budgetary resources. Some have even suggested that other lines of business—such as Aviation Safety—should follow ATO out of the agency in order to maintain the level of coordination that is crucial to implementing NextGen.

The Committee, however, cannot agree that the public is served by exempting any part of the FAA from annual congressional oversight. The appropriations process provides the annual oversight of agency resources that is necessary to ensure accountability on program performance and a sustained focus on aviation safety. Congressional oversight also ensures that the FAA maintains a system that works across the aviation industry, including general aviation, small and rural communities as well as commercial airlines and large metropolitan cities.

The Committee would therefore oppose legislation to put the FAA or parts of the FAA on funding autopilot. The Committee believes that splintering the FAA and exempting certain lines of business from the appropriations process would limit congressional oversight, reduce air traffic services for small communities, restrict opportunities for public input, and negatively impact the cost of air traffic for the consumer.

Hiring Air Traffic Controllers.—Just over a year ago, the FAA made important reforms to the way it hires air traffic controllers. However, as the Committee noted at the time, the FAA failed to reach out to all of its stakeholder groups—including training programs—to inform its decisions. The Committee therefore reiterates its expectation that the FAA will invite the input of all of its stakeholders when considering significant changes to the hiring process for air traffic controllers. In addition, the Committee encourages the FAA to consider the value of such training programs and the role they can play in building the next workforce of aviation professionals.

Contract Towers.—The Committee recommendation provides $154,400,000 for the contract tower program, including the cost-share contract towers. This total funding level is sufficient to cover all towers that will be operating during fiscal year 2016. Current law limits contributions in the contract tower cost share program to 20 percent of total costs.

Aircraft Certification Process Review and Reform.—The FAA must provide an aircraft certification system that effectively and efficiently processes new aviation products and technologies. This system must include a fuller utilization of organizational designation authorization, more effective safety oversight, better workforce training, and meaningful performance metrics.

Achieving these goals must be one of the FAA's highest priorities, and the Committee expects the FAA to document its progress. This past year, the House and Senate Committees on Appropriations directed the FAA to submit a report on measures of effectiveness that the agency is using as it expands the use of delegated authority and a risk-based, systems safety approach to its oversight. The FAA was directed to include in this report its progress in relying more fully on delegated authorities and toward a systems safety approach; how regularly the FAA will collect data and how it will be used to improve FAA's process over time; the extent to which FAA has modified its personnel expectations and its training course content to communicate changes to field offices; and the extent to which Advisory and Rulemaking Committee members were consulted in drafting the measures of effectiveness. The FAA's deadline, February 14, has since passed, and the Committee expects the FAA to submit the report immediately. In addition, the Committee directs the FAA to provide a progress report to the House and Senate Committees on Appropriations by January 2016.

The Small Airplane Revitalization Act requires that the FAA improve the certification process for small airplanes by modernizing part 23 airworthiness regulations, which will enhance safety and reduce cost. FAA, DOT and the Office of Management and Budget must focus on a coordinated and concurrent review process to ensure a notice of proposed rulemaking is issued by this summer. A failure to act would cede international leadership to other regulatory authorities. Using resources provided, the FAA must promote and defend U.S. certification processes and type certificates in the international arena. This is increasingly important to the success of U.S. aeronautical products in the competitive international marketplace.

Safety, Security and Infrastructure—Internet Protocol.—The fire at the Chicago Air Route Traffic Control Center on September 26, 2014, has highlighted the need to improve the resiliency of the FAA's telecommunications infrastructure and increase the flexibility of its robust network to rapidly reroute or reconfigure communications during emergencies. The Committee is fully supportive of the FAA's commitment to achieving its goal of restoring operations immediately. The funding provided will allow the FAA to implement the results of the FAA review of security and emergency response times at air traffic control facilities, which was conducted following the fire incident. A pivotal requirement will be to replace point-to-point connections with Internet Protocol [IP] based systems to enable network flexibility. Most NextGen programs are IP-enabled, and the Committee commends the FAA for now requiring IP interfaces in all final investment decisions. Nevertheless, most legacy systems—including aeronautical navigation aids and weather instruments—as well as the network itself are point-to-point interfaces and are not currently planned for conversion or replacement through NextGen. The October 2014 MITRE report, NextGen Independent Assessment and Recommendations, advised that the "FAA should aggressively move to eliminate legacy point-to-point data telecommunications and information interfaces." In its update to the Committee, the FAA has articulated a three-pronged strategy to achieve an IP-based infrastructure. The Committee appreciates the development of an overall plan and would like to see additional information in conjunction with the fiscal year 2017 budget submission. Therefore, the Committee directs the FAA to submit a report to the House and Senate Committees on Appropriations that provides a detailed plan for upgrading, replacing, or converting both the network infrastructure and legacy interfaces to IP, as well as specific cost and schedule estimates. The Committee also directs the FAA to develop a complete inventory, and to conduct end-to-end testing in an IP environment of FAA's Telecommunications Infrastructure NAS Network components.

Aeronautical Navigation Products.—The Committee remains concerned about Aeronautical Navigation Products' [AeroNav] plans to impose a per person charge and erect a digital copyright on digital products produced by the FAA for the public benefit. The FAA has previously made these products available for download from its Web site without charge. The Committee is concerned that the proposed scheme will be used to support the declining paper chart services by charging those that are moving to a digital format. In contrast to AeroNav's efforts, Executive Order 13642 was issued on May 14, 2013, to make government data available to foster entrepreneurship and innovation. This order builds on another order issued in 2012 to open up government systems with public interfaces for commercial application providers. With these concerns in mind, the Committee continues to include bill language that prohibits AeroNav from implementing new charges on AeroNav products until the FAA provides the House and Senate Committees on Appropriations a report that describes: (1) the estimated cost of producing only its digital products, on a product-by-product basis (for example, delineating costs for electronic navigation charts and vector charts separately), for use on computers, tablets, and other displays; (2) the cost of producing both digital products and paper products, on a product-by-product basis; (3) safety and operational benefits of using digital products; and (4) how AeroNav's actions conflict with the direction in Executive Order 13642 to support open data for entrepreneurship, innovation, and scientific discovery.

FAA Public Hearing.—The Committee remains concerned with the proposed modifications to the Condor 1 and Condor 2 military operating areas and encourages FAA to continue working with its partner agencies by holding a public hearing with representatives from the relevant Federal agencies in western Maine upon completion of the Air National Guard's environmental impact statement and the record of decision. The Committee recognizes that the Air National Guard, as the lead agency under the NEPA process, has sought to meet the minimum legal requirements for public participation and comment. However, the Committee remains troubled with how the authorization of low-altitude military training in the proposed airspace would affect areas that significantly contribute to the local economy and areas that are culturally and environmentally sensitive. Furthermore, the Committee notes the FAA is the only Federal agency that can modify special airspace and that the FAA may adopt the Air National Guard's EIS in whole, or in part, once the Final EIS has been issued. In addition, 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 the 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.

Unmanned Aerial Systems.—Section 333 of the FAA Modernization and Reform Act of 2012 authorized the FAA to approve, where appropriate and consistent with criteria specified in the law, the operation of certain unmanned aircraft systems before the completion of certain rules and planning requirements specified in the law. The Committee encourages the FAA to consider whether UAS test sites may be appropriate in assisting the Secretary in making determinations under section 333. The Committee also urges the FAA to communicate clearly with the UAS industry regarding its priorities for section 333 consideration.

Unmanned Aerial Systems—Enforcement.—The Committee directs the FAA to increase its enforcement efforts to deter the careless or reckless operation of unmanned aerial vehicles in proximity to manned aircraft and airports.

Addressing Invasive Species.—The aviation system is a way that invasive species spread, both domestically and internationally. The Committee expects the FAA to take the appropriate steps to make the needed progress in addressing invasive species. Under Executive Order 13112, Federal agencies are directed to prevent the introduction of invasive species and to provide for their control and minimize the economic, ecological, and human health impacts caused by invasive species. Therefore, the Committee directs the FAA to develop a comprehensive strategic plan that addresses the requirements of Executive Order 13112, including the prevention of invasive species, the control of such populations, and ways to minimize their economic, ecological, and human health impacts.

Commercial Space Launches.—The number of State spaceports has grown rapidly over the last decade, and is expected to continue growing over the next several years. Current FAA regulations require launch providers to obtain insurance that covers property damage in the event of an accident, but this requirement does not address the property of State and local governments. The Committee therefore encourages the FAA to consider either an update to those regulations or other policy options that would allow State governments—particularly State developments located at Federal ranges—to be compensated for losses incurred during a commercial launch.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2015	$2,600,000,000
Budget estimate, 2016	2,855,000,000
House allowance	2,503,000,000
Committee recommendation	2,600,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,600,000,000 for the Facilities and Equipment account of the FAA. The recommended level is $255,000,000 less than the budget request and equal to the fiscal year 2015 enacted level.

Capital Investment Plan.—In fiscal year 2015, the Committee included a provision that lowered the appropriation for FAA's facilities and equipment by $100,000 for each day the agency was late in submitting its capital investment plan to Congress. The Committee continues this provision and expects the FAA to provide the plan by the deadline.

Budget Activities Format.—The Committee directs that the fiscal year 2017 budget request for the Facilities and Equipment account conform to the same organizational structure of budget activities as displayed below.

The following table shows the Committee's recommended distribution of funds for each of the budget activities funded by this appropriation and by resources provided under Grants-in-Aid to Airports:

FACILITIES AND EQUIPMENT

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Activity 1—Engineering, Development, Test and Evaluation:			
Advanced technology development and prototyping	$29,900,000	$21,300,000	$20,000,000
NAS improvement of system support laboratory	1,000,000	1,000,000	1,000,000
William J. Hughes Technical Center facilities	12,049,000	19,050,000	12,049,000
William J. Hughes Technical Center infrastructure sustainment	12,200,000	12,200,000	12,200,000
NextGen—Separation management	31,500,000	26,500,000	31,500,000
NextGen—Improved surface/TFDM	38,808,000	17,000,000	17,000,000
NextGen—On demand NAS	6,000,000	11,000,000	8,000,000
NextGen—Environment	5,500,000	1,000,000	1,000,000
NextGen—Improved multiple runway operations	5,500,000	8,000,000	7,000,000
NextGen—NAS infrastructure	14,480,000	11,000,000	4,000,000
NextGen—Support	13,000,000	10,000,000	10,000,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
NextGen—Performance based navigation and metroplex	26,500,000	13,000,000	13,000,000
Activity 2—Air Traffic Control Facilities and Equipment:			
a. En Route Programs:			
En route automation modernization [ERAM]—system enhancements and tech refresh	45,200,000	79,400,000	75,000,000
En route communications gateway [ECG]	6,600,000	2,650,000	2,650,000
Next generation weather radar [NEXRAD]—provide	7,100,000	6,500,000	6,500,000
ARTCC building improvements/plant improvements	59,000,000	74,200,000	50,000,000
Air traffic management [ATM]	5,729,000	13,700,000	13,700,000
Air/ground communications infrastructure	3,900,000	9,750,000	11,750,000
Air traffic control en route radar facilities improvements	5,100,000	5,810,000	5,810,000
Voice switching and control system [VSCS]	13,800,000	9,900,000	9,900,000
Oceanic automation system	3,508,000	20,000,000	10,000,000
Next generation very high frequency air/ground comm [NEXCOM]	40,000,000	43,600,000	43,000,000
Systemwide information management	60,261,000	37,400,000	37,400,000
ADS–B NAS-wide implementation	254,700,000	45,200,000	184,600,000
Windshear detection service	4,300,000	5,200,000	4,300,000
Collaborative air traffic management technologies WP2 & WP3	13,491,000	9,800,000	9,800,000
Time based flow management	21,000,000	42,600,000	38,000,000
ATC beacon interrogator [ATCBI]—sustainment	....	1,000,000	1,000,000
NextGen weather processors	23,320,000	7,000,000	7,000,000
Airborne collision avoidance system X [ACASX]	12,000,000	10,800,000	10,800,000
Data communications in support of NextGen	150,340,000	234,900,000	234,900,000
b. Terminal Programs:			
Airport Surface Detection Equipment—Model X [ASDE–X]	5,436,000	13,500,000	8,200,000
Terminal doppler weather radar [TDWR]—provide	1,900,000	4,900,000	1,900,000
Standard terminal automation replacement system [STARS] (TAMR Phase 1)	50,700,000	81,100,000	81,100,000
Terminal automation modernization/replacement program (TAMR Phase 3)	146,150,000	159,350,000	159,350,000
Terminal automation program	1,600,000	7,700,000	3,000,000
Terminal air traffic control facilities—replace	52,600,000	45,500,000	45,500,000
ATCT/Terminal radar approach control [TRACON] facilities—improve	45,040,000	58,990,000	45,040,000
Terminal voice switch replacement [TVSR]	2,000,000	6,000,000	2,000,000
NAS facilities OSHA and environmental standards compliance	40,000,000	39,600,000	39,600,000
Airport surveillance radar [ASR–9]	13,600,000	3,800,000	3,800,000
Terminal digital radar [ASR–11] tech refresh and mobile airport surveillance radar [MASR]	21,100,000	9,900,000	9,900,000
Runway status lights	41,710,000	24,170,000	24,170,000
National airspace system voice system [NVS]	20,550,000	53,550,000	53,500,000
Integrated display system [IDS]	16,917,000	23,300,000	16,900,000
Remote monitoring and logging system [RMLS]	3,930,000	4,700,000	3,930,000
Mode S service life extension program [SLEP]	8,100,000	16,300,000	16,300,000
Surveillance interface modernization	4,000,000	23,000,000	15,000,000
Voice recorder replacement program [VRRP]	1,000,000	3,000,000	1,000,000
Integrated terminal weather system [ITWS]	4,400,000	5,400,000	4,400,000
Flight and Interfacility ATC Data Interface Modernization	....	9,000,000	9,000,000
c. Flight Service Programs:			
Aviation surface observation system [ASOS]	8,000,000	8,000,000	8,000,000
Future flight service program	1,000,000	3,000,000	3,000,000
Alaska flight service facility modernization [AFSFM]	2,800,000	2,650,000	2,650,000
Weather camera program	200,000	1,000,000	200,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year— 2015 enacted	Fiscal year— 2016 estimate	Committee recommendation
d. Landing and Navigational Aids Program:			
VHF Omnidirectional radio range [VOR] with distance measuring equipment [DME]	8,300,000	4,500,000	4,500,000
Instrument landing system [ILS]—establish	7,000,000	7,000,000	7,000,000
Wide area augmentation system [WAAS] for GPS	98,600,000	80,600,000	91,850,000
Runway visual range [RVR] and enhanced low visibility operations [ELVO]	7,500,000	6,000,000	6,000,000
Approach lighting system improvement program [ALSIP]	3,000,000	3,000,000	3,000,000
Distance measuring equipment [DME]	3,000,000	3,000,000	3,000,000
Visual NAVAIDS—establish/expand	2,000,000	2,000,000	2,000,000
Instrument flight procedures automation [IFPA]	2,400,000	3,371,000	2,400,000
Navigation and landing aids—service life extension program [SLEP]	3,000,000	3,000,000	3,000,000
VASI Replacement—replace with precision approach path indicator	5,000,000	5,000,000	5,000,000
GPS Civil requirements	10,000,000	27,000,000	10,000,000
Runway safety areas—navigational mitigation	35,000,000	30,000,000	30,000,000
e. Other ATC Facilities Programs:			
Fuel storage tank replacement and management	14,500,000	18,700,000	10,000,000
Unstaffed infrastructure sustainment	30,300,000	39,640,000	30,000,000
Aircraft related equipment program	9,000,000	9,000,000	5,000,000
Airport cable loop systems—sustained support	5,000,000	12,000,000	5,000,000
Alaskan satellite telecommunications infrastructure [ASTI]	11,400,000	12,500,000	10,000,000
Facilities decommissioning	5,700,000	6,000,000	5,700,000
Electrical power systems—sustain/support	82,701,000	124,970,000	82,700,000
FAA Employee housing and life safety shelter system service	....	2,500,000	2,500,000
Energy management and compliance [EMC]	1,000,000	2,000,000	2,000,000
Child Care Center Sustainment	....	1,600,000	1,600,000
FAA Telecommunications Infrastructure	....	1,000,000	1,000,000
Activity 3—Nonair Traffic Control Facilities and Equipment:			
a. Support Equipment:			
Hazardous materials management	22,000,000	26,400,000	20,000,000
Aviation safety analysis system [ASAS]	11,900,000	20,200,000	18,000,000
Logistics support systems and facilities [LSSF]	8,000,000	4,000,000	4,000,000
National airspace [NAS] recovery communications [RCOM]	12,000,000	12,000,000	12,000,000
Facility security risk management	14,300,000	15,000,000	14,300,000
Information security	12,000,000	12,000,000	12,000,000
System approach for safety oversight [SASO]	22,500,000	18,900,000	18,900,000
Aviation safety knowledge management environment [ASKME]	10,200,000	7,500,000	7,500,000
Aerospace medical equipment needs [AMEN]	....	2,500,000	1,500,000
System safety management portfolio	18,700,000	17,000,000	17,000,000
National test equipment program	2,000,000	4,000,000	2,000,000
Mobile assets management program	4,000,000	4,800,000	4,000,000
Aerospace medicine safety information systems [AMSIS]	3,000,000	3,000,000	3,000,000
Tower simulation system [TSS] tech refresh	3,000,000	7,000,000	3,000,000
b. Training, Equipment and Facilities:			
Aeronautical center infrastructure modernization	13,180,000	15,200,000	12,000,000
Distance learning	1,500,000	1,500,000	1,000,000
Activity 4—Facilities and Equipment Mission Support:			
a. System Support and Services:			
System engineering and development support	34,504,000	35,000,000	34,504,000
Program support leases	43,200,000	46,700,000	43,197,000
Logistics support services [LSS]	11,500,000	11,000,000	10,000,000
Mike Monroney Aeronautical Center leases	18,350,000	18,800,000	18,350,000
Transition engineering support	16,596,000	19,200,000	19,200,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year— 2015 enacted	Fiscal year— 2016 estimate	Committee recommendation
Technical support services contract [TSSC]	23,000,000	23,000,000	23,000,000
Resource tracking program [RTP]	4,000,000	4,000,000	4,000,000
Center for Advanced Aviation System Development [CAASD]	60,000,000	60,000,000	50,000,000
Aeronautical information management program	12,650,000	5,000,000	5,000,000
Cross agency NextGen management	2,000,000	3,000,000	2,000,000
Activity 5—Personnel and Related Expenses	460,000,000	470,049,000	467,000,000
Activity 6—Sustain ADS–B services and Wide Areas Augmentation Services [WAAS] GEOs	....	166,000,000	....
Total resources provided under this appropriation	2,600,000,000	2,855,000,000	2,600,000,000

ADS–B NAS Wide Implementation.—ADS–B uses GPS signals to transmit an aircraft's location to receivers installed on the ground throughout the United States. The ground receivers transmit that information to air traffic controller screens and flight deck displays on any aircraft equipped with the appropriate avionics. Using ADS–B will improve the safety and efficiency of the national airspace, and it is a foundational program of the FAA's NextGen effort to modernize our air traffic control system. The Committee recommendation therefore includes $184,600,000 for the implementation of ADS–B across the national airspace.

The Committee's recommendation is equal to the budget request, which included $45,200,000 in Activity 2 and another $139,400,000 in a new Activity for leases and subscription costs. The recommendation is also $70,100,000 less than the fiscal year 2015 enacted level. The Committee recommendation rejects the request to create a new Activity 6 and instead provides ADS–B resources for both activities within Activity 2.

NextGen-Separation Management Portfolio.—The Committee recommends $31,500,000 for NextGen-Separation Management Portfolio, an increase of $5,000,000 above the budget request. Of this amount, the Committee recommendation specifically includes $15,000,000 to continue advancement of space-based ADS–B. The Committee supports this technology as a means to enhance safety and increase capacity. The additional funding is necessary to ensure that the FAA will be able to keep pace with neighboring air navigation service providers in adjacent oceanic airspace who plan to use space-based ADS–B in 2018 to track aircraft and offer reduced separation services over the oceans. The Committee expects the agency to accelerate its ability to implement space-based ADS–B by 2018 and report on its progress to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

Terminal Flight Data Manager [TFDM].—The Committee supports the FAA's efforts to accelerate NextGen benefits in the air traffic control tower and surface movement operating domains through the TFDM program. The FAA should work expeditiously to deploy control tower and surface TFDM enhancements at the Nation's busiest airports.

Wide Area Augmentation System [WAAS].—WAAS uses a single frequency to calculate GPS corrections that are broadcast to the WAAS user. The FAA is planning to use its funds for engineering services for WAAS dual frequency algorithms definition, modeling, and prototyping with the FAA systems engineering team, consultants, and the WAAS vendor. The Committee supports this strategy because it ensures that the FAA has access to those with expertise in original WAAS algorithms development who understand the end-to-end system impacts for algorithm changes, and who have a strong desire to solve this problem quickly. The Committee directs the FAA to provide the House and Senate Committees on Appropriations with an update on its progress within 180 days of enactment of this act.

Surveillance Radar Strategy.—The Committee funds the request to extend the usability of its surveillance radar infrastructure and agrees with the technology refresh plans. When developing the NextGen Surveillance and Weather Radar Capability acquisition strategy, the Committee directs the FAA to continue working closely with other Departments and Agencies, to include the Department of Defense, Department of Homeland Security, and National Weather Service, at a minimum. The Committee believes that a joint surveillance strategy represents the most effective use of taxpayer funds.

Air to Ground Communication.—The Committee recognizes that the establishment of new military airspace creates new communications requirements for civilian aircraft and also believes that civilian aircraft operating near newly established military airspace should have the ability to communicate directly with local air traffic controllers.

Multi-Function Phased Array Radar [MPAR].—The Committee recognizes the importance of the MPAR program in the development and implementation of the next generation weather and aircraft radar surveillance network. The Committee supports the NAS Infrastructure Portfolio Activity to continue to advance ongoing program efforts. However, significant challenges require the consolidation of planning, and research and development strategies for the future success of the MPAR program. Specifically, the Committee is concerned regarding the uncertainty pertaining to cost sharing between the FAA and NOAA for technical risk reduction, non-recurring engineering, prototype development, and ultimate deployment and ongoing maintenance and operations costs. As such, the Committee directs that FAA continue working with NOAA for the MPAR program research and development effort and participate in an interagency committee with NOAA and other stakeholders to help formulate key requirements for development and eventual acquisition strategy. This Committee should serve as a means to coordinate with other government agencies, particularly DOD and DHS. Additionally, the Committee directs FAA to provide its expertise to NOAA to assist in facilitating a full evaluation of operational benefits including but not limited to weather surveillance, fine-scale numerical weather prediction, tracking of cooperative and uncooperative aircraft, discrimination of biological targets and small unmanned aerial systems, clutter suppression, data communication, and system reliability. FAA should provide to the

House and Senate Committees on Appropriations its support plan to help NOAA achieve these objectives 45 days after the enactment of this act.

Very High Frequency Omni-Directional Range—Distance Measuring Equipment.—The Committee notes that the FAA has made progress implementing the Very High Frequency Omni-Directional Range Minimum Operating Network [VOR MON] program and addressing concerns raised from its unions. The Committee directs the FAA to report to the House and Senate Committees on Appropriations on its strategy for using service-based approaches, including a discussion of how such approaches affect cost-effectiveness and system resiliency.

Automation at Facilities That Provide En Route and Terminal Services.—The FAA has made significant investments to modernize its automation systems for both the en route and the terminal environments. In addition to supporting NextGen, this modernization effort has allowed the FAA to implement a common platform across en route facilities and across terminal facilities. Sharing the same automation platform will help make the FAA's air traffic control system more flexible and more efficient, and it will lower the cost of maintaining automation systems over the long term. The FAA, however, continues to use MicroEARTS at facilities that provide both en route and terminal services. The Committee is concerned about the condition of this platform, and questions if the FAA will secure the full benefit of modernization if it does not include all of its air traffic control facilities in this effort. The Committee therefore directs the FAA to evaluate the automation systems that are used at facilities providing both en route and terminal services, develop an investment plan for these facilities, and submit a report to the House and Senate Committees on Appropriations no later than 1 year after enactment of this act.

Military Operations Areas.—The Air Force, following extensive consultation with the FAA and stakeholders, is expanding the size of the Powder River Training Range—which covers areas of South Dakota, North Dakota, Montana and Wyoming. The expansion will enable greater, and more realistic training opportunities for our Nation's military, including the use of this training range for limited large force military training exercises not to exceed 10 days per year. The FAA reviewed the USAF plans, particularly with regard to safety, and approved the expanded range in March 2015. The Committee urges the FAA to coordinate with the Department of Defense and the Air Force on a regular basis, and encourages the FAA to review the USAFs compliance with the record of decision, including requirements contained in the record of decision with respect to communications equipment near new areas that are designated for low altitude military training, and submit a report on its findings to the House and Senate Committees on Appropriations no later than 1 year after enactment of this act, including an assessment of options for and feasibility of enhanced communication or surveillance equipment utilizing existing budget authorities. The Committee directs the FAA and DOD to proceed with the utilization of the expanded Range, as approved, as the FAA assesses additional equipment.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2015	$156,750,000
Budget estimate, 2016	166,000,000
House allowance	156,750,000
Committee recommendation	163,325,000

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 reducing the environmental impacts of air traffic, as authorized by the Airport and Airway Improvement Act and the Federal Aviation Act, as amended. 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 $163,325,000 for the FAA's Research, Engineering, and Development activities. The recommended level of funding is $2,675,000 less than the budget request and $6,575,000 more than the fiscal year 2015 enacted level.

A table showing the fiscal year 2015 enacted level, the fiscal year 2016 budget estimate and the Committee recommendation follows:

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Safety:			
Fire research and safety	$6,000,000	$6,643,000	$6,643,000
Propulsion and fuel systems	2,000,000	3,034,000	2,034,000
Advanced materials/structural safety	2,909,000	3,625,000	7,409,000
Aircraft icing /digital system safety	5,500,000	6,920,000	5,920,000
Continued airworthiness	9,619,000	8,987,000	8,987,000
Aircraft catastrophic failure prevention research	1,500,000	1,433,000	1,433,000
Flightdeck/maintenance/system integration human factors	6,000,000	9,947,000	5,000,000
System safety management	7,970,000	6,063,000	6,063,000
Air traffic control/technical operations human factors	5,400,000	5,995,000	4,995,000
Aeromedical research	8,300,000	10,255,000	8,300,000
Weather program	14,847,000	18,253,000	15,000,000
Unmanned aircraft systems research	14,974,000	9,635,000	14,635,000
NextGen—Alternative fuels for general aviation	6,000,000	5,833,000	7,000,000
NextGen—Advanced system and software validation	....	....	....
Economic competitiveness:			
NextGen—Wake turbulence	8,541,000	8,680,000	8,541,000
NextGen—Air ground integration human factors	9,697,000	8,875,000	7,875,000
NextGen—Weather technology in the cockpit	4,048,000	4,116,000	4,048,000
Commercial Space Transportation Safety	....	3,000,000	2,000,000
Environmental sustainability:			
Environment and energy	14,921,000	15,061,000	16,074,000
NextGen—Environmental research aircraft technologies, fuels, and metrics	23,014,000	23,823,000	25,823,000
Mission support:			
System planning and resource management	2,100,000	2,377,000	2,100,000
William J. Hughes Technical Center	3,410,000	3,445,000	3,445,000

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Total	156,750,000	166,000,000	163,325,000

Unmanned Aerial Systems [UAS] Research—Center of Excellence.—The Committee recommendation includes $14,635,000 for unmanned aircraft systems research, an increase of $5,000,000 above the budget request and $339,000 below the fiscal year 2015 enacted level. The Committee directs the FAA to dedicate the funding increase over the budget request to the center of excellence.

The Committee is pleased that the Department has established a UAS center of excellence to address a host of research challenges associated with integration of UAS into the national airspace. The formation of a UAS center of excellence is essential to meet the requirements enacted as part of the FAA Modernization and Reform Act of 2012. The Committee directs that the center of excellence shall focus on key areas of UAS research including: airworthiness, remote sensing, advanced composites, detect and avoid, and low altitude research in harsh climates. Additionally, the center should maintain close relations with disaster response agencies, the Department of Homeland Security and the Department of Agriculture in order to facilitate research in important UAS mission areas, such as environmental monitoring, weather and hydrologic prediction, precision agriculture, law enforcement, disaster response and oil transportation systems monitoring.

Unmanned Aerial Systems Research—Test Sites.—The Committee notes that integration of UAS into the National Airspace System [NAS] remains a national priority with the potential to increase public safety and bring economic benefits to a wide range of industries. In December 2013, the FAA chose six UAS test sites to assist the FAA in meeting its UAS research needs. In order to successfully meet its goals for integration, the FAA must execute an organized research plan to effectively leverage the capabilities of the test sites, as well as research being done by other Federal agencies, such as the National Aeronautics and Space Administration, to guide its ongoing efforts to integrate UAS into the NAS. Research projects and programs funded through the center of excellence should use the airspace and capabilities available through the six test sites when conducting flight operations and collecting data. The Committee expects UAS flight operations conducted as part of the center of excellence research to be performed at one of six test sites selected for UAS research and airspace integration. The Committee also directs the FAA's William J. Hughes Technical Center to use these test sites in conducting its research and operational tests. The Committee recommendation includes $14,635,000 for unmanned aircraft systems research, of which $9,635,000 fully funds the FAA's budget request to support the technical center's research activities related to unmanned systems. This funding may be used to support the center's research activities and operational tests conducted at the test sites.

Because of the importance of these efforts, the Committee reiterates its direction from last year to improve the "Integration of Civil

Unmanned Aircraft Systems [UAS] in the National Airspace System [NAS] Roadmap," by including a strategic plan on research efforts. The strategic plan shall discuss: the specific research needs to safely integrate UAS into the NAS, including an examination of the research goals that the FAA must reach in order to successfully and safely advance NAS integration; FAA's strategy to obtain the identified research through partnerships with other Federal agencies, the UAS center of excellence, participants in the UAS and aviation industry, and the UAS test sites; and an evaluation of the ability of the UAS test sites to coordinate with the FAA and its center of excellence, and participate in the FAA's strategy to help achieve the research goals identified in the roadmap. The roadmap should also address milestones for research and development activities needed to allow operations of UAS flying beyond the line of sight. The first edition of the roadmap was published in 2013, and the Committee directs the FAA to update this roadmap no later than December 31, 2016.

Unmanned Aerial Systems Research—Coordination with Other Agencies.—Both the U.S. Customs and Border Protection [CBP] and the National Aeronautics and Space Administration [NASA] research and develop UAS technologies. The Committee therefore encourages the FAA to leverage these research and development efforts as it integrates UAS into the national airspace. The Committee expects the FAA to use the resources provided for UAS research under the Committee recommendation to collect and evaluate data and information from CBP and NASA UAS projects, and to collaborate with these partners on research efforts necessary to integrate UAS into the national airspace.

Unmanned Aerospace Systems.—Media Projects.—The Committee urges the FAA to direct potential news and broadcast media pilot projects to the UAS test sites for consideration. The test sites would conduct these projects of small unmanned aircraft systems in both simulated and live demonstrations of covering breaking news and other special events. Current FAA regulations and policies generally prohibit the operation of small UAS over persons not directly involved with the UAS operation. These restrictions severely inhibit the media's ability to serve the public interest through effective news gathering, and instead relegate media to use of manned helicopters, which the FAA itself has recognized poses greater risks to persons on the ground. The Committee recognizes the FAA's recently announced Pathfinder program includes a project with CNN to study operations over people. The Committee supports this project but believes it should be expanded, given the public interest in enhancing news gathering through innovative technologies. The objective of the pilot projects is to demonstrate the technological capabilities and operational conditions that would ensure the safety of operations of small UASs to attend breaking news and other special events.

Unmanned Aircraft Systems and Airport Operations.—Given the rise in the number of UAS sightings at our Nation's airports, there is interest in using technology that will detect, identify and track air vehicles and ground controllers to explicitly identify UAS without interference and ensure the safety of existing airport operations. The Committee therefore urges the FAA to work with airports in order to assess the ability of such technology to defeat an errant or hostile UAS without causing collateral damage to essential navigation systems, wireless communications, the general public or other airport operations.

Alternative Fuels for General Aviation.—The Committee recommendation includes $7,000,000 for research that supports alternative fuels for general aviation. This funding level is $1,167,000 above the budget request and $1,000,000 above the fiscal year 2015 enacted level.

Environmental Sustainability.—The Committee recommendation includes a total of $41,897,000 for research related to environmental sustainability, which is $3,013,000 above the budget request and $3,962,000 above the fiscal year 2015 enacted level. This total includes $16,074,000 under the "Environment and energy" and another $25,823,000 under "NextGen—Environmental research aircraft technologies, fuels, and metrics."

The funding provided under these headings supports the FAA's continuous, lower energy emissions, and noise program [CLEEN], which has helped advance the research and development of advanced engine and airframe technologies that conserve more fuel and produce fewer emissions than today's technology.

The funding also supports the FAA's center of excellence for alternative jet fuels and environment. The Committee directs the increase provided under its recommendation to this center of excellence, resulting in a total funding level of $10,513,000.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

(INCLUDING RESCISSION)

	Fiscal year—			Committee recommendation
	2015 enacted	2016 estimate	House allowance	
Resources from the Airport and Airway Trust Fund:				
Limitation on obligations	3,350,000,000	2,900,000,000	3,350,000,000	3,350,000,000
Liquidation of contract authorization	3,200,000,000	3,500,000,000	3,600,000,000	3,600,000,000

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 2016. The recommended limitation on obligations is equal to the enacted level for fiscal year 2015, and $450,000,000 more than the budget estimate. Under the request, large commercial airports no longer receive formula grants from the program, but they would be allowed to raise their passenger facility charges to finance capital improvements. The Committee notes that an increase to passenger facility charges was considered as part of the debate over the bill to reauthorize the FAA. That increase, however, was not included in the final legislation. The Committee therefore recommends a funding level that would fund capital improvements at all airports that support our Nation's air transportation system.

In addition, the Committee recommends a liquidating cash appropriation of $3,600,000,000 for Grants-in-Aid for airports. The recommended level is $100,000,000 more than the budget estimate and $400,000,000 more than the fiscal year 2015 enacted level. This appropriation is sufficient to cover the liquidation of all obligations incurred pursuant to the limitation on obligations set forward in the bill.

Finally, the Committee recommendation includes a rescission of any contract authority that would be created under section 48112 in fiscal year 2016. This rescission would not affect the baseline set by the Congressional Budget Office.

Administrative Expenses.—The Committee recommends $107,100,000 to cover administrative expenses. This funding level is equal to the budget request and the fiscal year 2015 enacted level.

Airport Cooperative Research.—The Committee recommends $15,000,000 for the Airport Cooperative Research program. This funding level is equal to the budget estimate and the fiscal year 2015 enacted level.

Airport Technology.—The Committee recommends $31,000,000 for Airport Technology Research. This funding level is equal to the budget request and $1,250,000 more than the fiscal year 2015 level.

The Committee recommends the FAA study whether it is appropriate to expand the installation of foreign object debris detection technology at hub airports in order to increase safety.

Small Community Air Service Development Program [SCASDP].—The Committee recommends $10,000,000. This funding level is $4,500,000 more than the fiscal year 2015 enacted level. The budget request included no funds for this program for fiscal year 2016.

Allocation of Resources.—The Committee recognizes many states have short construction seasons due to inclement weather and require certainty about airport grant allocations when making planning decisions. FAA is encouraged to work expeditiously to make entitlement and discretionary grant allocations, to provide certainty to northern State airports.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical staff years at the Center for Advanced Aviation Systems Development to no more than 600 in fiscal year 2016.

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 allows all airports experiencing the required level of boardings through charter and scheduled air service to be eligible for funds under 49 U.S.C. 47114(c).

Section 117 requires approval from the Assistant Secretary for Administration of the Department of Transportation for retention bonuses for any FAA employee.

Section 118 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 119 prohibits funds in this act for salaries and expenses of more than nine political and Presidential appointees in the Federal Aviation Administration.

Section 119A requires the FAA to conduct public outreach and provide justification to the Committee before increasing fees under section 44721 of title 49, United States Code.

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

Section 119C 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.

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 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 $40,995,000,000 is provided for the activities of the Federal Highway Administration in fiscal year 2016. The recommendation is $10,312,248,000 less than the budget request and equal to the fiscal year 2015 enacted level. The following table summarizes the Committee's recommendations:

	Fiscal year—			Committee recommendation
	2015 enacted	2016 estimate	House allowance	
Federal-aid highways program obligation limitation	$40,256,000,000	$50,068,248,000	$40,256,000,000	$40,256,000,000
Contract authority exempt from the obligation limitation	739,000,000	739,000,000	739,000,000	739,000,000
Fixing and accelerating surface transportation	....	500,000,000	....	....
Total	40,995,000,000	51,307,248,000	40,995,000,000	40,995,000,000

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2015[1]	$426,100,000
Budget estimate, 2016	442,248,000
House allowance	429,348,000
Committee recommendation	429,348,000

[1] Does not include $3,248,000 transferred to the Appalachian Regional Commission.

PROGRAM DESCRIPTION

This limitation on obligations provides for the salaries and expenses of the Federal Highway Administration [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 $429,348,000 for administrative expenses of the agency and for administrative expenses of the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code. This limitation is $12,900,000 less than the budget request and equal to the fiscal year 2015 enacted level when taking into account the $3,248,000 transfer to the Appalachian Regional Commission.

The Committee recommendation includes bill language that makes sufficient contract authority available for FHWA's administrative expenses to meet its needs in fiscal year 2016. The Committee remains concerned about the FHWA's ability to continue providing oversight and critical support to State and local partners in a time of budgetary constraints, and is disappointed that FHWA has yet to submit a 6-year strategic plan as required by Senate Report 113–182.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2015	$40,256,000,000
Budget estimate, 2016	50,068,248,000
House allowance	40,256,000,000
Committee recommendation	40,256,000,000

PROGRAM DESCRIPTION

The Federal-aid highway program provides financial support to States and localities for development, construction, and repair of highways and bridges through grants. The 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 in appropriations acts.

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2016 obligations to $40,256,000,000, which is $9,812,248 less than the budget request and equal to the fiscal year 2015 enacted level for the Federal-aid highway program. This funding level is consistent with current funding levels under the most recent authorization law, the Moving Ahead for Progress in the 21st Century Act [MAP–21].

In addition, the bill includes a provision that allows the FHWA to collect and spend fees in order to pay for the services of expert firms in the field of municipal and project finance to assist the agency in the provision of credit instruments.

Advanced Composite Bridge Technologies.—The Committee supports the Technology and Innovation Deployment Program's efforts to improve the safety, efficiency, reliability, and performance of our Nation's transportation infrastructure. It also notes the growing need to accelerate the adoption of best practices, technologies, and materials that lead to faster construction and cost-effective rehabilitation of efficient and safe bridges. The Committee encourages the Department to use funds authorized under 503(c) of title 23, United States Code, for the demonstration and deployment of advanced composite materials in bridge replacement and rehabilitation.

Environmental Reviews.—The Committee recognizes the Department's efforts to implement the administratively related streamlining provisions included in MAP–21. The Committee encourages the Department to continue its efforts to implement these changes nationally, and recognizes the efforts made by the Administration to work cooperatively with other Federal agencies and with State governments, including its work with the State of Utah on its Mountain Accord approach for a regional transportation, land use, natural resource and economic solution. The Committee encourages the Department to continue participating in the streamlined facilitation of the environmental impact processes for regional and national transportation projects in conjunction with multiple Federal agencies, diverse public and private interests including State and local governments and public interest groups.

Bridge Deck Assessment Technologies.—The Committee is aware that some States and other bridge-owners would benefit from highly efficient, non-destructive, technologies and methods that do not require lane closure and that provide quantitative data so engineers can identify specific areas of bridge decks that require repair so as to minimize the time and cost of bridge deck assessments. The Committee is aware that several States have sponsored demonstrations of emergent technologies that could help meet these requirements. The Committee again notes the growing need to accelerate the adoption of best practices, technologies, and materials that lead to faster bridge deck assessment and encourages the Department to use funding in the Technology and Innovation Deployment Program for the demonstration by State departments of transportation of proven bridge deck assessment technologies that require minimal or no lane closures.

Performance-Based Pavement Preservation Deployment.—As State and local highway agencies shift their focus to maintaining existing roadways rather than expanding current systems, better information is needed to effectively select and apply pavement preservation treatments. The Committee recommends that FHWA conduct applied pavement preservation research and deployment activities to ensure that roadway conditions are maintained in the most cost-effective means possible. FHWA should facilitate the collection and evaluation of performance-based pavement preservation data from State pavement management systems and national field studies.

Alternate Design/Alternate Bid [AD/AB].—The Committee is aware of the potential of Alternate Design and Alternate Bid [AD/AB] procurement methods in reducing the overall cost of infrastructure projects. With limited funding available for highway projects, it is essential that FHWA promote the efficient use of Federal funding provided by the Committee. The Committee directs the agency to issue guidance to division offices and States on the use of AD/AB and other innovative contracting methods eligible under subsection 120(c) of title 23, United States Code that increase competition and help lower the cost of infrastructure projects.

Tribal Transportation Programs.—The Committee recognizes the immense transportation infrastructure needs of Indian Country. Only around 8 percent of the nearly 14,000 miles of roads and trails owned and maintained by Indian tribes are paved. Furthermore, around 75 percent of the 29,400 miles of roads owned and maintained by the Bureau of Indian Affairs are classified as graveled, earth, or primitive. In 2012, MAP–21 replaced the Indian Reservation Roads Program with the Tribal Transportation Program [TTP] and folded several programs, including the Bridge Program and Safety Program, into the TTP. However, current funding levels do not meet the true needs in Indian Country. This investment gap limits economic growth and safety improvements in Indian Country and adds to the backlog of necessary maintenance projects. As such, the Committee directs the Department of Transportation to work with the Department of the Interior and report to the House and Senate Committees on Appropriations on the transportation infrastructure needs facing Indian country and proposed steps to make improvements. The Committee expects the Department to complete the report in a timely manner so that it can inform Congress as it considers legislation that funds the Tribal Transportation Program.

Highway Easement.—The Secretary is directed to work with the Chief of the Forest Service to ensure that easements are issued in a timely manner as required by section 4407 of Public Law 109–59.

State Apportionments.—The following table shows the expected obligation limitation provided to each State under the Committee's recommended funding level:

FEDERAL-AID HIGHWAY PROGRAM OBLIGATION LIMITATION

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Formula Programs			
Alabama	$675,218,615	$849,246,456	$675,218,615
Alaska	425,867,575	536,041,394	425,867,575
Arizona	651,913,858	810,997,919	651,913,858
Arkansas	450,253,847	567,697,218	450,253,847
California	3,207,910,392	3,957,856,553	3,207,910,392
Colorado	476,542,508	591,675,985	476,542,508
Connecticut	436,652,454	543,617,617	436,652,454
Delaware	144,179,177	180,644,441	144,179,177
District of Columbia	142,155,608	176,973,736	142,155,608
Florida	1,686,192,861	2,121,368,289	1,686,192,861
Georgia	1,150,024,045	1,435,902,384	1,150,024,045
Hawaii	144,077,317	180,803,892	144,077,317
Idaho	254,708,403	318,505,231	254,708,403
Illinois	1,267,031,514	1,572,955,495	1,267,031,514
Indiana	826,157,520	1,036,963,346	826,157,520
Iowa	437,459,635	537,821,961	437,459,635
Kansas	336,396,108	422,072,390	336,396,108
Kentucky	591,395,358	743,099,134	591,395,358
Louisiana	595,789,190	755,097,311	595,789,190
Maine	160,807,064	201,258,062	160,807,064
Maryland	535,659,466	661,812,547	535,659,466
Massachusetts	541,559,818	668,686,638	541,559,818
Michigan	938,135,754	1,166,664,467	938,135,754
Minnesota	567,819,564	711,856,554	567,819,564
Mississippi	420,593,438	530,346,199	420,593,438
Missouri	823,400,811	1,037,588,229	823,400,811
Montana	357,027,457	449,029,291	357,027,457
Nebraska	257,353,263	322,283,289	257,353,263
Nevada	323,662,229	401,172,531	323,662,229
New Hampshire	146,296,021	182,424,609	146,296,021
New Jersey	886,934,422	1,096,432,140	886,934,422
New Mexico	319,476,963	402,207,065	319,476,963
New York	1,496,873,904	1,846,620,067	1,496,873,904
North Carolina	928,844,967	1,158,426,221	928,844,967
North Dakota	216,116,257	271,262,641	216,116,257
Ohio	1,168,439,039	1,458,317,636	1,168,439,039
Oklahoma	560,681,360	705,649,276	560,681,360
Oregon	435,040,366	546,559,183	435,040,366
Pennsylvania	1,461,703,382	1,820,841,293	1,461,703,382
Rhode Island	189,535,419	237,893,336	189,535,419
South Carolina	582,262,339	688,703,541	582,262,339

FEDERAL-AID HIGHWAY PROGRAM OBLIGATION LIMITATION—Continued

	Fiscal year— 2015 enacted	Fiscal year— 2016 estimate	Committee recommendation
South Dakota	245,497,450	308,177,589	245,497,450
Tennessee	735,612,759	923,561,695	735,612,759
Texas	3,074,155,132	3,511,714,270	3,074,155,132
Utah	302,236,325	352,284,477	302,236,325
Vermont	176,824,829	221,190,339	176,824,829
Virginia	886,317,671	1,110,285,542	886,317,671
Washington	603,865,356	753,068,250	603,865,356
West Virginia	380,211,336	478,553,595	380,211,336
Wisconsin	669,952,033	838,954,388	669,952,033
Wyoming	217,848,441	274,762,117	217,848,441
Subtotal	34,510,670,620	42,677,927,829	34,510,670,620
Allocated programs	5,364,809,825	6,995,860,552	5,364,809,825
Sections 154 and 164 Penalties	365,671,347	379,611,411	365,671,347
High Risk Rural Roads Special Rule	14,848,208	14,848,208	14,848,208
Total	40,256,000,000	50,068,248,000	40,256,000,000

Program Descriptions.—The roads and bridges that make up our Nation's highway infrastructure are built, operated, and maintained through the joint efforts of Federal, State, and local governments. States have much flexibility to use Federal-aid highway funds to best meet their individual needs and priorities, with FHWA's assistance and oversight.

MAP–21, the current highway, highway safety, and transit authorization law, made funding for Federal-aid highways available in the following categories of spending:

—*National Highway Performance Program [NHPP].*—This program provides support for the condition and performance of the national highway system [NHS], and for the construction of new facilities on the NHS. Projects funded through the NHPP must support progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the national highway system. Such projects must also support progress toward the achievement of performance targets established in a State's asset management plan, and must be consistent with requirements for metropolitan and statewide planning. Funding for this program also supports the Transportation Alternatives program, and State planning and research.

—*Surface Transportation Program.*—The Surface Transportation Program provides flexible funding that may be used by States and localities for projects that preserve and improve the conditions and performance on any Federal-aid highway; bridge and tunnel projects on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. Funding for this program also supports the Transportation Alternatives program, and State planning and research. A portion of the program's funding is set aside for improvements to off-system bridges.

—*Highway Safety Improvement Program.*—This program is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including roads on tribal lands and other public roads that are not owned by a State government. An eligible highway safety improvement project is any strategy, activity or project on a public road that corrects or improves a hazardous road location or feature, or addresses a highway safety problem. Such projects must be consistent with the State's strategic highway safety plan, which must be based on analysis of crash data. Funding for this program also supports the Transportation Alternatives program, and State planning and research. In addition, a set-aside from the STP program funds the Railway-Highway Crossings Program, which supports safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

—*Congestion Mitigation and Air Quality Improvement Program [CMAQ].*—The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national ambient air quality standards for ozone, carbon monoxide, or particulate matter. Funding for this program also supports the Transportation Alternatives program, and State planning and research.

—*Metropolitan Planning*.—The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

—*Transportation Infrastructure Finance and Innovation Act Program [TIFIA].*—This program provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight transfer facilities. TIFIA is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt. The program may provide credit to States, localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities. TIFIA offers direct loans, loan guarantees and lines of credit.

—*Construction of Ferry Boats and Ferry Terminal Facilities*.—The ferry program provides funding for the construction of ferry boats and ferry terminal facilities. Funds are distributed according to statutory formula.

—*Tribal Transportation Program.*—The Tribal Transportation Program is designed to provide access to basic community services and to enhance the quality of life in Indian country. Funding is distributed among tribes based on a statutory formula.

—*Federal Lands Transportation Program*.—This program funds projects that improve access within federally owned lands, including national forests, national parks, national wildlife refuges, and national recreation areas. Each year, funds are provided to the National Park Service and the U.S. Fish and Wildlife Service, and funds are distributed on a competitive basis to the U.S. Forest Service, the Bureau of Land Management, and the U.S. Corps of Engineers.

—*Federal Lands Access Program.*—This program provides funds for projects on transportation facilities that are located on or adjacent to federally owned lands, or that provide access to those areas. Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

—*State Planning and Research*.—This program provides funding for States to conduct planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions, and to carry out transportation research activities through each of the States. The program is funded with resources from the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program, and the Congestion Mitigation and Air Quality Program.

—*Transportation Alternatives.*—This program provides funding for a variety of alternative transportation projects, including trails for pedestrians and bicyclists; transportation systems that provide safe routes for non-drivers, including children, older adults, and people with disabilities; and environmental mitigation projects.

—*Territorial and Puerto Rico Highway Program.*—This program supports a highway program in the Commonwealth of Puerto Rico, and it provides funding to assist the governments of the U.S. territories with highway investments and necessary inter-island connectors.

—*Emergency Relief.*—The Emergency Relief program provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This program receives an appropriation of $100,000,000 in contract authority each year from the Highway Trust Fund, and this funding is exempt from the obligation limitation imposed on the Federal-aid Highway Program. In addition to this contract authority, the program receives such sums as may be necessary from the general fund of the Treasury to meet emergency needs.

—*Research, Technology and Education.*—The Federal Highway Administration manages the following programs that support research, technology development, and education activities:

—The Highway Research and Development Program funds strategic investments in research activities that address current and emerging highway transportation needs.

—The Technology and Innovation Deployment Program funds efforts to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.

—The Training and Education Program supports FHWA's efforts to train the current and future transportation workforce, share knowledge with transportation professionals, and provide training that addresses the full lifecycle of the highway transportation system.

In addition to these programs, funding provided under the Federal-aid Highways Program supports the Intelligent Transportation System Program, University Transportation Centers and the Bureau of Transportation Statistics. These programs are administered by the Office of the Assistant Secretary for Research and Technology.

LIQUIDATION OF CONTRACT AUTHORIZATION

(HIGHWAY TRUST FUND)

Appropriations, 2015	$40,995,000,000
Budget estimate, 2016[1]	51,307,248,000
House allowance	40,995,000,000
Committee recommendation	40,995,000,000

[1] Includes $500,000,000 for the Fast and Accelerating Surface Transportation program.

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 the 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 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 $40,995,000,000. The recommended level is $10,312,248,000 less than the budget request and equal to the fiscal year 2015 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

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 provides requirements for any waiver of Buy America requirements.

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

Section 124 makes contract authority available for FHWA's administrative expenses.

Section 125 allows current truck weight limitations to remain in place for roads designated as I–69 in Texas and for a portion of a road designated as I–555 in Arkansas.

Section 126 allows State DOTs to repurpose certain highway project funding to be used within 50 miles of its original designation.

Section 127 provides a limited agricultural exemption for trucks during harvest months.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Motor Carrier Safety Administration [FMCSA] was established within the Department of Transportation by the Motor Carrier Safety Improvement Act [MCSIA] (Public Law 106–159) in December 1999. Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

MCSIA, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [SAFETEA–LU], and the Moving Ahead for Progress in the 21st Century Act [MAP–21] provide funding authorization for FMCSA's Motor Carrier Safety Operations and Programs and Motor Carrier Safety Grants.

FMCSA's mission is to promote safe commercial motor vehicle and motor coach operations, as well as reduce the number and severity of accidents. 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. FMCSA is also responsible for ensuring that all commercial vehicles entering the United States along its southern and northern borders comply with all Federal motor carrier safety and hazardous materials regulations. To accomplish these activities, 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 $572,000,000 for obligations and liquidations from the Highway Trust Fund. This level is $96,523,000 less than the request and $12,000,000 less than the fiscal year 2015 enacted level.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2015	$271,000,000
Budget estimate, 2016	329,180,000
House allowance	259,000,000
Committee recommendation	259,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of $259,000,000 for FMCSA's Operations and Programs. The recommendation is $12,000,000 less than the fiscal year 2015 enacted level and $70,180,000 less than the budget request. The recommended level of funding is consistent with MAP–21 and does not continue the repurposing of unobligated balances from previous fiscal years. Of the total limitation on obligations, $9,000,000 is for research and technology, $1,000,000 is for commercial motor vehicle operator grants, and $34,545,000 is for information management.

Electronic Logging Devices.—In 1977, NTSB issued its first recommendation on the use of on-board data recording devices, or electronic logging devices [ELDs], to provide an efficient and reliable means of tracking the number of hours a commercial motor vehicle operator drives. MAP–21 mandated that FMCSA issue a rule by October 2013, but the agency failed to issue its proposed rule until March 2014. The Committee supports the expanded use of ELDs, encourages FMCSA to work aggressively to implement the ELD mandate, and directs the FMCSA to publish its final rule on ELDs no later than 60 days after enactment of this act.

Heavy Vehicle Speed Limiters.—A coalition of trucking industry and safety advocates petitioned the Department in 2006 to initiate a rulemaking mandating all class 7 and 8 trucks to have their top speeds electronically limited to no more than 65 miles per hour. NHTSA finally granted this petition in 2011 and has been developing a proposed rulemaking with FMCSA that would consider new Federal Motor Vehicle Safety Standards for the installation of speed limiting devices. The agency has stated that the rulemaking would have minimal costs and decrease fatal crashes, but has delayed publication of the proposed rule 21 times. The Committee directs the Department to complete its proposed rule within 60 days of enactment of this act.

High-Risk Carriers.—Under FMCSA regulations, carriers identified as mandatory must have a compliance review conducted within 1 year. The FMCSA's compliance with this requirement has improved significantly, from completing reviews of 69 percent of high-risk carriers in fiscal year 2008 to 94 percent in the 2013 calendar year. Yet the backlog of carriers remaining in mandatory status that have not been investigated, gone out of business, or switched to intrastate operations continues to grow. FMCSA contends that the tracking and monitoring of high-risk carriers is a manually intensive process, particularly for carriers operating under consent decrees. In order to automate these systems and provide a higher level of safety compliance review, the Committee provided additional resources in Public Law 113–235 and directed FMCSA to provide a plan for the required information technology [IT] investments. To date, no such plan has been provided to the Committee. The Committee again directs FMCSA to provide its plan for IT automation prior to obligating any funding for this purpose. The Committee also directs the agency to provide the House and Senate Committees on Appropriations with an updated report on its ability to meet its requirements to evaluate mandatory carriers by April 15, 2016 for the preceding fiscal year.

Online Safety Performance Data.—A key component of FMCSA's Compliance, Safety, Accountability [CSA] program is the Safety Measurement System [SMS] which uses carrier performance data from inspections and investigations to calculate safety scores and identify those at high risk of causing a crash. In 2014, the GAO identified major challenges that limit the precision of the SMS scores and their ability to compare safety performance across carriers. As a result, GAO recommended that FMCSA revise the SMS methodology. At a March 4, 2015, hearing before the Commerce Committee, the GAO testified that, "without efforts to revise its SMS methodology, FMCSA will not be able to effectively target its intervention resources toward the highest risk carriers and will be challenged to meet its mission of reducing the overall crashes, injuries, and fatalities involving large trucks and buses." Due to these concerns, GAO recommended that FMCSA not publicize the flawed SMS scores on the agency's Web site and to only use the scores for targeting enforcement efforts.

Yet just 2 weeks later on March 17, 2015, FMCSA released a smartphone app called QC Mobile (QC standing for Query Central) that further publicizes its flawed safety performance data scores on a handheld device, in direct opposition of GAO's recommendations. While the Committee acknowledges that agencies do not always concur with GAO recommendations, it is deeply troubled by FMCSA's lack of willingness to address reasonable concerns about its safety performance data. The Committee directs FMCSA to prominently display on any Web site, smartphone app, or other electronic medium that provides carriers' SMS scores a disclaimer highlighting GAO's concerns and recommendations about the SMS methodology, and warning users that SMS scores are not necessarily reliable indicators of relative safety performance.

Specially Constructed Rail Service Vehicles.—The Committee is concerned that FMCSA's Federal hours of service regulations, found in 49 CFR subsection 395.3, may not take into account the unique operating environment of specially trained drivers of commercial motor vehicles specifically constructed to service, inspect, maintain, and repair railroad track to support railroad safety and operations. The Committee encourages the FMCSA to collaborate with the rail service stakeholder community to consider an exemption for these rail service providers such that on-duty time could not include waiting time at a rail site. Instead, waiting time could be recorded as "off duty" for purposes of subsection 395.8 and 395.15, and waiting time could not be included in calculating the 14-hour period in section 395.3(a)(2), the 60-hour period in section 395.3(b)(1), or the 70-hour period in section 395.3(b)(2). This collaboration shall include providing technical assistance to the rail service stakeholder community as it considers an application for exemption from these specifics hours of service regulations.

Windshield Mounted Safety Technologies.—Current FMCSA regulations restrict the ability to mount vehicle safety technologies on windshields in order to prevent obstruction of a driver's field of view. The agency has in the past recognized the benefits of these technologies and granted short-term exemptions in cases where the level of safety is not reduced. The Committee directs the Secretary to prescribe, no later than 180 days after the enactment of this act, regulations modifying 49 CFR 393.60(e) to permanently allow the voluntary mounting on a vehicle's windshield of vehicle safety technology likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemption. Vehicle safety technologies to be considered include fleet-related incident management systems, driver performance/behavior management systems, speed management systems, lane departure warning systems, forward collision warning and/or mitigation systems, active cruise control systems, and any other technologies deemed applicable by the Secretary. Technologies that had a short-term exemption under 49 CFR part 381 in effect on January 1, 2015, shall be considered likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemption.

Natural Gas Vehicle Regulations.—The Committee recognizes the significant growth and value in the market for natural gas as a transportation fuel and is aware that certain DOT regulations that address the safety of natural gas vehicles have not been updated to keep pace with new developments and the advancement of natural gas vehicles. Accordingly, the Department is encouraged to develop new safety regulations and inspection procedures for liquefied natural gas [LNG] fuel tanks and fuel systems on commercial motor vehicles, and revise and harmonize requirements for compressed natural gas [CNG] cylinders that address the inspection of such cylinders. The Department is also expected to work with industry and manufacturers to clarify and address the ability of bus manufacturers to continue to deploy buses that have roof-top mounted CNG cylinders. In addition, as there are no Federal regulations that prohibit the interstate movement of natural gas vehicles as it relates to the fuel stored onboard these vehicles for motive power, the Secretary shall clarify through guidance that, rules restricting access to bridges and tunnels in the case of an alternative fuel vehicle should not be any more restrictive than those addressing gasoline and diesel fueled vehicles.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriations, 2015	$313,000,000	$313,000,000
Budget estimate, 2016	339,343,000	339,343,000
House allowance	313,000,000	313,000,000
Committee recommendation	313,000,000	313,000,000

PROGRAM DESCRIPTION

This account provides the necessary resources for Federal grants to support State compliance, enforcement, and other programs. Grants are also provided to States for enforcement efforts at both the southern and northern borders to ensure that all points of entry into the United States are fortified with comprehensive safety measures; improvement of State commercial driver's license [CDL] oversight activities to prevent unqualified drivers from being issued CDLs; and the Performance Registration Information Systems and Management [PRISM] program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

MOTOR CARRIER SAFETY GRANTS

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of $313,000,000 for motor carrier safety grants. The recommended limitation is equal to the fiscal year 2015 enacted level and $26,343,000 less than the budget request. The Committee recommends a separate limitation on obligations for each grant program funded under this account with the funding allocation identified below. The obligation limitation listed below for the Motor Carrier Safety Assistance Program [MCSAP] includes $218,000,000 for High Priority grants, of which $32,000,000 is for New Entrant grants.

	Amount
Motor carrier safety assistance program [MCSAP]	$218,000,000
Commercial driver's license program improvement grants	30,000,000
Border enforcement grants	32,000,000
Performance and registration information system management grant program	5,000,000
Commercial vehicle information systems and networks deployment program	25,000,000
Safety data improvement grants	3,000,000

MCSAP Grants.—The MCSAP grant program, as currently authorized under MAP–21, provides $218 million to States to help reduce the number and severity of crashes and related fatalities and injuries involving commercial motor vehicles. States can use MCSAP grants for multiple purposes, such as roadside inspections of large trucks and buses, and compliance reviews and safety audits of motor carriers, to assist FMCSA in detecting and correcting vehicle safety defects, driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes. Roadside inspections conducted in conjunction with traffic enforcement stops have declined 36 percent from 2011 to 2014. Moreover, in 2013, DOT reported Antideficiency Act violations related to FMCSA's mismanagement of several grant programs including MCSAP. Because of these concerns, the Committee directs the OIG to conduct an audit to evaluate FMCSA's policies, procedures, and processes for ensuring MCSAP grantees' compliance with Federal requirements, and for tracking and monitoring MCSAP grant oversight activities.

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY ADMNINSTRATION

Section 130(a) subjects the funds in this act to section 350 of Public Law 107–87 in order to ensure the safety of all cross-border long haul operations conducted by Mexican-domiciled commercial carriers.

Section 130(b) removes an annual reporting requirement for the OIG.

Section 131 requires FMCSA to send notices of 49 C.F.R. section 385.308 violations in such a way that receipt of the notice is confirmed.

Section 132 allows States that issued Commercial License Permits [CLPs] to individuals under age 18 prior to the May 9, 2011, rulemaking to continue to do so. FMCSA established a minimum age of 18 for issuance of a CLP without awareness of existing State rules and regulations at that time. In many States, commercial truck driving programs are offered through vocational training programs and the Job Corps targeted at students between the ages of 16 and 18. These programs help students prepare to drive commercial vehicles at age 18 and on the interstates after age 21, which are the minimum ages for Commercial Driver Licenses in all States.

Section 133 limits funding from being used to deny the renewal of a hazardous material safety permit under certain conditions.

The Committee urges FMCSA to expedite a rulemaking process to address this important issue.

Section 134 allows the Secretary of Transportation to continue the suspension of certain provisions of the Hours of Service restart rule if the study required by Congress in Public Law 113–164, does not demonstrate that the July 1, 2013, restart provisions resulted in statistically significant net safety benefits.

Section 135 limits funds for the Secretary of Transportation to increase minimum financial responsibility levels for motor carriers until 60 days after the Secretary submits a report on the impact of raising minimum financial responsibility levels.

Section 136 clarifies that certain commercial regulations that do not impact safety are not applicable to summer camps.

Section 137 extends the current 28 feet minimum requirement for a semitrailer or trailer operating in a truck tractor semitrailer-trailer combination to 33 feet. The bill also provides authority to a State Department of Transportation, in addition to the existing authority for a Governor, to request an exemption for any segment of the National Highway Network, if it is not capable of safely accommodating a commercial motor vehicle at the 33-foot configuration. The Secretary of Transportation is directed to provide quarterly to the House and Senate Committees on Appropriations a consolidated list of State exemptions and the analysis used to determine such findings. The Secretary also is directed to provide a crash data analysis report comparing twin 28-foot configurations to 33-foot configurations to the House and Senate Committees on Appropriations 3 years from the date of enactment of this act. Additionally, the Secretary is directed to make recommendations as to whether the adoption of any technologies, such as collision avoidance and stability control, would improve safety. Finally, the Secretary is directed to ensure, through guidance, that States are made aware of existing authority in law to determine which routes off the National Network can be restricted to trucks without going through a formal process. This authority may be used by States to ensure that longer twin trailers are not able to access local downtown roadways or other highway or bridge infrastructure that may not be designed to support them.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Government's regulatory role in motor vehicle and highway safety began in September of 1966 with the enactment of the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966. In October 1966, these activities, originally under the jurisdiction of the Department of Commerce, were transferred to the Department of Transportation to be carried out through the National Traffic Safety Bureau within the Federal Highway Administration. In March 1970, the National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity in the Department of Transportation.

NHTSA is responsible for motor vehicle safety, highway safety behavioral programs, motor vehicle information, and automobile fuel economy programs. NHTSA's current programs are authorized in five major laws: (1) the National Traffic and Motor Vehicle Safety Act (chapter 301 of title 49, United States Code [U.S.C.]); (2) the Highway Safety Act (chapter 4 of title 23, U.S.C.); (3) the Motor Vehicle Information and Cost Savings Act [MVICSA] (part C of subtitle VI of title 49, U.S.C.); the Transportation Recall Enhancement, Accountability and Documentation [TREAD] Act; (5) the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [SAFETEA–LU]; and (6) Moving Ahead for Progress in the 21st Century Act [MAP–21].

The National Traffic and Motor Vehicle Safety Act of 1966 provides for the establishment and enforcement of safety standards for vehicles and related equipment and the conduct of supporting research.

The Highway Safety Act of 1966 established NHTSA's responsibility for providing States with financial assistance to support coordinated national highway safety programs (section 402 of title 23, U.S.C.), as well its role in highway safety research, development, and demonstration programs (section 403 of title 23, U.S.C.). The Anti-Drug Abuse Act of 1988 (Public Law 100–690) authorized NHTSA to make grants to States to implement and enforce drunk driving prevention programs.

The MVICSA established NHTSA's responsibilities for developing low-speed collision bumper standards and odometer regulations, as well as its consumer information activities. Subsequent amendments to this law established the agency's responsibility for administering mandatory automotive fuel economy standards, theft prevention standards for high theft lines of passenger motor vehicles, and automobile content labeling requirements.

In 2000, the TREAD Act expanded NHTSA's responsibilities further, requiring the agency to promulgate regulations for the stability of light duty vehicles, tire safety and labeling standards, improving the safety of child restraints, and establishing a child restraint safety rating consumer information program.

SAFETEA–LU, which was enacted on August 10, 2005, established support for NHTSA's high-visibility enforcement efforts, motorcycle safety grants, and child safety and child booster safety incentive grant programs. Finally, SAFETEA–LU adopted new motor vehicle safety and information provisions, including rulemaking directions to reduce vehicle rollover crashes and vehicle passenger ejections, and improve passenger safety in side impact crashes.

The most recent surface reauthorization, MAP–21, consolidated NHTSA's grant programs into a new National Priority Safety Program and set target spending rates for grants to States for occupant protection, State traffic safety information systems, impaired driving countermeasures, distracted driving, motorcycle safety, State graduated driver licensing, and in-vehicle alcohol detection device research. The bill also mandates State performance-based highway safety plans, and creates a new teenage traffic safety program, and Council for Vehicle Electronics, Software, and Engineering Expertise.

COMMITTEE RECOMMENDATION

Continuing a long term trend, the number of people who died in traffic crashes in 2013 declined to 32,719, which was a 3.1 percent decrease from the previous year and a nearly 25 percent decline in overall highway deaths since 2004. The estimated number of people injured in crashes also declined by 2.1 percent. This decline in traffic fatalities continues a long-term downward trend leading to the fatality rate matching a historic low of 1.10 deaths per 100 million vehicle miles traveled. As the volume of freight and passenger vehicles on our highways continues to grow, NHTSA and its State partners must remain diligent to prevent further increases in the number of fatalities. The Committee recommends $824,500,000 for NHTSA to maintain current programs and continue its mission to save lives, prevent injuries, and reduce vehicle-related crashes.

This level includes both budget authority and limitations on the obligation of contract authority. This funding is $83,500,000 less than the President's request and $5,500,000 less than the fiscal year 2015 enacted level.

The following table summarizes Committee recommendations:

	General fund	Highway trust fund	Total
Appropriation 2015	$130,000,000	$700,000,000	$830,000,000
Budget estimate, 2016	....	908,000,000	908,000,000
House allowance	152,800,000	686,500,000	839,300,000
Committee recommendation	130,500,000	694,000,000	824,500,000

OPERATIONS AND RESEARCH

	General fund	Highway trust fund	Total
Appropriation, fiscal year 2015	$130,000,000	$138,500,000	$268,500,000
Budget estimate, 2016	....	331,000,000	331,000,000
House allowance	152,800,000	125,000,000	277,800,000
Committee recommendation	130,500,000	118,500,000	249,000,000

PROGRAM DESCRIPTION

These programs support traffic safety programs 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 $249,000,000 for Operations and Research, which includes funding for the National Driver Register. This level of funding is $82,000,000 less than the President's budget request and $19,500,000 less than the fiscal year 2015 enacted level. Of the total amount recommended for Operations and Research, $130,500,000 is derived from the general fund and $118,500,000 is derived from the Highway Trust Fund, of which $5,000,000 is for the National Driver Register. The Committee recommendation also repurposes $14,000,000 in unobligated balances from Highway Traffic Safety Grants, of which $10,000,000 is for highway safety research and development and $4,000,000 is for vehicle safety research, which provides a total of $263,000,000 for Operations and Research. The Committee recommendation includes $7,900,000 for the Fuel Economy Program, $10,000,000 for the New Car Assessment Program, and $9,140,000 for Vehicle Safety Compliance.

Crash Data Collection.—In fiscal year 2012, the Committee provided one-time funding to support data modernization efforts for the National Automotive Sampling System that provides crash data on a nationally representative sample of police-reported motor vehicle crashes. The Committee directed the agency to both expand the scope and increase the sample size of its data collection to improve the precision of the statistical estimates and to take a comprehensive review of the data elements collected from each site to provide more relevant information for policy makers. The funds are being used to design two new samples, purchase better equipment for the technicians, consolidate and improve the underlying IT and begin phasing in the new systems. Over the next few years, NHTSA will transition to two new crash sample systems, known as Crash Investigation Sampling System [CISS] and the Crash Report Sampling System [CRSS], which are expected to generate key crash estimates that are more accurate than those generated with the current data systems.

In order to further increase the sample size of crashes and ensure a smooth transition to the new systems, the Committee provides at least $34,205,000 for Crash Data Collection. This funding level supports not only CISS and CRSS, but also the Fatality Analysis Reporting System, Special Crash Investigations, the State Data System, and the Not in Traffic Surveillance system. The Committee is aware of delays in setting up new crash sites due to the Department's flawed interpretation of OMB Memo 12–12 and expects such issues to be resolved in a timely manner going forward.

Office of Defects Investigation [ODI].—The Safety Defects Investigation program investigates possible defect trends, and where appropriate, seeks recalls of vehicles and vehicle equipment that pose an unreasonable safety risk. To perform this mission, NHTSA maintains the collection of early warning reporting data submitted by manufacturers to the Advanced Retrieval Tire, Equipment, Motor Vehicle Information System, as well as complaints from vehicle owners, recalls, and crash investigations. The agency then analyzes the early warning data to determine whether anomalies or trends exist that potentially indicate the presence of a safety-related problem.

The Committee recommendation includes funding for an additional 13 FTE for ODI to process and analyze data collection from consumer complaints and to conduct investigations. The Committee further directs the agency to conduct inquiries on all death claims related to vehicle safety defects. This funding builds on the additional funding provided last year to support the implementation and maintenance of the electronic document and records management system corporate information factory to allow the agency to have more transparency to its data and enable faster, more reliable results for defect screeners and investigators.

Plastics and Polymer Composite Materials.—The Committee recognizes the importance that plastics and polymer-based composite materials play in reducing vehicle weight. They provide vehicle manufacturers with innovative tools to reduce fuel consumption and, by association, vehicle emissions, including air toxics and greenhouse gasses. As manufacturers plan for future fleets, composite materials offer benefits for meeting new targets established under NHTSA's recent vehicle fuel efficiency rules. At the same time, the Committee recognizes that composite manufacturing is a new and growing industry, providing highly skilled jobs in the automotive industry. The Committee directs NHTSA to use funding provided for the Fuel Economy program to accelerate the advancement of the state of the art for computer modeling of advanced plastic and polymer composites, including testing and evaluation techniques, while validating the safety performance of polymer-based composites in structural applications for the automotive industry. The program will help facilitate a foundation of cooperation between DOT, the Department of Energy, and industry stakeholders for the development of safety-centered approaches for future light-weight automotive design.

Distracted Driving Research.—NHTSA recently issued research and guidelines on distracted driving that do not consider the issue of cognitive distraction due to its reliance solely on a naturalistic methodology to determine safety impact. The Committee is aware of multiple research methodologies currently used to measure various aspects of distracted driving and is concerned that the agency's over-reliance on naturalistic research. The Committee directs NHTSA to consider multiple research methodologies, including epidemiological and simulator studies, equally to measure the safety impacts of distracted driving going forward.

Child Hyperthermia Prevention.—The Committee commends NHTSA for increasing public awareness of the risks of death and serious injury to children from hyperthermia when left unattended in vehicles. The Committee is aware of recent surveys which demonstrate that there has been a substantial increase in public awareness of the dangers of hyperthermia and changes in behavior by parents, which has helped reduce the number of child deaths to 30 in 2014, the second lowest since 1998. The Committee supports the agency's plan to continue a broad, coordinated national campaign along the lines of the successful efforts more than a decade ago that convinced more parents and caregivers to place children 12 years of age and younger in safer rear seats. The Committee encourages the NHTSA to coordinate with the FHWA to encourage State highway offices to use existing communications platforms such as dynamic highway message signs to enhance ongoing awareness programs during the hot weather season. The Committee directs NHTSA to coordinate with industry to provide an assessment of available, voluntary products or technologies that can serve as a reminder to parents to unbuckle and remove children from the back seat prior to exiting their vehicle. The agency shall submit its assessment to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Road Safety Innovation.—The Committee is pleased that the Department recently announced the acceleration of its public time table for its proposal to require vehicle-to-vehicle [V2V] communication devices in new vehicles including expediting the testing to determine the feasibility of sharing arrangements to allow for the operation of unlicensed devices within the relevant band. The Committee strongly supports finalizing the proposed rule as quickly as possible given the potential for these new innovative technologies to greatly enhance road safety and directs NHTSA to report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on the status of implementation of the final rule.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriations, 2015	$561,500,000	$561,500,000
Budget estimate, 2016	577,000,000	577,000,000
House allowance	561,500,000	561,500,000
Committee recommendation	575,500,000	575,500,000

PROGRAM DESCRIPTION

The most recent surface authorization, MAP–21, reauthorized occupant protection grants, State traffic safety information grants, impaired driving countermeasures grants, motorcycle safety grants, and consolidated them under a new National Priority Safety Program (23 U.S.C. 405). The bill also created three new grant programs within the National Priority Safety Program: State graduated driver license grants, distracted driving grants, and in-vehicle alcohol detection device research.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of $575,500,000 for the highway traffic safety grant programs funded under this heading, of which $14,000,000 shall be repurposed for operations and research. The recommended limitation is $1,500,000 less than the budget estimate and $14,000,000 above the fiscal year 2015 enacted level.

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

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

	Amount
Highway Safety Programs (section 402)	$235,000,000
National Priority Safety Programs (section 405)	272,000,000
High Visibility Enforcement Program	29,000,000
Administrative Expenses	25,500,000
Repurposed for Operations and Research (Vehicle Safety Research)	4,000,000
Repurposed for Operations and Research (Highway Safety R&D)	10,000,000

Drunk Driving Prevention.—Since 2008, NHTSA has partnered with leading automobile manufacturers in the Automotive Coalition for Traffic Safety [ACTS] on an ambitious research program to develop in-vehicle technology to prevent alcohol-impaired driving that is publicly acceptable, unobtrusive for drivers below the legal limit of .08 BAC, reliable, and relatively inexpensive. To date, progress has been significant, including the identification of two competing technological approaches which are being installed in research vehicles for pilot field testing. The Committee continues to strongly support this promising research partnership, which has the potential to prevent thousands of drunk driving deaths annually. The Committee recommends $5,440,000 for ACTS to continue this research, which is $134,000 less than the budget request and equal to the fiscal year 2015 enacted level. The Committee directs the agency to submit the annual report required by subsection 403(h)(4) of title 23, United States Code to the House and Senate Committees on Appropriations.

The Committee also recognizes that MAP–21 included 24/7 Sobriety Programs as an eligible activity that States can use to address alcohol-impaired driving. Over 10,000 people die each year as a result of alcohol-impaired driving. According to NHTSA, 12 percent of intoxicated drivers involved in fatal crashes had at least one prior driving while intoxicated [DWI] conviction in the past 3 years. NHTSA studies also show that intoxicated drivers with prior DWI convictions had over 4 times the risk of being in a fatal crash as intoxicated drivers without a prior DWI and fatal crash risk increases with the number of prior DWI arrests. Given the significant challenge of repeat impaired driving offenders, some States have turned to 24/7 Sobriety Programs that enables convicted repeat offenders to enroll in a program that prohibits consuming any alcohol for a period of time. A 24/7 Sobriety Program can protect the public against alcohol-impaired driving crashes, while enabling participants to seek treatment for and recover from alcohol abuse, and be a productive member of society. The Committee supports 24/7 Sobriety Programs as another approach that States can adopt to combat high recidivist impaired drivers and encourages NHTSA to work with States to make more extensive use of this program.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

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

Section 142 prohibits the use of funds to implement section 404 of title 23, United States Code.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration [FRA] became an operating Administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Interstate Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. 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 Federal Railroad Administration.

SAFETY AND OPERATIONS

Appropriations, 2015	$186,870,000
Budget estimate, 2016	203,800,000
House allowance	190,370,000
Committee recommendation	199,000,000

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. While the FRA has made progress, it is evident that more still must be done. In the last year, several high profile incidents underscore the importance of targeting Federal resources to those most pressing rail safety issues. Accidents like the freight train derailments near Galena, Illinois, in Fayette County, West Virginia, and Heimdal, North Dakota, as well as the passenger train collisions in Valhalla, New York, Oxnard, California, and Halifax, North Carolina, emphasize that the FRA's top priority must be to ensure the safe, reliable and efficient transportation of people and goods throughout the Nation.

The Committee recommends $199,000,000 for Safety and Operations for fiscal year 2016, which is $4,800,000 less than the budget request and $12,130,000 more than the fiscal year 2015 enacted level. The bill specifies that $15,900,000 shall remain available until expended to cover the cost of the Automated Track Inspection Program, the Railroad Safety Information System, the Southeastern Transportation Study, research and development activities, contract support, and Alaska Railroad liabilities. The increase in funding supports the annualization of fiscal year 2015 safety personnel, as well as several safety initiatives requested in fiscal year 2016 as described below. The Committee remains concerned about the difficulty FRA has experienced in achieving the current authorized staffing level in recent years, and appreciates that the agency is finally acting quickly to fill its authorized positions. The Committee is encouraged by FRA's recent progress, including its efforts to account for attrition in its hiring plans as well as pursuing alternative avenues to recruit and hire qualified individuals when there is a severe shortage of candidates or a critical hiring need.

Safe Transport of Energy Products.—The Committee's recommendation includes an increase of $3,400,000 to support FRA's efforts to improve the safe transport of energy products. The STEP initiative supports additional crude oil safety inspectors, crude oil route safety managers, and tank car quality assurance specialists, as well as supports increased mileage of a dedicated Automated Track Inspection Program vehicle on routes with energy products traffic.

Passenger Railroad Safety.—The Committee's recommendation includes an increase of $1,900,000 to improve passenger railroad safety. This initiative supports additional safety staff to help develop and implement passenger rail risk reduction system safety programs and additional passenger rail inspectors to conduct comprehensive safety culture and compliance reviews, as well as improve safety culture through the Clear Signal for Action program, a voluntary, non-punitive program for identification and mitigation of unsafe practices, and to study passenger rail electrification standards.

Grade Crossing and Pedestrian Safety.—The Committee's recommendation includes an increase of $1,000,000 to reduce grade crossing incidents and increase pedestrian safety. This initiative supports additional grade crossing safety managers and trespass prevention managers, as well as for Operation Lifesaver, and to support a grade crossing and trespass prevention workshop.

RRIF Administration and Oversight.—The Committee's recommendation includes an increase of $250,000 to support one additional RRIF financial specialist.

Automated Track Inspection Program.—The Automated Track Inspection Program [ATIP] provides track geometry information, as well as other track-related performance data, to assess compliance with Federal Track Safety Standards. The data collected under ATIP is used by FRA inspectors and by railroads to ensure proper track maintenance and to assess track safety trends within the industry. The Committee supports FRA's efforts to expand the use of ATIP vehicles, including autonomous ATIP vehicles, to support the inspection of crude oil routes.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2015	$39,100,000
Budget estimate, 2016	39,250,000
House allowance	39,100,000
Committee recommendation	39,100,000

PROGRAM DESCRIPTION

The Railroad Research and Development program provides science and technology support for 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 $39,100,000 for railroad Research and Development, which is $150,000 less than the budget request and equal to the fiscal year 2015 enacted level.

Short Line Safety Institute.—Short Line railroads operate approximately 50,000 miles of track, which is one-third of the national railroad network. They are an important feeder system for the larger Class I railroads, helping connect local communities to the national railroad network. There are 550 short line railroads operating in the United States, 73 of which currently handle some volume of crude oil. The safety management system of short lines is extremely varied. Many small railroads with limited personnel and limited financial capital need additional resources to conduct hazardous materials safety training and other operational safety assessments. The Committee supports FRA's efforts, in partnership with short line and regional railroads, to continue to build a stronger, sustainable safety culture in this segment of the rail industry. To date, several Class III railroads, including those that transport crude oil, have received safety conformance assessments in order to improve railroad safety culture. The Committee's recommendation includes $2,000,000 to further the Short Line Safety Institute's mission, including continued efforts to improve the safe transportation of crude oil and other hazardous materials by rail.

Safe Transportation of LNG.—There has been an increased interest in transporting Liquefied Natural Gas [LNG] by railroad, both as a fuel to be transported for use elsewhere and as a fuel source to power locomotives. The Committee's recommendation includes $2,000,000 for the FRA, in collaboration with PHMSA, to accelerate its research and development on the safe transportation of LNG. This amount will allow the FRA to finish the work it began in fiscal year 2015 as well as for reviewing international specifications.

Tank Car Research.—The Committee's recommendation includes $500,000 to continue tank car research activities, including physical testing at the Transportation Technology Center.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Railroad Rehabilitation and Improvement Financing [RRIF] program was established by Public Law 109–178 to provide direct loans and loan guarantees to State and local governments, Government-sponsored entities, and railroads. Credit assistance under the program may be used for rehabilitating or developing rail equipment and facilities. No Federal appropriation is required to implement the program, because a non-Federal partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. The Committee maintains bill language specifying that no new direct loans or loan guarantee commitments may be made using Federal funds for the payment of any credit premium amount during fiscal year 2016 with the exception of permissions granted under section 152 of this act. The Committee directs FRA to continue to provide a summary of loan activity for the preceding fiscal years in its fiscal year 2017 budget justification. At a minimum, FRA should detail the number of loans pending and issued, and the processing time for these loans.

RAILROAD SAFETY GRANTS

Appropriations, 2015	
Budget estimate, 2016	
House allowance	
Committee recommendation	$50,000,000

PROGRAM DESCRIPTION

The Railroad Safety Grants account provides support for three rail safety grant programs as authorized by Public Law 110–432. The Railroad Safety Infrastructure Improvement Grants program supports railroad infrastructure, including the acquisition, improvement, or rehabilitation of intermodal or rail equipment or facilities, including track, bridges, tunnels, yards, buildings, passenger stations, facilities, and maintenance and repair shops. The Railroad Safety Technology Grants program supports the deployment of train control technologies, train control component technologies, process-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new or novel railroad safety technology. The Federal Grants to States for Highway-Rail Grade Crossing Safety program supports safety improvements, including the installation, repair, or improvement of highway-rail grade crossings, as well as enhanced public education and awareness activities to prevent and reduce injuries and fatalities along railroad rights-of-way.

COMMITTEE RECOMMENDATION

The Committee recommends $50,000,000 for the Railroad Safety Grants account, which is $50,000,000 more than the budget request and $50,000,000 more than the fiscal year 2015 enacted level.

Railroad Safety Infrastructure Improvement Grants.—The Committee recommends $25,000,000 for Railroad Safety Infrastructure Improvement Grants program, as authorized by section 418 of Public Law 110–432.

Railroad Safety Technology Grants.—The Committee recommends $15,000,000 for the Railroad Safety Technology Grants program, as authorized by section 105 of Public Law 110–432.

Federal Grants to States for Highway-Rail Grade Crossing Safety.—The Committee recommends $10,000,000 for the Federal Grants to States for Highway-Rail Grade Crossing Safety program, for projects as defined in section 207 of Public Law 110–432.

THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

PROGRAM DESCRIPTION

The National Railroad Passenger Corporation (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 $1,390,000,000 for Amtrak, which is equal to the fiscal year 2015 enacted level. The administration's budget request would shift funding for Amtrak into a new $2,450,000,000 Current Passenger Rail Service program that would be supported by a new dedicated Rail Account of the Transportation Trust Fund.

Budget, Business Plan, and the 5-Year Financial Plan.—The Committee maintains requirements for Amtrak to submit a business plan and 5-Year Financial Plan for fiscal year 2016. The Corporation shall continue to submit a budget request for fiscal year 2017 to the House and Senate Committees on Appropriations in similar format and substance to those submitted by executive agencies of the Federal Government.

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

Section 209.—States with intercity passenger rail service under 750 miles in length have assumed a far greater share of the cost of the service as required by section 209 of the Passenger Rail Improvement and Investment Act of 2008 [PRIIA]. In 2012, the Surface Transportation Board [STB] determined that a methodology agreed upon by Amtrak and most of the affected States to establish and allocate costs for State-supported Amtrak routes met the requirements of section 209; and the STB directed Amtrak and the affected States to implement that methodology. However, much work remains in order to finalize that implementation. To this end, the Committee recognizes the importance of Amtrak and the States having an open dialogue and reaching a workable agreement on implementation of the section 209 methodology. Further, the Committee strongly urges both Amtrak and the States to continue to meet in person, along with the Federal Mediation and Conciliation Services under the sponsorship of the STB when appropriate, in order to reach closure on the remaining issues. The Committee recognizes that this is a hardship on many of the States; therefore, the bill allows the FRA to use its financial resources to provide assistance for administrative purposes such as travel to facilitation/negotiation sessions, to States, the District of Columbia, and other public entities for the implementation of section 209. In addition, the Committee directs Amtrak to provide the House and Senate Committees on Appropriations with an annual report on the status of State contracts and payments.

Integrating Service.—The Committee directs the FRA, in coordination with Amtrak, to identify those State-supported routes that are, at the time of enactment of this act, not physically connected to any other Amtrak route, service or station on Amtrak's rail network, and to subsequently conduct a study on the feasibility of physically integrating such routes into Amtrak's network. This study should include an analysis of projected ridership and revenue levels, impacts on service, and operating and capital costs, as well as the local economic impact of establishing an integrated service. In addition, the study should examine the infrastructure improvements necessary to facilitate an integrated service. The FRA is encouraged to focus its efforts on integration options that are most cost effective, such as the utilization of railroad lines or rights-of-way that already exist, as opposed to options that would require the acquisition of property not currently used for rail transportation or the construction of a new bridge or tunnel where one does not currently exist. Further, in conducting its study, the FRA and Amtrak should consult with the appropriate sponsors of the State-supported routes throughout the process. The Committee directs the FRA to submit its study to the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation within 300 days after enactment of this act.

Section 212.—The Committee commends the Northeast Corridor [NEC] Commission for adopting a new framework for regional collaboration and cost sharing among passenger rail operators on the corridor. It is the Committee's expectation that, in fiscal year 2016, Amtrak and the NEC commuter railroads will implement and comply with the terms of the Cost Allocation Policy adopted by the Commission in fiscal year 2015. As such, any funds made available to Amtrak under this act, in order to support the Northeast Corridor, shall be used in accordance with the terms of the policy.

Promoting Rail and Airport Connections.—The Committee supports efforts to improve intercity passenger rail connections at commercial airports that are adjacent to the mainline of the Northeast Corridor [NEC] and not currently served by Amtrak and directs FRA, in coordination with Amtrak, to study the feasibility of establishing service at such airports. Such an assessment of feasibility should include consideration of how intercity passenger service may complement existing or planned commuter passenger rail service at such stations and analyze the projected ridership and revenue levels, impacts on network service levels and performance, operating and capital costs, and local economic impacts associated with any service options.

Update Plan for Restoration of Service.—The Committee directs Amtrak to update its Gulf Coast Service Plan report as mandated by Section 226 of Public Law 110–432. This updated report should take into consideration population and employment growth since 2009; assess the local economic impact from the reestablished service and the potential for future development along the route that could potentially help support the service; and take into account the potential for utilizing existing rolling stock that is being replaced by Amtrak elsewhere via new acquisitions. In addition, the updated report should focus on the section of the route that currently does not have Amtrak passenger service. Amtrak shall determine with the host railroads the projected cost of any infrastructure investments to accommodate restoration of service. This includes installation of positive train control if required solely because of the restoration of Amtrak service and installation of a signal system on portions of the route outside terminal areas on which there is no signal system at the time of enactment. The Committee directs Amtrak to submit its updated report to the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on

Commerce, Science, and Transportation within 180 days after enactment of this act.

Emergency Preparedness and Response.—Following the tragic accident of Amtrak Train 188 on May 12, 2015 in Philadelphia, it appears that first responders to the scene were timely, well-coordinated, and deeply committed to the safety of passengers and crew. However, there were some reports of confusion about the process for notification to passengers and family members, as well as the process for the return of personal property and claims.

Under FRA regulations, Amtrak is required to implement emergency preparedness plans and conduct full-scale emergency simulations every year. Amtrak's Emergency Management and Corporate Security [EMCS] department oversees preparedness and training programs so that Amtrak can provide for the safety of its passengers and employees in the case of an emergency. Amtrak also works closely with the National Transportation Safety Board [NTSB], which plays a role in coordinating support for passengers and family members in the event of a passenger rail accident resulting in a major loss of life. In addition to investigating the cause of the accident, NTSB provides information about its investigation to passengers' family members; helps them access support services; and coordinates local, State and Federal assets for disaster response and family assistance. NTSB also provides advice to Amtrak and other transportation modes on planning for family assistance in the case of an accident.

The Committee directs Amtrak to fully participate in the NTSB's post-accident evaluation of passenger support services that examines the roles and responsibilities of each agency, where there were gaps in communication both internal to each organization and with external stakeholders and victims. The Committee further directs Amtrak to revise its emergency response preparedness plans to incorporate lessons learned from the post-accident evaluation. Likewise, the Committee directs the NTSB to reevaluate its own policies and procedures in light of lessons learned as part of their usual post-accident review. Finally, the Committee directs Amtrak to ensure that its contact centers, customer support desk and incident hotline teams are trained on the revised procedures so that accident victims and their families are supported in these crisis situations.

Passenger Rail in the Bakken Region.—The Committee recognizes the importance of improving the financial viability of Amtrak's Empire Builder and the growth in demand for passenger rail services in the Bakken region. The Committee directs FRA, in coordination with Amtrak, to reevaluate previous Amtrak Empire Builder feasibility studies that were conducted within the last 4 years which prove a financial benefit by adding a rail stop that generates revenue and reduces operating costs on the Empire Builder route. In addition, the evaluation should examine the infrastructure improvements necessary to facilitate the expansion of such services. The Committee directs Amtrak to report its findings and provide a copy of the feasibility study to the House and Senate Committees on Appropriations no later than 1 year after the date of enactment of this act.

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2015	$250,000,000
Budget estimate, 2016	....
House allowance	288,500,000
Committee recommendation	288,500,000

The Committee recommends $288,500,000 for Operating Grants to Amtrak, which is $38,500,000 above the fiscal year 2015 enacted level. The administration's budget request would shift funding for Amtrak into a new $2,450,000,000 Current Passenger Rail Service program that would be supported by a new dedicated Rail Account of the Transportation Trust Fund.

The Committee directs FRA to make a timely disbursement of funds no more frequently than once per quarter to maximize the Corporation's ability to efficiently manage its cash flow. Each year, Amtrak is responsible for significant one-time cash outflows at the beginning of the calendar year. In order to help facilitate these payments, the Committee encourages the FRA to release adequate funding in the first quarter of the fiscal year in order to efficiently manage Amtrak's financial obligations in a timely manner.

Food and Beverage.—The Committee continues to be encouraged by Amtrak's efforts at reducing food and beverage losses, including the various initiatives outlined in Amtrak's 5-Year Strategic Plan to eliminate losses on its food and beverage services and in Amtrak's 5-Year Financial Plan. Amtrak listed several cash management and revenue generating initiatives that it is undertaking in fiscal year 2015 in order to reduce food and beverage losses, as well as additional pilots planned for fiscal year 2016. Through a combination of labor optimization, improvements to on-board services and logistics, product development and supply chain efficiencies, ticket revenue allocation, and technology enhancements and process improvements, Amtrak projects that it will produce a net loss of zero on its food and beverage services by October 2018.

The Committee directs Amtrak to provide a report to the House and Senate Committees on Appropriations 120 days after enactment of this act comparing the actual fiscal year 2015 savings with what Amtrak projected the savings to be in its 5-year plans. In addition, the report should include an update on the progress that Amtrak has made in reducing waste, fraud and abuse as related to food and beverage service since the 2011 Amtrak OIG report on this topic.

Discounted Fares.—The bill continues a prohibition against funding on routes where Amtrak is offering 50 percent or more off the normal, peak fare.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2015	$1,140,000,000
Budget estimate, 2016	....
House allowance	859,000,000
Committee recommendation	1,101,500,000

The Committee recommends $1,101,500,000 for Capital and Debt Service Grants to Amtrak, which is $38,500,000 below the fiscal year 2015 enacted level. The administration's budget request would shift funding for Amtrak into a new $2,450,000,000 Current Passenger Rail Service program that would be supported by a new dedicated Rail Account of the Transportation Trust Fund.

ADA Compliance.—The Committee continues to believe that compliance with the requirements of the Americans with Disabilities Act [ADA] is essential to ensuring that all people have equal access to transportation services. Amtrak reports that it has some degree of ADA responsibility at 369 stations, that it has provided mobile lifts at the 96 stations that have less than 7,500 riders annually, and that approximately 194 of the remaining 273 stations will need some type of set-back level boarding solution. Many of the platforms in these stations are owned by freight railroads and reconciling the requirements of existing freight traffic with the needs of passengers is a complex challenge. The Committee encourages Amtrak to use its funds to address compliance requirements that are the responsibility of other parties at the stations it serves where the work involved is not more than 10 percent of the cost of all ADA compliance work at that station, and where doing so would expedite completion of its compliance efforts and be a more efficient use of resources than compelling those parties to act. With the level of funding recommended by the Committee, Amtrak intends to advance construction at a total of 50 stations and intends to advance planning and design requirements for another 99 stations. By the end of the fiscal year 2015, Amtrak expects to complete work on a total of 36 stations.

Northeast Corridor [NEC] Infrastructure Needs.—The Committee acknowledges that the NEC has a state-of-good repair backlog of more than $20,000,000,000. This includes several key components of electrical and signal systems that date back to the 1930s as well as critical bridges and tunnels that are more than 100 years old. According to the NEC Commission, the loss of the NEC for a single day could cost the country $100,000,000 in added congestion, productivity losses, and other transportation impacts. In order to address this challenge, Amtrak proposed $555,800,000 for a NEC capital grant program. While the Committee is sympathetic to the NEC state-of-good repair, under current budgetary constraints, the Committee can simply not afford to appropriate additional funding for a new grant program. Instead, section 153 of the bill makes prior year unobligated funding available for Capital Grants to the National Railroad Passenger Corporation for shared use infrastructure on the NEC.

ADMINISTRATIVE PROVISIONS

Section 150 allows the Secretary to receive and use cash or spare parts to repair and replace damaged track inspection cars.

Section 151 limits overtime payments to employees at Amtrak to $35,000 per employee. However, Amtrak's president may waive this restriction for specific employees for safety or operational efficiency reasons. If the cap is waived, Amtrak must notify the House and Senate Committees on Appropriations within 30 days and specify the reason for such waiver.

Section 152 makes $4,201,385 in prior year unobligated funding available to assist class II and class III railroads with expenses related to applying for loans and loan guarantees under the Railroad Rehabilitation and Improvement Financing program.

Section 153 makes $16,922,000 in prior year unobligated funding available for Capital Grants to the National Railroad Passenger Corporation for shared use infrastructure on the Northeast Corridor. For such grants, the FRA shall take into consideration a higher local match when approving Amtrak's grant request.

FEDERAL TRANSIT ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Transit Administration 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 Federal Transit Administration [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 $10,462,653,000 is provided for FTA programs in fiscal year 2016. The recommendation is $7,936,747,000 less than the budget request and $424,234,000 less than the fiscal year 2015 enacted level.

ADMINISTRATIVE EXPENSES

Appropriations, 2015	$105,933,000
Budget estimate, 2016[1]	114,400,000
House allowance	97,933,000
Committee recommendation	107,000,000

[1] The Administration requested this funding as a set-aside within the Formula Grants account.

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends a total of $107,000,000 from the general fund for the agency's salaries and administrative expenses. The recommended level of funding is $7,400,000 less than the budget request, which assumed that FTA's administrative expenses would be provided as a set-aside within the Formula Grants account. The Committee recommendation is also $1,067,000 above the fiscal year 2015 enacted level. This funding level will support new responsibilities for safety oversight assigned to FTA in the most recent authorization act, MAP–21, as well as cover the costs of salaries and inflation.

The Committee has recognized for several years now that FTA's staffing has not kept up with its increasing responsibilities. Successive evaluations have concluded that FTA requires additional staff to support a steadily growing workload and improve its ability to perform project oversight, contract administration, and technical assistance. The Committee acknowledges MAP–21 added significant new burdens, including standing up a new safety office. The recommendation supports additional staffing for the Office of Transit Safety and Oversight.

The Committee again notes the lack of information about the additional resources requested in the Administrative Expenses section of the congressional justification. Although FTA provides this information upon request, the cost, location, composition and other details that support the budget should be included in the justification. The Committee directs FTA to provide this information in its justification for any staff increases it requests in future years. In addition, the Committee directs FTA to provide information on the staffing and funding requirements of each individual FTA office in its fiscal year 2017 submission.

Project Management Oversight [PMO] Activities.—The Committee directs 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].—MAP–21 requires that FTA notify the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, 30 days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the Committee directs FTA to submit the following information: (1) a copy of the proposed full funding grant agreement; (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 2019; (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 FTA to inform the House and Senate Committees on Appropriations in writing 30 days before approving schedule, scope, or budget changes to any full funding grant agreement. 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 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 full funding grant agreement. It should also highlight and explain any potential cost and schedule changes affecting projects. In addition, FTA should notify the Committees 10 days before any project in the Capital Investment Grant program is given approval by FTA to advance to project development or engineering.

FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

	Obligation limitation (trust fund)
Appropriations, 2015	$8,595,000,000
Budget estimate, 2016	13,914,400,000
House allowance	8,595,000,000
Committee recommendation	8,595,000,000

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; formula grants for rural areas; a bus testing facility; a national transit institute; the national transit database; state-of-good repairs grants; bus and bus facilities formulas grants; and growing States and high-density States formula grants. Set-asides from formula funds are directed to a grant program for each State with rail systems not regulated by the Federal Railroad Administration 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 in the transit formula and bus grants account in fiscal year 2016 to $8,595,000,000. The recommendation is $5,319,400,000 less than the budget request and equal to the fiscal year 2015 enacted level. The recommendation is also consistent with the currently authorized level under MAP–21.

The Committee recommends $9,500,000,000 in authority to liquidate contract authorizations. This amount is sufficient to cover outstanding obligations from this account.

The following table displays the distribution of obligation limitation among the program categories of formula grants:

DISTRIBUTION OF OBLIGATION LIMITATION AMONG MAJOR CATEGORIES OF FORMULA GRANTS

Formula grants (obligation limitation)	Section number	Fiscal year 2015	Fiscal year 2016	
			Administration proposal	Committee assumption
Transit Oriented Development	20005(b)	$10,000,000	$10,234,449	$10,000,000
Planning Programs	5305	128,800,000	131,819,705	128,800,000
Urbanized Area Formula Grants	5307	4,458,650,000	4,563,182,693	4,458,650,000
Enhanced Mobility of Seniors and Individuals with Disabilities.	5310	258,300,000	264,355,823	258,300,000
Formula Grants for Rural Areas	5311	607,800,000	622,049,823	607,800,000
Bus Testing Facility	5318	3,000,000	3,070,335	3,000,000
National Transit Institute	5322(d)	5,000,000	5,117,225	5,000,000
National Transit Database	5335	3,850,000	3,940,263	3,850,000
State of Good Repair Grants	5337	2,165,900,000	5,719,000,000	2,165,900,000
Bus and Bus Facilities Formula Grants	5339	427,800,000	1,939,000,000	427,800,000
Growing States and High Density States Formula Grants.	5340	525,900,000	538,229,684	525,900,000
Administrative Expenses			114,400,000	
Total		8,595,000,000	13,914,400,000	8,595,000,000

Transit Formula Allocations.—The Committee continues to have significant concerns over the number of localities that are negatively impacted by changes to the funds distribution methodology as contained in MAP–21. Under the current formula, the funds for bus replacement, purchase, and rehabilitation are severely reduced from previous years. This reduction is disproportionately impacting medium and smaller sized transit agencies whose focus is on bus service, and in those regions and States with older bus fleets. According to the FTA, 41 States and territories received a lower average allocation under the new section 5339 Bus and Bus Facilities (formula) Grant program in fiscal years 2013–2014 than they did under the prior Section 5309 Bus and Bus Facilities program during fiscal years 2010–2012.

The Committee encourages the Department to work with the authorizing committees of jurisdiction when crafting the next surface bill to help these impacted communities with their bus replacement needs, without negatively impacting those States that now receive a higher allocation under the current formula program. In addition, in order to further assist communities with bus replacement and repair, the Department is urged to work with the authorizing committees of jurisdiction to establish a competitive Bus State of Good Repair program.

TRANSIT RESEARCH

Appropriations, 2015	$33,000,000
Budget estimate, 2016	33,000,000
House allowance	26,000,000
Committee recommendation	32,500,000

PROGRAM DESCRIPTION

This appropriation supports activities that are designed to develop solutions that improve public transportation. As the Federal agency responsible for transit, FTA assumes a leadership role in supporting research intended to identify innovative technologies and successful strategies to increase ridership, improve personal mobility and access, increase efficiency and safety, and demonstrate new technologies that promote clean energy and improve air quality.

FTA may make grants, contracts, cooperative agreements, and other agreements for research, development, demonstration, and deployment projects, and evaluation of technology of national significance to public transportation. FTA provides transit agencies with research results to help them be better equipped to improve services and meet local transportation needs at the lowest reasonable cost. FTA helps transit agencies employ new service methods and technologies that improve their operations and capital efficiencies, as well as improve transit safety and emergency preparedness.

The current authorization, MAP–21, continues these activities, while increasing the importance of FTA's role in promoting the development and deployment of low or no emission buses, technology the agency played an important role in helping to develop and promote in recent years.

COMMITTEE RECOMMENDATION

The Committee recommends $32,500,000 for the transit research account. The recommendation is $500,000 below the fiscal year 2015 enacted level. The Administration's budget request shifted these activities into a new Transit Research and Training program supported with mandatory resources paid out of the Mass Transit Account of a Transportation Trust Fund. Of the total, $30,000,000 is for activities authorized under section 5312 of MAP–21. The Committee recommendation allocates the balance of funds, $2,500,000, to the Transit Cooperative Research Program authorized by 49 U.S.C. 5313.

Improving Rural Transit Access.—The Committee recognizes the importance of ensuring safe, private transportation is made available for seniors and people who do not drive, especially in small and rural communities where distance and low population density make traditional mass transportation difficult. The efficiencies of information management can help to provide on-demand transportation services and bring together underutilized private transportation capacity through ride share, car share, volunteer transport, and private community transport. The Committee encourages FTA to consider innovative transportation networks that leverage community volunteerism and private resources in various forms to access underutilized private transportation capacity to promote inclusive community mobility and provide transportation for seniors and disadvantaged populations in small and rural communities. Further, the Committee supports the capacity of consumers to plan their travel safely, independently and reliably through a variety of techniques and tools.

TECHNICAL ASSISTANCE AND TRAINING

Appropriations, 2015	$4,500,000
Budget estimate, 2016	27,000,000
House allowance	5,000,000
Committee recommendation	3,153,000

PROGRAM DESCRIPTION

MAP–21 authorizes FTA to provide technical assistance to the public transportation industry and to develop standards for transit services, with an emphasis on improving access for all individuals and transportation equity. It also authorizes FTA to support public transportation workforce development, training, and recruitment.

COMMITTEE RECOMMENDATION

The Committee recommends $3,153,000 for technical assistance and training. The recommendation is $1,347,000 below the fiscal year 2015 level. The Administration's budget request shifted these activities into a new Transit Research and Training program supported with mandatory resources paid out of the Mass Transit Account of a Transportation Trust Fund. Of the total, $2,653,000 is for activities authorized under section 5314 of MAP–21. The Committee recommendation allocates the balance of funds, $500,000, to the Human Resources and Training activities authorized under 49 United States Code 5322. The Committee is sympathetic to the Department's proposal to fund a substantial workforce development program within FTA, but is not in the position to make such a commitment while discretionary spending remains constrained.

CAPITAL INVESTMENT GRANTS

Appropriations, 2015	$2,120,000,000
Budget estimate, 2016	3,250,000,000
House allowance	1,921,395,000
Committee recommendation	1,585,000,000

PROGRAM DESCRIPTION

Under the Capital Investment Grants [CIG] program, 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 has long included funding for two categories of eligible projects authorized under section 5309 of title 49 of the United States Code: New Starts and Small Starts. New Starts are projects with a Federal share of at least $75,000,000 or more and a total capital cost of $250,000,000 or more. By comparison, Small Starts are projects with a Federal share under this section of $75,000,000 or less and total capital cost of $250,000,000 or less. The most recent reauthorization, MAP–21, added a third category of eligible projects under this section: Core Capacity. These are projects that will expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within 5 years.

COMMITTEE RECOMMENDATION

The Committee recommends $1,585,000,000 for capital investment grants, which is $535,000,000 below the fiscal year 2015 enacted level. The Administration requested $3,250,000,000 for capital investment grants funded by mandatory resources paid out of the Mass Transit Account of a Transportation Trust Fund.

The Committee's recommendation includes $1,250,000,000 to cover the cost of existing full funding grant agreements in fiscal year 2016. In addition, $210,000,000 is provided for new starts projects that the Administration has recommended for full funding grant agreements in its budget request. For such projects, FTA is directed to give funding priority to projects that require a Federal share of 40 percent or less.

The Committee recommendation also includes $75,000,000 for core capacity projects, $30,000,000 for small starts projects, $5,000,000 for the pilot program of expedited project delivery as authorized under section 20008(b) of MAP–21 and clarified by section 165 of the bill, and $15,000,000 for oversight activities.

In addition, the Committee encourages the FTA to take into consideration a system's state of good repair, as certified by the sponsor, prior to forwarding a full funding grant agreement or small starts grant agreement for CIG projects that expand a system's footprint.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

Appropriations, 2015	....
Budget estimate, 2016	$25,000,000
House allowance	....
Committee recommendation	....

PROGRAM DESCRIPTION

The Public Transportation Emergency Relief Program is a new program established in MAP–21 to help States and public transit systems cover the costs of protecting, repairing, and replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency.

COMMITTEE RECOMMENDATION

Due to funding constraints, the Committee is unable to include funding for the emergency relief program in fiscal year 2016.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriations, 2015	$150,000,000
Budget estimate, 2016	150,000,000
House allowance	100,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

This appropriation provides assistance to the Washington Metropolitan Area Transit Authority [WMATA]. The Federal Rail Safety Improvements Act of 2008 (Public Law 110–432, title VI, section 601) authorized DOT to make up to $150,000,000 available to

WMATA annually for capital and preventive maintenance for a 10-year period.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $150,000,000 for grants to WMATA for capital and preventive maintenance expenses, including pressing safety-related investments. These grants are in addition to the funding local jurisdictions have committed to providing to WMATA. Despite this continued Federal support, the Committee will not accept the status quo at WMATA.

Leadership.—For nearly 6 months, WMATA has been without a permanent Chief Executive Office and General Manager. In addition, WMATA's search for this individual has been suspended for the last 3 months. The Committee compels the WMATA Board of Directors to begin a new search for its top executive immediately.

Yellow Line Smoke Incident at L'Enfant Plaza Station.—The Committee remains deeply troubled by the Yellow Line smoke incident at L'Enfant Plaza Station on January 12, 2015 that killed 1 passenger, critically injured 2 riders and injured over 80. This deadly incident revealed WMATA still lacks established safety protocols to protect its ridership. It also revealed the lack of coordination between WMATA and local first responders. The Committee directs WMATA to provide the House and Senate Committees on Appropriations a report each quarter detailing its progress completing each of the National Transportation Safety Board's existing and forthcoming recommendations. This report also should include updates on the outstanding recommendations from the deadly Fort Totten accident 6 years ago and the deadly Dupont Circle Station accident involving a WMATA employee in 2006. The Committee is especially interested in the replacement of the 1000-series cars.

The Committee commends the FTA's Office of Safety and Oversight for initiating a safety management inspection of WMATA in March 2015. This audit examined WMATA's safety culture including safety procedures and protocols. The Committee is very concerned about the audit's troubling findings that indicate a lot more work must be done to improve safety at WMATA. Therefore, the bill requires the Secretary to approve grants provided under this heading to WMATA only after certifying that progress has been made to improve WMATA's safety management system.

Financial Management.—Last year, an FTA audit reported material weaknesses and significant deficiencies in WMATA's internal financial controls. In response to these serious findings, FTA suspended WMATA's ability to automatically draw down its Federal grants; until these weaknesses are corrected, FTA will review and approve each WMATA request for reimbursement. WMATA accepted all of the audit's findings and recommendations and responded with a corrective action plan. The Committee is advised FTA has reviewed and closed 33 of 38 corrective actions. Another two are under review and the remaining three are due to FTA on June 30, 2015. The bill requires the Secretary to approve grants provided under this heading to WMATA only after certifying that WMATA is making progress toward full implementation of the corrective actions identified in this audit.

The bill also directs the Secretary to provide these grants to WMATA only after receiving and reviewing a request for each specific project to be funded under this heading. The bill requires the Secretary to determine that WMATA has placed the highest priority on funding projects that will improve the safety of its public transit system before approving these grants, using the National Transportation Safety Board and Federal Transit Administration's recommendations as a guide.

Wireless Service Extension.—The Committee reluctantly provides another 1 year extension for the wireless service requirement in the authorization statute. The Committee is aware of the troubles WMATA has had meeting this requirement. However, it has been nearly 7 years. The deadly Yellow Line smoke incident sadly demonstrated the need for wireless service in the system's tunnels. The Committee directs WMATA to provide the House and Senate Committees on Appropriations a report each quarter detailing its progress installing wireless service. Without significant progress toward completing this work, the Committee will not be inclined to consider a subsequent extension for the completion of this large safety project.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

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

Section 161 requires that funds appropriated or limited by this act for specific projects not obligated by September 30, 2020, and other recoveries, be directed to projects eligible to use the funds for the purposes for which they were originally provided.

Section 162 allows funds appropriated before October 1, 2015, that remain available for expenditure to be transferred to the most recent appropriation heading.

Section 163 provides an exemption from the charter bus regulations for portions of the State of Washington.

Section 164 Permits arctic vessels as satisfying the requirements under 49 U.S.C. 5334 and 2 CFR 200.313.

Section 165 Clarifies section 20008(b) of MAP–21.

Section 166 Rescinds $10,000,000 in prior year unobligated bus and bus facilities funds.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

PROGRAM DESCRIPTION

The Saint Lawrence Seaway Development Corporation [SLSDC] is a wholly owned Government corporation established by the Saint Lawrence Seaway Act of May 13, 1954 (33 U.S.C. 981). SLSDC 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 makes up one-quarter of the United States population and nearly one-half of the Canadian population. The SLSDC is responsible for the operation, maintenance, and development of the United States portion of the Saint Lawrence Seaway between Montreal and Lake Erie.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2015	$32,042,000
Budget estimate, 2016	36,400,000
House allowance	29,042,000
Committee recommendation	28,400,000

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 Harbor Maintenance Trust Fund and revenues from non-Federal sources finance the operation and maintenance of the Seaway, for which SLSDC is responsible.

COMMITTEE RECOMMENDATION

The Committee recommends $28,400,000 for the operations, maintenance, and asset renewal of the Saint Lawrence Seaway. This amount is $8,000,000 less than the budget request and $3,642,000 less than the fiscal year 2015 enacted level.

The Committee recommendation includes funding to replace the agency's tugboats but does not provide additional funding for the vessel vacuum mooring system. The Committee directs SLSDC to continue to submit an annual report to the Senate and House Appropriations Committees, not later than April 30 of each year, summarizing the activities of the ARP during the immediate preceding fiscal year.

MARITIME ADMINISTRATION

PROGRAM DESCRIPTION

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

MARITIME SECURITY PROGRAM

Appropriations, 2015	$186,000,000
Budget estimate, 2016	211,000,000
House allowance	186,000,000
Committee recommendation	186,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $186,000,000 for the MSP. This amount is $25,000,000 less than the budget request and equal to the fiscal year 2015 enacted level. The recommended appropriation provides sufficient funds to satisfy the fully authorized payment level for fiscal year 2016.

OPERATIONS AND TRAINING

Appropriations, 2015	$148,050,000
Budget estimate, 2016	184,637,000
House allowance	164,158,000
Committee recommendation	170,000,000

PROGRAM DESCRIPTION

The Operations and Training appropriation primarily funds the salaries and expenses for MARAD headquarters and regional staff in the administration and direction for all MARAD programs. The account includes funding for the U.S. Merchant Marine Academy, six State maritime schools, port and intermodal development, cargo preference, international trade relations, deep-water port licensing and administrative support costs.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $170,000,000 for Operations and Training at MARAD for fiscal year 2016 to be distributed between agency operations, the United States Merchant Marine Academy, and State maritime academies as outlined in the chart below. This amount is $21,950,000 more than the fiscal year 2015 enacted level and $14,637,000 less than the budget request.

MARITIME ADMINISTRATION

	Fiscal year 2016 Senate
U.S. Merchant Marine Academy	$82,889,000
Academy Operations	64,889,000
Capital Improvements	15,000,000
Facilities Maintenance, Repair and Equipment	3,000,000
State Maritime Academies	33,400,000

MARITIME ADMINISTRATION—Continued

	Fiscal year 2016 Senate
SMA Direct Payments	3,000,000
Student Incentive Payments	2,400,000
Schoolship Maintenance and Repair	22,000,000
Fuel Assistance Payments	1,000,000
National Security Multi-Mission Vehicle Design	5,000,000
MARAD Operations	53,711,000
Headquarter Operations	46,711,000
Environment and Technology Grants	2,000,000
Marine Highways Grants	5,000,000
TOTAL	170,000,000

Short Sea Shipping Program.—The Committee recommendation includes $5,000,000 for the Short Sea Shipping program, commonly known as the Marine Highway program. Projects funded by this grant program will help mitigate landside congestion, encourage shipper utilization, improve port and landside infrastructure, and develop marine transportation strategies by State and local governments.

National Security Multi-Mission Vessel [NSMV].—The Committee supports MARAD's efforts to develop a replacement vessel for the six State Maritime Academy training ships, including the 53-year-old training ship *Empire State*. The Committee provides $5,000,000 for short-term planning activities, including study of requirements alternatives, cost-tradeoffs, cost analysis, schedule, acquisitions strategy, and vessel design; and long-term planning activities, including study of program delivery strategy and production timetables for the incremental replacement of the current academy training ships. The Committee directs MARAD to develop a detailed plan and schedule for vessel replacement, including a cost comparison and a cost-benefit analysis, and to provide a report on its recommendation for vessel replacement to the House and Senate Committees on Appropriations. The Committee also directs the agency to consult with the Navy, Coast Guard, and any other relevant agencies that may benefit from the NSMV prior to submitting any future budget request related to the design, construction, acquisition, or conversion of a replacement vessel.

Sexual Assault and Sexual Harassment at the United States Merchant Marine Academy.—The Committee remains concerned about the rate of incidents of sexual assault and sexual harassment at the Academy. The most recent survey of sexual harassment and sexual assault from the 2013–2014 academic year shows a continuation of the disturbing results at the Academy seen in prior surveys. Despite 35 midshipmen reporting sexual assault on the survey, only 4 midshipmen reported their incidents to Academy leadership.

It is imperative that senior leadership throughout the Department make improving conditions at the Academy a top priority. The Academy has made strides by hiring a new Sexual Assault Response Coordinator with relevant experience and knowledge to address these issues, but the change in culture must be addressed by the entire Academy. While 75 percent of midshipmen believe that senior leadership, staff, and faculty make an honest and reasonable attempt to stop sexual harassment and sexual assault, female midshipmen did not think that the training provided by the Academy during the survey year was helping. The Committee recommendation includes funding for new staff focused on developing leadership and providing student life support to help address these issues. The Committee further directs the Secretary to provide the annual report required by section 3507 of Public Law 110–417 to the House and Senate Committees on Appropriations no later than January 12, 2016.

United States Merchant Marine Academy Board of Visitors.—The Committee directs MARAD to provide full support to the United States Merchant Marine Academy's Board of Visitors [BOV], including by supporting the annual visit required in 46 U.S.C. 51312. MARAD should coordinate with the BOV, once appointed, to develop and implement a charter, support regular meetings and briefings, and address questions and concerns. The Committee urges MARAD to seek additional support from the Department of the Navy since the USMMA is a leading commissioning source for reserve naval officers. Midshipmen should be prepared to service the Nation throughout the transportation industry, including on our Great Lakes and our inland rivers and waterways. The Secretary is also encouraged to form research and training partnerships with University Transportation Centers focusing on maritime and multimodal transportation research.

United States Merchant Marine Academy Capital Improvements Plan [CIP].—The Committee once again directs the Administrator to provide an annual report by March 31, 2016, on the current status of the CIP. The report should include a list of all projects that have received funding and all proposed projects that the Academy intends to initiate within the next 5 years: cost overruns and cost savings for each active project; specific target dates for project completion; delays and the cause of delays; schedule changes; up-to-date cost projections for each project; and any other deviations from the previous year's CIP.

Environment and Compliance.—The Committee commends MARAD's initiative to support the domestic maritime industry's efforts to comply with emerging international and domestic environmental regulatory requirements. The Committee directs MARAD to notify the House and Senate Committees on Appropriations not less than 3 business days before grant, contract, or cooperative agreement is announced by the Department or MARAD for the maritime environment and technology assistance program as authorized by 46 U.S.C. 50307.

ASSISTANCE TO SMALL SHIPYARDS

Appropriations, 2015	....
Budget estimate, 2016	....
House allowance	....
Committee recommendation	$5,000,000

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 $5,000,000 for assistance to small shipyards. This level of funding is $5,000,000 more than the fiscal year 2015 enacted level and the President's request. Funding for this program is intended to help small shipyards improve the efficiency of their operations by providing funding for equipment and other facility upgrades. The funding recommended by the Committee will help improve the competitiveness of our Nation's small shipyards, as well as workforce training and apprenticeships in communities dependent upon maritime transportation.

SHIP DISPOSAL

Appropriations, 2015	$4,000,000
Budget estimate, 2016	8,000,000
House allowance	4,000,000
Committee recommendation	4,000,000

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 [NDRF]. MARAD contracts with domestic shipbreaking companies to dismantle these vessels in accordance with guidelines established by the Environmental Protection Agency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $4,000,000 for MARAD's Ship Disposal program. This level of funding is equal to the fiscal year 2015 enacted level and $4,000,000 below the budget request. This level of funding, in addition to the anticipated carryover from previous appropriations and receipts from the sale of vessels, is sufficient to meet the terms and conditions of the Suisun Bay Reserve Fleet settlement and continued activities related to the *NS Savannah*. The total number of obsolete ships not yet under contract and awaiting disposal is down to 15. This is a historic low for the program.

MARITIME GUARANTEED LOAN PROGRAM [TITLE XI]

Appropriations, 2015	$3,100,000
Budget estimate, 2016	3,135,000
House allowance	3,135,000
Committee recommendation	8,135,000

PROGRAM DESCRIPTION

The Maritime Guaranteed Loan program was established pursuant to title XI of the Merchant Marine Act of 1936, as amended. The program provides for a full faith and credit guarantee by the U.S. Government of debt obligations issued by: (1) U.S. or foreign ship-owners for the purposes of financing or refinancing either U.S.-flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; and (2) U.S. shipyards, for the purpose of financing advanced shipbuilding technology of privately owned general shipyard facilities located in the United States. Under the Federal Credit Reform Act of 1990, 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 $8,135,000 for the maritime guaranteed loan title XI program, of which $3,135,000 shall be used for administrative expenses of the maritime loan guarantee program. This level of funding is $5,000,000 more than the President's budget request and $5,035,000 more than the fiscal year 2015 enacted level. The loan guarantee amount of $5,000,000, in addition to unobligated balances currently available, is sufficient to meet the cost of all current pending applications before the Department. The Committee directs the agency to move quickly to approve all pending applications and continue to proactively monitor all guaranteed loans that may be at risk of default. The Committee recognizes the importance that the title XI program provides for the advancement of shipbuilding, aiding the U.S.-flag fleet, and sustainment of jobs for this critical sector of our national defense.

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

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

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The Pipeline and Hazardous Material Safety Administration [PHMSA] was established in the Department of Transportation on November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108–246). PHMSA is responsible for the Department's pipeline safety program as well as oversight of hazardous materials transportation safety operations. The Administration 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 that enhance communities and protect the environment.

OPERATIONAL EXPENSES

(PIPELINE SAFETY FUND)

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2015	$22,225,000
Budget estimate, 2016	22,500,000
House allowance	21,225,000
Committee recommendation	22,500,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $22,500,000 for this account, of which $1,500,000 may be transferred to the Office of Pipeline Safety for Information Grants to Communities. The Committee's recommendation is equal to the budget request and $275,000 more than the fiscal year 2015 enacted level.

HAZARDOUS MATERIALS SAFETY

Appropriations, 2015	$52,000,000
Budget estimate, 2016	64,254,000
House allowance	60,500,000
Committee recommendation	49,000,000

PROGRAM DESCRIPTION

PHMSA oversees the safety of more than 6.1 million tons of hazardous materials shipments daily in the United States, using risk management principles and security threat assessments to fully assess and reduce the risks inherent in hazardous materials transportation.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $49,000,000 for hazardous materials safety, of which $2,300,000 shall remain available until September 30, 2018. The amount provided is $15,254,000 less than the administration's budget request and $3,000,000 less than the fiscal year 2015 enacted level. The Committee's recommendation does not provide additional funding for the Risk Management Framework and does not provide any new full-time equivalent [FTE], but fully funds the additional safety and inspection enforcement staff provided in the previous fiscal year. The recommendation does not continue the one-time increase of $4,700,000 provided in the previous fiscal year for research and development activities and directs the agency to prioritize these funds for research activities on the safe transportation of energy products, including crude oil, ethanol, and liquefied natural gas, and to coordinate its efforts with FRA to avoid any overlap of responsibility and duplication of projects.

Crude Oil Shipment Across Various Modes of Transportation.— In light of the drastic increase in the transportation of crude by rail from 9,500 carloads in 2008 to 650,000 carloads in 2014, and the recent catastrophic oil train derailments, including the disaster in Quebec, Canada in 2013 that claimed the lives of 47 people, the derailment of a train carrying 3 million gallons of crude oil in West Virginia, in February, and the March oil train derailment in Galena, Illinois, that narrowly avoided the Mississippi River, the Committee directs the Secretary to analyze the comparative safety of shipping oil by rail, pipeline, or truck and report to the House and Senate Committees on Appropriations within 90 days of enactment of this act. The report should include the total volume of oil spilled and the total volume of oil shipped by each mode of transportation over each of the past 10 years as well as future estimates of oil shipment volumes by each mode of transportation based on recent trends and current policy, including the Department's tank car rulemaking. The report should indicate to Congress the safest mode of transportation for the shipment of oil as well as necessary measures to improve the safety of each form of transportation.

Crude Oil Volatility.—The rapid growth of light sweet crude oil from the Bakken shale in North Dakota being transported by rail has led to safety concerns about the movement of untreated products across the country. A recent literature survey from the Department of Energy's Sandia National Laboratories, conducted with cooperation from DOT, confirmed the complexity of determining the combustibility of the crude oil and the need for additional research to better predict the severity of any potential rail incident. The Committee directs the Secretary of Transportation to coordinate with the Secretary of Energy and any States where crude transported by rail originates to complete the second phase of the Department of Energy's study on oil volatility.

Comprehensive Oil Spill Response Plans.—An oil spill response plan is intended to help the carrier identify and deploy a response organization to contain and remediate an oil release. The plans require carriers to identify a qualified individual with full authority to implement removal actions; ensure by contract or other means the availability of private personnel and equipment to remove a worst case discharge; and describe training, equipment testing, drills and exercises. PHMSA issued an advanced notice of proposed rulemaking on expanding the applicability of comprehensive oil spill response plans to rail carriers in July 2014. The Committee notes with disappointment that to date, despite additional resources provided by the Committee and direction in Senate Report 113–182, PHMSA has not initiated a rulemaking. The Committee directs PHMSA to initiate a rulemaking to expand the applicability of comprehensive oil spill response plans to rail carriers within 90 days of enactment of this act and to issue a final rule no later than 1 year after enactment of this act.

User Fee Proposal.—In recent budget proposals, PHMSA has proposed the creation of a user fee to reduce the burden on the Federal taxpayer for financing special permit and approvals activities. The Committee believes that any such fee should be established through the authorization process.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

Appropriations, 2015	$146,000,000
Budget estimate, 2016	175,104,000
House allowance	145,870,000
Committee recommendation	146,623,000

PROGRAM DESCRIPTION

The Office of Pipeline Safety [OPS] is designed to promote the safe, reliable, and sound transportation of natural gas and hazardous liquids through the Nation's 2.6 million miles of privately owned and operated pipelines.

COMMITTEE RECOMMENDATION

The Pipeline Safety Office has the important responsibility of ensuring the safety and integrity of the pipelines that run through every community in our Nation. Efforts by Congress and the OPS to invest in promising safety technologies, increase civil penalties, and educate communities about the potential risks of pipelines have resulted in a reduction in serious pipeline incidents. It is essential that the agency continue to make strides in protecting communities from pipeline failures and incidents. To that end, the Committee recommends an appropriation of $146,623,000 for the Office of Pipeline Safety. The amount is $623,000 more than the fiscal year 2015 enacted level and $28,481,000 less than the budget request. Of the funding provided, $19,500,000 shall be derived from the Oil Spill Liability Trust Fund and $127,123,000 shall be derived from the Pipeline Safety Fund.

The Committee's recommended level of funding, in addition to unused funding in the current fiscal year, fully funds the additional staff previously provided for the Pipeline Safety Reform initiative. The Committee's recommendation provides no additional funding for National Pipeline Information Exchange. The Committee provided a substantial increase for State Pipeline Safety Grants [SPSG] in fiscal year 2015 and is concerned about the ability of States to provide the 20 percent match required to access these funds. The Committee directs PHMSA to include in future budget justifications an analysis of the ability of States to obligate the funding for SPSG within the 3-year period of availability of these funds. Of the funds recommended for research and development up to $2,000,000 shall be used for the Pipeline Safety Research Competitive Academic Agreement Program [CAAP] to focus on near-term solutions, such as advanced sensor technologies and coating technologies, to improve the safety and reliability of the Nation's pipeline transportation system.

Pipeline Safety User Fee Allocation.—The pipeline safety program is largely funded through user fees on natural gas transmission pipelines, jurisdictional hazardous liquid pipelines, and liquefied natural gas terminal operators. Recent authorizations have increased the responsibilities for PHMSA and the States with respect to the safety of our Nation's pipelines. Given this change in scope of the pipeline safety program, the Committee directs PHMSA to review the user fee collection process to determine if it should be modified to more equitably allocate the cost of the pipeline safety program across the industry segments covered by Federal and State oversight. PHMSA shall submit a report to both the House and Senate Committees on Appropriations within 60 days of enactment of this act, that summarizes the agency's statutory authority to revise the fee structure, its assessment of the current fee structure, and any recommendations for changes to the fee structure that should be considered by Congress it considers reauthorization of PHMSA.

Pipeline Safety at River Crossings.—The Committee recognizes the importance of protecting the integrity of pipelines at river crossings. River crossings present unique challenges to preserving pipeline infrastructure buried under a river bed. Fast-moving water and erosion can change the characteristics of rivers rapidly, exposing these pipelines and making them more susceptible to rupture. The Committee recognizes that PHMSA has recently studied this issue. Given the importance of safeguarding our waterways, the Committee directs the Department to report on how real-time monitoring during flood events and pertinent data from other agencies such as the United States Geological Survey is being used to address challenges associated with the dynamic and unique nature of rivers and flood plains.

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2015	$28,318,000
Budget estimate, 2016	28,318,000
House allowance	28,318,000
Committee recommendation	28,318,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends $28,318,000 and an equal obligation limitation for the emergency preparedness grant program. The recommendation continues to provide PHMSA the authority to use prior year carryover and recaptures for the development of a Web-based hazardous materials response training curriculum for emergency responders, including response activities for crude oil, ethanol and other flammable liquids by rail. The training curriculum shall be developed in coordination with the FRA and be consistent with National Fire Protection Association standards. The Committee encourages PHMSA to complete its work and make the Web-based curriculum available to local emergency responders as expeditiously as possible. Prior years' carry over may also be used to train public sector emergency response personnel in communities on or near rail lines that transport a significant volume of high-risk energy commodities or toxic inhalation hazards. The Committee continues a provision increasing the administrative costs available from 2 percent to 4 percent and directs the agency to address the OIG's recommendations.

ADMINISTRATIVE PROVISIONS—PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Section 180 raises concerns about PHMSA's regulation of the siting of small-scale liquefaction facilities that generate and package liquefied natural gas [LNG] for use as a fuel or delivery to consumers by non-pipeline modes of transportation. These facilities are regulated by title 49 Code of Federal Regulations part 193, which was developed to address safety standards for LNG facilities used in the transportation of gas by pipeline and subject to pipeline safety laws. The Committee believes these regulations are outdated, excessively challenging, and do not take into account the reduction in scale of these smaller facilities that provide fuel to vehicles, vessels, or other end users. To address these concerns, PHMSA is directed to evaluate and report an alternative risk-based compliance regime for siting small-scale liquefaction facilities and consider the value of quantitative risk assessment methods, the benefits of incorporating modern industry standards and best practices, and the need to encourage the use of best available technology to the House and Senate Committees on Appropriations within 60 days of enactment of this act. Until that regime is established, PHMSA is encouraged as an interim measure to give expedited consideration to any request for a special permit that seeks to use an alternative risk-based approach for siting a small-scale liquefaction facility.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2015	$86,223,000
Budget estimate, 2016	87,472,000
House allowance	86,223,000
Committee recommendation	87,472,000

PROGRAM DESCRIPTION

The Inspector General Act of 1978 established the Office of Inspector General [OIG] as an independent and 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 Congress currently informed regarding problems and deficiencies.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $87,472,000 for activities of the Office of the Inspector General, which is equal to the President's budget request and $1,249,000 more than the fiscal year 2015 enacted level.

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

Unfair Business Practices.—The bill maintains language which authorizes the OIG to investigate allegations of fraud and unfair or deceptive practices and unfair methods of competition by air carriers and ticket agents.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2015	$31,375,000	$1,250,000
Budget estimate, 2016	32,499,000	1,250,000
House allowance	31,375,000	1,250,000
Committee recommendation	32,375,000	1,250,000

PROGRAM DESCRIPTION

The Surface Transportation Board [STB] was created on January 1, 1996, by the Interstate Commerce Commission Termination Act of 1995 [ICCTA] (Public Law 104–88). The Board is a three-member, bipartisan, decisionally independent adjudicatory body organizationally housed within DOT, and is responsible for the regulation of the rail and pipeline industries and certain nonlicensing 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 $32,375,000. This funding level is $124,000 below the budget request and $1,000,000 more than the fiscal year 2015 enacted level. Included in the recommendation is $1,250,000 in fees, which will offset the appropriated funding. The Committee recommendation includes additional funding to make long overdue improvements to the agency's information technology system.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 190 allows funds for maintenance and operation of aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law.

Section 191 limits appropriations for services authorized by 5 U.S.C. 3109 not to exceed the rate for an executive level IV.

Section 192 prohibits funds in this act for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation.

Section 193 prohibits recipients of funds made available in the act from releasing personal information, including Social Security numbers, medical and disability information, and photographs, from a driver's license or motor vehicle record without the express consent of the person to whom such information pertains; and prohibits the Secretary of Transportation from withholding funds provided in this act from any grantee in noncompliance with this provision.

Section 194 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 may be credited to each agency's respective accounts.

Section 195 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 196 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 197 requires amounts from improper payments to a third-party contractor that are lawfully recovered by the Department of Transportation to be available to cover expenses incurred in recovery of such payments.

Section 198 establishes requirements for reprogramming actions by the House and Senate Committees on Appropriations.

Section 199 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 199A 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 199B authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code.

Section 199C prohibits the use of funds for any geographic, economic, or other hiring preference pilot program, regulation, or policy unless certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

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 the Nation's communities.

In carrying out the mission of serving the needs and interests of the Nation's communities and of the people who live and work in them, HUD administers mortgage and loan insurance programs that help families become homeowners and facilitate the construction of rental housing; rental and homeownership subsidy programs for low-income families who otherwise could not afford decent housing; programs to combat discrimination in housing and affirmatively further fair housing opportunities; programs aimed at ensuring an adequate supply of mortgage credit; and programs that aid neighborhood rehabilitation, community development, and the preservation of our urban centers from blight and decay.

HUD administers programs that protect homebuyers, and fosters programs and research that stimulate and guide the housing industry to provide not only housing, but better communities and living environments.

As HUD works to fulfill its mission, the Committee urges the Secretary to enhance efforts to provide decent, affordable housing and to promote economic development for rural Americans. When designing programs and making funding decisions, the Secretary shall take into consideration the unique conditions, challenges, and scale of rural areas.

The Committee notes that poverty is far too prevalent in the United States. HUD should continue to work with Congress and other partners to implement policies that reduce the existence of poverty and the suffering associated with it. The Committee also encourages HUD to increase interagency collaboration to ensure Federal resources are strategically deployed in order to achieve the most effective outcomes, while also reducing overlap and duplication.

Relationship Between HUD and the Committee on Appropriations.—The primary relationship between the Committee and HUD exists via the Departmental budget office. This relationship is an absolute necessity in structuring the annual appropriations act. It facilitates an effective sharing of a wide range of budgetary and cost information. The Committee retains the right to call upon all offices and agencies within the Department, but the primary connection between the two entities exists through the budget office. The Committee cautions HUD that section 405 of the Appropriations Act governs the creation of new offices and policies. Additionally, the Committee expects that all offices within HUD will work with the budget office to provide timely and accurate information to the Committee.

Appropriations Attorneys.—During consideration of the fiscal year 2003 appropriations legislation, it became apparent to the Committee that both the Committee and the Department would be better served if the attorneys responsible for appropriations matters were housed in the Office of the Chief Financial Officer [OCFO]. The fiscal year 2003 act provided funds and FTE to the OCFO to accommodate four attorneys transferred from the Office of General Counsel [OGC]. Since that time, the Committee has routinely received prompt, accurate, and reliable information from the OCFO on various appropriations law matters. For fiscal year 2016, the Committee continues to fund appropriations attorneys in the OCFO and directs HUD to refer all appropriations law issues to such attorneys within the OCFO. The Committee directs the Department to inform the House and Senate Committees on Appropriations within 5 days of enactment of this act that this directive has been implemented.

Reprogramming and Congressional Notification.—The Committee reiterates that the Department must secure the approval of the House and Senate Committees on Appropriations for the reprogramming of funds between programs, projects, and activities within each account. Unless otherwise identified in the bill or report, the most detailed allocation of funds presented in the budget justifications is approved, with any deviation from such approved allocation subject to the normal reprogramming requirements. Except as specifically provided otherwise, it is the intent of the Committee that all carryover funds in the various accounts, including recaptures and de-obligations, are subject to the normal reprogramming requirements outlined under section 405. No change may be made to any program, project, or activity if it is construed to be new policy or a change in policy, without prior approval of the Committees on Appropriations. The Committee also directs HUD to include a separate delineation of any reprogramming of funds requiring approval in the operating plan required by section 405 of this act. Finally, the Committee shall be notified regarding reorganizations of offices, programs or activities prior to the implementation of such reorganizations, as well as be notified, on a monthly basis, of all ongoing litigation, including any negotiations or discussions, planned or ongoing, regarding a consent decree between the Department and any other entity, including the estimated costs of such decrees.

Grant Awards and Congressional Notification.—HUD is reminded that appropriated funds are critical investments that support communities across the Nation. HUD's grant programs give State and local governments, public housing authorities, non-profit organizations, tribal entities, and other key housing development and service providers the resources to build and preserve quality affordable housing, spur local economies, and make communities more stable. The Committee is concerned that the Department continues to use archaic systems and processes for grant notifications, causing delays, inefficiencies, and administrative burdens on staff.

Therefore, the Committee urges HUD to consult with the Department of Transportation and other Federal agencies on their Congressional notification process. HUD shall report to the House and Senate Committees on Appropriations within 30 days of enactment of this act on how the Department intends to move toward a central database and distribution for all Congressional notifications.

Congressionally Mandated Reports.—The Department is reminded that directives and reports mandated in the House and Senate Appropriations acts and accompanying reports are not optional unless revised or eliminated by the Statement of Managers accompanying the act. The Committee believes that such reports provide a better understanding of various issues and the Committee uses such reports to help inform funding decisions. Therefore, the Department is advised that the submission of directed reports is mandatory and not at the discretion of the Department. The Committee directs the Department to submit all overdue reports and to advise the Committee if it will be unable to meet a reporting requirement well in advance of the deadline.

MANAGEMENT AND ADMINISTRATION

EXECUTIVE OFFICES

Appropriations, 2015	$14,500,000
Budget estimate, 2016	14,646,000
House allowance	14,500,000
Committee recommendation	14,500,000

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 $14,500,000 for this account, which is equal to the fiscal year 2015 enacted level and $146,000 less than the budget request. The funding level provided includes no more than $51,000 for the combined travel costs of the offices of Congressional and Intergovernmental Relations and Public Affairs. The Secretary is directed to submit a spending plan to the House and Senate Committees on Appropriations that outlines how budgetary resources will be distributed among the seven offices funded under this heading.

Telework and Alternative Work Schedules.—As the Department increases its use of telework and alternative work schedules, it is important to recognize that these flexibilities present unique challenges as employees work to maintain office productivity and ensure that members of the Department, the public, and other stakeholders are able to consistently reach HUD staff. The Committee recognizes that these work place flexibilities can be beneficial to both the employee and the Department. However, HUD is relying on individual managers and employees or program offices across headquarters, field and regional offices to develop strategies to effectively manage staff. While this may work in individual circumstances, it creates a patchwork of inconsistent and unreliable policies that impact employee productivity and customer service. The Committee is concerned that such policies encourage the misuse of telecommunications and intercommunications within the Department, impeding employee's ability to provide necessary customer service. The Committee believes the best approach is clear and consistent telework and alternative work schedule policies and guidance from Departmental leadership. In developing such guidance, the Committee strongly encourages the Department to consult the Office of Personnel Management on effective telework and alternative work schedule arrangements that establish consistent and effective communication requirements among teleworkers, managers, coworkers, the general public, and other stakeholders. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 120 days of enactment of this act on how the newly established guidance will enable Department managers to effectively manage their telework and alternative work staff so that no critical duties go unmet. This report should also include an identification of any barriers, including statutory or regulatory barriers, to improved performance and customer service under telework and alternative work schedules.

Cross-Cutting Regulations.—The Committee is concerned that recent regulatory actions by the Department that have a cross-cutting impact on grantees, including recent efforts related to section 3, Affirmatively Furthering Fair Housing, and sustainability, have been done without a full recognition or assessment of the burden these efforts may place on grantees. The Committee is concerned that this results in one office within the Department creating new requirements that impact another office, or offices, of the Department without the full and equal participation of the affected programs and stakeholders. To avoid these unintended consequences, the Committee directs the Secretary to establish a working group to review the Department's current processes for designing, proposing, and implementing regulations that have impacts across multiple program areas and offices. The working group shall be led by a representative of the Office of the Secretary or Deputy Secretary. The Department is directed to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the working group membership, the Department's current processes for designing, proposing (including a review of public comments), and implementing crosscutting regulations; ways the current process can be improved, mitigation strategies to be utilized to minimize grantee burden, and a timeline for implementing these improvements.

Circumvention of the Nomination Process.—The Committee is deeply troubled by the Administration's willful circumvention of the Appointments Clause of the Constitution which in Article II, section 2, clause 2 states, "and he shall nominate, and by and with the Advice and Consent of the Senate, shall appoint Ambassadors, other public Ministers and Consuls, Judges of the supreme Court, and all other Officers of the United States, whose Appointments are not herein otherwise provided for, and which shall be established by Law.” Specifically, the Committee notes the appointments earlier this year of the Principal Deputy Assistant Secretaries for the Offices of Community Planning and Development, Housing, and Public and Indian Housing.

While this position has existed at other Federal agencies, it is new to the Department of Housing and Urban Development, and comes at a time when the Assistant Secretary position in these offices has been vacant for an extended period of time. The position of Assistant Secretary of Housing/Federal Housing Administration Commissioner has been vacant since October 24, 2014; the position of Assistant Secretary for Public and Indian Housing has been vacant since June 30, 2014; the position of Assistant Secretary for Community Planning and Development has been vacant the longest, since May 18, 2012. The Committee is incredulous that the Administration has elected to maintain the vacancy of these three mission critical positions. The Committee also takes umbrage with the Administration’s decision to redirect a nominee, whose nomination was presented at the end of the 113th Congress, to a Principal Deputy Assistant Secretary position in lieu of re-nominating the individual at the beginning of the 114th Congress.

The Committee strongly encourages HUD and the Administration to rethink the appointment of Principal Deputy Assistant Secretaries in the offices of Public and Indian Housing, Community Planning and Development, and Housing in the absence of incumbent Assistant Secretaries or putting forth nominations for those positions. While the Committee does not expressly forbid this practice, the Committee has reduced amounts included in the Committee’s recommendation by amounts equal to the salary and benefits of a Principal Deputy Assistant Secretary for offices where the position of Assistant Secretary is not filled or for which a nomination for that position is not currently pending before the Senate Committee on Banking, Housing, and Urban Affairs or has been reported by that Committee to the Senate.

ADMINISTRATIVE SUPPORT OFFICES

Appropriations, 2015	$518,100,000
Budget estimate, 2016	577,861,000
House allowance	547,000,000
Committee recommendation	568,244,000

PROGRAM DESCRIPTION

The Administrative Support Offices [ASO] account is the backbone of HUD’s operations, and consists of several offices that aim to work seamlessly to provide the leadership and support services to ensure the Department performs its core mission and is compliant with all legal, operational, and financial guidelines. This account funds the salaries and expenses of the Office of the General Counsel, the Office of the Chief Financial Officer, the Office of the Chief Procurement Officer, the Office of Departmental Equal Employment Opportunity, the Office of Field Policy and Management, the Office of Strategic Planning 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 $568,244,000 for this account, which is $50,144,000 more than the fiscal year 2015 enacted level and $9,617,000 less than the budget request.

The President's fiscal year 2016 budget proposes one amount of funding for all offices under the heading of administrative support offices, eliminating budget line items for each office. The Committee created the existing funding structure to increase the transparency of HUD's personnel funding. Over the years, the Committee has modified the structure to make it more effective and responsive to the Department's operations. The Committee rejects the Department's proposal to fund one amount for ASO accounts. The Committee continues to work with HUD to respond to reprogramming requests necessary to address funding challenges that have arisen during the fiscal year and expects HUD to manage its resources as provided. The Committee notes that reprogramming requests submitted at the end of the fiscal year are the result of HUD's resource management, not of the account structure. The Committee directs HUD's Office of the Chief Financial Officer and the Office of the Human Capital Officer to submit quarterly reports to the House and Senate Committees on Appropriations on hiring and separations by program office. This report shall include position titles, location, associated FTE, and include the Office of the Inspector General and Government National Mortgage Association.

Funds are made available as follows:

	Amount
Office of the Chief Human Capital Officer	$61,475,000
Office of Administration	208,604,000
Office of the Chief Financial Officer	44,657,000
Office of the Chief Procurement Officer	17,036,000
Office of Field Policy and Management	50,000,000
Office of Departmental Equal Employment Opportunity	3,270,000
Office of the General Counsel	96,000,000
Office of Strategic Planning and Management	4,400,000
Office of the Chief Information Officer	82,802,000

Office of the Chief Information Officer.—The Committee recommendation includes $82,802,000 for this office, which is $36,802,000 more than the fiscal year 2015 enacted level. This increase is associated with the transfer of personnel and non-personnel resources related to New Core.

Office of the Chief Financial Officer.—The Committee remains focused on the staffing levels in the Office of Budget, and directs HUD to move expeditiously to address the office's staffing needs. To that end, the Committee directs the Department to prioritize the hiring of at least four FTP in the Office of Budget (three within the Program Budget Development Division, one FTP per branch, and one FTP within the Appropriations Liaison Division) before hiring in other OCFO functional areas, except in order to address mission critical positions that become vacant during fiscal year 2016.

The Committee directs HUD to submit a 2016 hiring plan for OCFO to the House and Senate Committees on Appropriations within 30 days of enactment of this Act.

The Committee commends the work of the Appropriations Law Division in the OCFO and encourages the Department to maximize its use of this valuable resource. The Committee reminds the Department of its intent that all appropriations law issues be referred to and addressed by such division.

HUD shall not alter the organizational structure of OCFO as in effect on January 1, 2015, without prior written approval of the House and Senate Committees on Appropriations.

New Core and Shared Services.—Following the implementation challenges with HUD's previously proposed financial modernization effort, Integrated Financial Management Improvement Project [HIFMIP], HUD has undertaken a new initiative, New Core. This multi-year modernization initiative established a shared service agreement between HUD and the Bureau of Fiscal Service's Administrative Resource Center to support HUD's financial management processes and associated systems. Due to the critical need of modernizing HUD's financial management processes and developing an integrated system, the Committee is closely monitoring the management of this initiative. The Committee is deeply troubled by preliminary assessments of New Core, and is concerned that the Department's investments are occurring with no strategic connection to the larger IT modernization efforts throughout the Department. The Committee is also concerned that the savings expected from decommissioning legacy systems in 2015 will not be realized and that there are no real savings to the system operations and maintenance costs associated with this transition. The Committee is further dismayed that the efforts to migrate to a shared service provider in 2015 will not directly address any of the material weaknesses identified in the 2014 Office of the Inspector General's Annual Auditor's Report.

Providing a robust and accurate financial management system is the fundamental goal of New Core, yet it appears the current approach will result in HUD and the taxpayer paying more for a financial system that provides less functionality than the current HUDCAPS system and doing so with a greater risk of Anti-Deficiency Act violations.

The Committee reminds the Department that while modernized systems to support stronger financial management and accounting structure are critical to the financial health of HUD, it is equally important to consider the human capital aspects of such transition. The Committee is concerned that HUD's reliance on the expertise of external human capital will result in limited success in IT modernization and a failure to develop and institutionalize internal change management capacity.

While the Committee does not believe it is in the best interest to eliminate funding for New Core, it is clear that the migration efforts cannot continue as currently structured. The Committee is shifting all personnel and non-personnel funding for New Core out of the Office of the Chief Financial Officer and into the Office of the Chief Information Officer. The Committee expects that New Core will be implemented at the direction of the Chief Information

Officer in collaboration with the Office of the Chief Financial Officer. The Committee directs HUD to provide the House and Senate Committees on Appropriations with updates at least quarterly on New Core. To this end, the update should include, information regarding estimated and actual lifecycle costs, functionalities deployed and the associated number of requirements remaining to be implemented, a list of risks and issues with associated mitigation strategies and anticipated closure dates, the status of organization change management activities, a list of the activities planned and completed business process reengineering efforts, and the total number of HUD employees impacted by role, location, and organization. The Committee also urges HUD to utilize the expertise of GAO and to continue to consult with the Office of the Inspector General [OIG] as New Core moves forward.

PROGRAM OFFICES SALARIES AND EXPENSES

PUBLIC AND INDIAN HOUSING

Appropriations, 2015	$203,000,000
Budget estimate, 2016	210,002,000
House allowance	203,000,000
Committee recommendation	207,000,000

PROGRAM DESCRIPTION

This account provides salary and benefits funding to support staff in headquarters and in 46 field offices in the Office of Public and Indian Housing [PIH]. PIH is charged with ensuring the availability of safe, decent, and affordable housing, creating opportunities for residents' self-sufficiency and economic independence, and assuring the fiscal integrity of all public housing agencies. The Office ensures that safe, decent and affordable housing is available to Native American families, creates economic opportunities for tribes and Indian housing residents, assists tribes in the formulation of plans and strategies for community development, and assures fiscal integrity in the operation of its programs. The Office also administers programs authorized in the Native American Housing Assistance and Self Determination Act of 1996 [NAHASDA], which provides housing assistance to Native Americans and Native Hawaiians. PIH also manages the Housing Choice Voucher program, in which tenant-based vouchers increase affordable housing choices for low-income families. Tenant-based vouchers enable families to lease safe, decent, and affordable privately owned rental housing.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $207,000,000 for this account, which is $3,002,000 less than the budget request and $4,000,000 more than the fiscal year 2015 enacted level. The Committee recommendation supports existing personnel, and will allow the agency to make critical hires. The Committee directs HUD to continue to focus these resources on strengthening its oversight functions, including oversight of troubled and near troubled agencies. Of the amounts provided, not less than $100,000 is for travel related to the provision of training, technical assistance, oversight and management of Indian housing.

The Committee also urges HUD to look for ways to better integrate offices within PIH. The Committee notes that various offices within PIH share responsibility of overseeing public housing agencies and the programs that they run. It is imperative that the different offices within PIH improve coordination that will result in a reduction of duplicative or conflicting information requests of PHAs, clearer, concise and streamlined guidance to PHAs, administrative efficiencies, and policies that align across programs. Therefore, the Committee directs the Department to evaluate the current PIH organizational structure and determine if the current structure is the most effective approach for program delivery, especially for the public housing programs. HUD shall report on its findings and recommendations to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

The Committee directs HUD to prioritize the hiring of staff to fill critical positions in the following areas: field office staff for the management and oversight of Moving-to-Work PHAs; financial analysts for the Housing Choice Voucher program; additional staff for the Office of Policy, Programs and Legislative Initiatives to create efficiencies in program operations; and field office staff for the management and oversight of grants to Indian tribes.

The Committee directs HUD to submit a 2016 hiring plan for PIH to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

Housing Quality Standards.—HUD's housing quality standards should effectively protect the health and safety of public housing and Housing Choice Voucher [HCV] residents. While the Department has made changes to public housing inspection standards to better capture the physical needs of an aging housing stock, the Committee is concerned that standards for the HCV program remain outdated and do not reflect recent research on health and safety threats in the home. The Committee directs the Department to evaluate the current HCV housing quality standards and report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on a plan for updating the standards and a schedule to implement a single inspection protocol for public housing and voucher units in fiscal year 2016.

COMMUNITY PLANNING AND DEVELOPMENT

Appropriations, 2015	$102,000,000
Budget estimate, 2016	112,115,000
House allowance	102,000,000
Committee recommendation	107,000,000

PROGRAM DESCRIPTION

This account provides salary and benefits funding for Community Planning and Development [CPD] staff in headquarters and in 43 field offices. CPD's mission is to support successful urban, suburban and rural communities by promoting integrated approaches to community and economic development. CPD programs also assist in the expansion of opportunities for low- and moderate-income individuals and families in moving towards home ownership. The Assistant Secretary for CPD administers formula and competitive grant programs, as well as guaranteed loan programs, that help communities plan and finance their growth and development. These programs also help communities increase their capacity to govern and provide shelter and services for homeless persons and other persons with special needs, including person with HIV/AIDS.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $107,000,000 for the staffing within this office, which is $5,115,000 less than the budget request and $5,000,000 more than the fiscal year 2015 enacted level. The recommended level of funding will support additional FTE focused on grant oversight and monitoring to help address backlog of grants and audit findings.

The Committee directs HUD to prioritize the hiring of staff to support the closeout of open audits and backlog of open grants, particularly as it relates to disaster recovery grants, before hiring in other areas, unless such staff are identified as backfilling mission-critical positions.

The Committee directs HUD to submit a 2016 hiring plan for CPD to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

HOUSING

Appropriations, 2015	$379,000,000
Budget estimate, 2016	397,174,000
House allowance	372,000,000
Committee recommendation	382,000,000

PROGRAM DESCRIPTION

This account provides salary and benefits funding to support staff in headquarters and in 52 field locations in the Office of Housing. The Office of Housing is responsible for implementing programs to assist projects for occupancy by very low- and moderate-income households, to provide capital grants to nonprofit sponsors for the development of housing for the elderly and disabled, and to conduct several regulatory functions. The Office also administers Federal Housing Administration [FHA] programs. FHA administers HUD's mortgage and loan insurance programs, which facilitate the financing of new construction, rehabilitation or the purchase of existing dwelling units. The Office also provides services to maintain and preserve homeownership, especially for underserved populations. This assistance allows lenders to make lower cost financing available to more borrowers for home and home improvement loans, and apartment, hospital, and nursing home loans. FHA provides a vital link in addressing America's homeownership and affordable housing needs.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $382,000,000 for staffing in the Office of Housing, which is $15,174,000 less than the budget request and $3,000,000 more than the fiscal year 2015 enacted level. The Committee's recommendation does not include a specific funding level for the Office of Risk and Regulatory Affairs because the Committee believes that this office is now well established and staffed within the overall funding provided to the Office of Housing.

Multifamily Transformation.—At the end of 2013, HUD and the Committee came to an agreement to reorganize the Office of Multifamily Housing to streamline operations, improve program delivery, and save taxpayer funding. The Committee would like to remind HUD that they must adhere to the Appropriations Committee's fiscal year 2015 agreement that HUD Asset Management functions and associated staff remain in existing field offices. The Committee further instructs that HUD, to the extent possible, prioritizes retaining talent at the local level to ensure high quality service. In doing so, the Committee strongly encourages the Department of Housing and Urban Development to provide Office of Multifamily Housing employees impacted by the Multifamily Housing Transformation with flexible work schedule options and telework options. This flexibility is critical for employees to maintain consistent representation in non-urban housing markets throughout implementation of the Multifamily Housing Transformation and after the Multifamily Housing Transformation has been completed. The Department, in conjunction with the Office of Inspector General, is directed to report to the House and Senate Committees on Appropriations 90 days after enactment of this act on their use and oversight of, and compliance with, existing Federal regulations on allowable relocation expenses. This report should identify costs associated with mandatory and discretionary relocation requirements.

POLICY DEVELOPMENT AND RESEARCH

Appropriations, 2015	$22,700,000
Budget estimate, 2016	23,907,000
House allowance	22,700,000
Committee recommendation	23,100,000

PROGRAM DESCRIPTION

This account provides salary and benefits funding to support staff in headquarters and in 16 field locations in the Office of Policy Development and Research [PD&R]. PD&R supports the Department's efforts to help create cohesive, economically healthy communities. PD&R is responsible for maintaining current information on housing needs, market conditions, and existing programs, as well as conducting research on priority housing and community development issues. The office provides reliable and objective data and analysis to help inform policy decisions.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $23,100,000 for this account, which is $807,000 less than the budget request and $400,000 more than the fiscal year 2015 enacted level.

PD&R collects and distributes data on HUD programs, the people HUD serves, and housing needs across the country, in addition to providing technical assistance in these areas. The information it makes available and the analysis it provides to the Department are essential to moving HUD to outcomes based performance measures. The Committee also relies on the data and research provided by

PD&R to inform its work. The recommended amount will ensure that PD&R can continue to play this important role.

FAIR HOUSING AND EQUAL OPPORTUNITY

Appropriations, 2015	$68,000,000
Budget estimate, 2016	81,132,000
House allowance	73,000,000
Committee recommendation	69,500,000

PROGRAM DESCRIPTION

This account provides salary and benefits funding to support staff in headquarters and in all regional offices in the Office of Fair Housing and Equal Opportunity [FHEO]. FHEO is responsible for investigating, resolving, and prosecuting complaints of housing discrimination, as well as conducting education and outreach activities to increase awareness of the requirements of the Fair Housing Act. The Office also develops and interprets fair housing policy, processes complaints, performs compliance reviews, and provides oversight and technical assistance to local housing authorities and community development agencies regarding section 3 of the Housing and Urban Development Act of 1968.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $69,500,000, which is $11,632,000 less than the budget request and $1,500,000 more than the fiscal year 2015 enacted level.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

Appropriations, 2015	$6,700,000
Budget estimate, 2016	7,812,000
House allowance	6,700,000
Committee recommendation	6,800,000

PROGRAM DESCRIPTION

This account provides salary and benefits funding to support the Office of Lead Hazard Control and Healthy Homes [OLHCHH] headquarters staff. OLHCHH administers and manages the lead-based paint and healthy homes activities of the Department, and is directly responsible for the administration of the Lead-Based Paint Hazard Reduction program. The office also develops lead-based paint regulations, guidelines, and policies applicable to HUD programs, designs lead-based paint and healthy homes training programs, administers lead-hazard control and healthy homes grant programs, and implements the lead and healthy homes research program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $6,800,000 for this account, which is $1,012,000 less than the budget request and $100,000 more than the fiscal year 2015 enacted level.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriations, 2015	$19,304,160,000
Budget estimate, 2016	21,123,496,000
House allowance	19,918,643,000
Committee recommendation	19,934,643,000

PROGRAM DESCRIPTION

This account provides funding for the section 8 tenant-based (voucher) program. Section 8 tenant-based housing assistance is one of the principle appropriations for Federal housing assistance, serving approximately 2.2 million families. The program also funds incremental vouchers for tenants who live in properties where the owner has decided to leave the section 8 program. The program also provides for the replacement of units lost from the assisted housing inventory through its tenant protection vouchers. Under these programs, eligible low-income individuals and families pay 30 percent of their adjusted income for rent, and the Federal Government is responsible for the remainder of the rent, up to the fair market rent or some other payment standard. This account also provides funding for administrative fees for public housing authorities, mainstream vouchers, and Housing and Urban Development Veterans Supportive Housing [HUD–VASH] programs.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $19,934,643,000 for fiscal year 2016, including $4,000,000,000 as an advance appropriation to be made available on October 1, 2016. This amount is $1,188,853,000 less than the budget request and $630,483,000 more than the fiscal year 2015 enacted level.

The Committee recommends $17,982,000,000 for the renewal costs of section 8 vouchers, which is $351,816,000 less than the budget request and $496,000,000 more than the fiscal year 2015 enacted level.

The section 8 rental assistance program is a critical tool that enables more than 2 million low-income individuals and families to access safe, stable and affordable housing in the private market. In recognition of the section 8 program's central role in ensuring housing for vulnerable Americans, the Committee recommendation includes sufficient resources to ensure that no current voucher holders are put at risk of losing their housing. The recommended funding level reflects updated actual leasing and cost data that reduces voucher costs from the original budget request. It also supports the first time renewal of incremental vouchers that were funded in prior years, including HUD–VASH vouchers. The Committee will continue to monitor leasing data to make sure residents are protected.

Addressing Regulatory Burdens.—The Committee expects HUD to update regulations that don't require congressional action. In recent years, public housing authorities [PHAs] have faced serious funding constraints, and the Committee voiced concerns at HUD's budget hearing on the burdensome requirements they are expected to meet. It is therefore imperative that HUD work to ensure scarce administrative dollars are directed toward requirements that will ensure housing safety standards, protect residents, and save taxpayer dollars. It is clear that some existing regulations are creating burdens for PHAs with little benefit to the oversight of the program. At the same time, HUD should require different information that would provide better insight into its programs and improve its oversight. While notices can provide flexibility for addressing existing regulatory requirements, they do not actually reduce the amount of regulations. If regulations are outdated and no longer reflect effective program management and oversight, the Department should focus on repealing these requirements, not just creating temporary ad hoc workarounds. In fiscal year 2014, the Committee required HUD to report on regulations that need to be updated or new regulations that should be promulgated. The report that HUD submitted to the Committees in February reflects an initial effort from which to move forward. The Committee directs the Department to submit a report to the House and Senate Committees on Appropriations 180 days after enactment of this act that highlights the regulatory reviews initiated and work accomplished since 2014's reporting requirement and includes a list of regulation updates that are still outstanding, planned efforts to review additional regulatory and statutory requirements, and a timeline for completing this effort.

Cash Management.—The Committee reminds the Department that the Office of Inspector General's audit of HUD's fiscal year 2013 financial statements identified a material weakness in PIH's cash management process. Specifically, it found that the process departs from Generally Accepted Accounting Principles [GAAP] and Treasury requirements. The Committee reiterates its concerns with PIH's cash management practices, particularly since it limits understanding of the true funding needs in the voucher program.

The Committee stresses the importance of resolving this audit finding swiftly and implementing a cash management process that complies with GAAP and Treasury requirements, and also provides greater transparency into voucher renewal needs. The Committee reminds the Department that it has failed to submit a plan to the House and Senate Committees on Appropriations identifying how the Department will implement new cash management policies and require housing authorities to draw down funds; a practice most housing authorities already do through the public housing programs.

Finance and Governance.—The Committee recognizes HUD's efforts to identify and address critical skills that PHA boards should have to effectively oversee PHA operations. The Department is directed to provide semi-annual updates on their efforts to support the development of PHA boards.

Set-Asides for Special Circumstances.—The Committee has provided a set-aside of $75,000,000 to allow the Secretary to adjust allocations to PHAs under certain circumstances. Qualifying factors include: (1) a significant increase, as determined by the Secretary, in renewal costs of tenant-based rental assistance resulting from unforeseen circumstances and voucher utilization or the impact from portability under section 8(r) of the act; (2) vouchers that were not in use during the previous 12-month period in order to be available to meet a commitment pursuant to section 8(o)(13) of the act; (3) adjustments or costs associated with HUD–VASH vouchers; and (4) possible termination of families as a result of insufficient funding. A PHA should not receive an adjustment to its allocation from the funding provided under this section if the Secretary determines that such PHA, through negligence or intentional actions, would exceed its authorized level of vouchers.

HUD–VASH.—The Committee recognizes the progress HUD–VASH partners have made in addressing homelessness among veterans, but rejects the Administration's assumption that homelessness among veterans will end by the end of calendar year 2015. Therefore, the Committee has included $75,000,000 for new VASH vouchers. The Committee also recognizes the importance of the ongoing pilot on expanding the HUD–VASH program to American Indian veterans living in tribal areas. Given the importance of reducing homelessness for veterans in Indian country, the Committee directs the Department to update the House and Senate Committees on Appropriations within 180 days on the progress of this pilot.

Administrative Fees.—The Committee recommends $1,620,000,000 for administrative fees, which is $400,037,000 less than the budget request and $90,000,000 more than the fiscal year 2015 enacted level.

Tenant Protection Vouchers.—The Committee recommendation includes $130,000,000 for tenant protection vouchers. These vouchers are provided to public housing residents whose buildings have health or safety issues, or whose projects are being demolished. However, the largest share of these vouchers is provided to tenants living in properties with expiring HUD assistance that may face rent increases if their owners opt out of HUD programs. In these instances, the vouchers ensure continued affordability of tenants' housing.

Section 811 Mainstream Vouchers.—The Committee recommends $107,643,000 to continue the rental assistance and administrative costs of this program.

Family Unification Program.—Young adults associated with child welfare systems are more likely to experience homelessness as adults or as they transition to adulthood. The Committee recognizes that stable, affordable housing with appropriate services can help prevent children from being unnecessarily removed from their families and help youth exiting foster care transition to adulthood. The Committee is concerned that FUP vouchers are underutilized as a housing strategy to assist at-risk youth and that PHAs and local public child welfare agencies have had limited success in developing effective partnerships. According to a May 2014 report from HUD's Office of Policy Development & Research, youth only comprise about 14 percent of the total program participants. Therefore, the Committee includes $20,000,000 for new Family Unification [FUP] vouchers. The Committee directs HUD to prioritize the award of these new vouchers to PHAs that will target them to youth and PHAs that have partnered with their local public child welfare agency to ensure youth referrals for these vouchers. In order to further improve the program and reduce the incidence of youth homelessness, the Committee also includes a provision to permit FUP vouchers for youth to be used for up to 36 months instead of the current 18 month limit.

The Committee is also concerned about how and when families and youth are being referred to receive FUP assistance. The Committee directs HUD to work with the Department of Health and Human Services Administration on Children and Families [ACF] to develop guidance and training materials necessary to improve connections between local agencies, increase collaboration, improve programs, goals, and supportive housing models that align at the local level. Further, HUD is directed to identify specific statutory or regulatory barriers either within the FUP program or child welfare service programs that limit individuals' access to services and case management that can help improve outcomes for at-risk youth. The Committee directs HUD to report to the House and Senate Committees on Appropriations 180 days after enactment of this act on the status and results of these efforts.

Family Self-Sufficiency.—In fiscal year 2015, the Committee provided flexibility to HUD to improve connections between vouchers serving youth exiting foster care and the Family Self Sufficiency program. HUD shall work with ACF to issue a Notice within 30 days of enactment of this act to implement this new authority.

Moving-to-Work.—The purpose of the Moving-to-Work [MTW] demonstration, established in the 1996 Appropriations Act, is to give public housing agencies [PHAs] and HUD the flexibility to design and test various approaches for providing and administering housing assistance that: reduce cost and achieve greater effectiveness in Federal expenditures; give incentives to families with children where the head of household is working, seeking work, or is preparing for work by participating in job training, educational programs, or programs that assist people to obtain employment and become economically self-sufficient; and increase housing choices for low-income families. The recent Abt Associates report, *"Innovation in the Moving to Work Demonstration,"* highlights how the current participating agencies have used MTW flexibilities to implement local innovations from small administrative changes to the creation of new programs.

The Committee recommendation expands the MTW program by 300 high performing PHAs. Currently, 39 PHAs participate in the MTW program. This number is less than 1 percent of all PHAs, and less than 3 percent of PHAs that administer both public housing and voucher programs. This level is insufficient to truly evaluate the MTW demonstration. In addition to being a small percentage of the total number of PHAs, the current participating agencies are not a representative sample of PHAs overall. For example, the average size of a PHA (including MTW agencies) that administers vouchers and public housing is nearly 1,900 units; excluding MTW agencies the average is just over 1,600 units; and for MTW agencies the average is 11,800. It is clear that the current demonstration is not reflective of the geographic distribution or program size of most PHAs. This undermines the ability of the MTW demonstration to test innovations that are applicable to the broader universe of PHAs. Without a meaningful expansion of the demonstration, the Department will continue to focus attention on the other 99 percent of PHAs and the existing regulatory framework; and better approaches to providing assisted-housing and encouraging self-sufficiency will continue to languish.

Adding 300 PHAs to the MTW program cannot and should not be accomplished in 1 year. Steady expansion over several years is proposed not just for developing HUD capacity, but to also incentivize PHAs to improve their physical quality and financial management in order to qualify for MTW status.

The Committee recommendation denies the Department's request to grant exceptions to project-basing housing choice vouchers. Rather, the Department shall assess the 20 percent cap on project basing of Housing Choice Vouchers as embodied in 24 CFR part 983.6 and report to the House and Senate Committees on Appropriations within 120 days of enactment of this act on the impact of a cap increase on developing new housing or rehabilitating existing stock.

The Committee remains concerned about the Department's efforts to make substantial changes to the present authority and financial terms of existing Moving-to-Work agreements. These provisions give cities the flexibility and resources to tackle the most vexing challenges they have in housing the very low-income families and individuals who lack the means to fully pay for their own shelter. The Department's proposal to alter the current formula for public housing operating subsidies is estimated to cost cities millions and weaken their ability to serve their residents. The Committee recommendation includes an extension of the terms and agreements of existing MTW agreements to ensure these MTWs continue to exercise critical flexibilities that meet their local and unique housing and supportive service needs.

To ensure that PHAs participating in the Moving-to-Work demonstration program are best serving the needs of those they serve, the Committee directs the Department to report to the House and Senate Committees on Appropriations within 120 days of enactment of this act identifying ways in which it is identifying PHAs that hold excessive reserves in lieu of providing housing and how it is remedying this issue.

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 not included a rescission from the Housing Certificate Fund in fiscal year 2016, consistent with the President's request. 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 CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2015	$1,875,000,000
Budget estimate, 2016	1,970,000,000
House allowance	1,681,000,000
Committee recommendation	1,742,870,000

PROGRAM DESCRIPTION

This account provides funding for modernization and capital needs of public housing authorities (except Tribally Designated Housing Entities), including management improvements, resident relocation, and homeownership activities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $1,742,870,000 for the Public Housing Capital Fund, which is $227,130,000 less than the budget request and $132,130,000 less than the fiscal year 2015 enacted level.

Of the amount made available under this account, $35,000,000 is for supportive services for residents of public housing under the Resident Opportunity and Self-Sufficiency [ROSS] program. The Committee also recommends up to $3,000,000 to support the ongoing financial and physical assessment activities performed by the Real Estate Assessment Center [REAC] and $1,000,000 for the cost of administrative and judicial receiverships.

Flexibility To Meet Pressing Needs.—In an effort to achieve an appropriate balance between flexibility and accountability, the Committee has included provisions designed to provide PHAs with mechanisms to better meet their capital and operating needs. The first provision provides PHAs with the authority to transfer up to 20 percent of their operating funds to their capital fund. This provides PHAs with not only the ability to reinvest operational savings in their properties, but also creates an incentive for them to do so. In addition, language is included for fiscal year 2016 that allows PHAs to transfer up to 25 percent of their capital funds to their operating fund.

A second provision permits housing authorities to establish and maintain replacement reserves. Establishing and maintaining replacement or capital reserves is common practice in real estate, and in fact, they are required for projects in HUD multifamily programs. However, the existing obligation deadlines for public housing capital funds prevent the establishment of such reserves. This limits the ability of PHAs to save for planned capital projects necessary to maintain housing in good condition.

The Committee expects the Department to move quickly to set up the rules and requirements around the capital reserves so that PHAs can utilize this new tool to address the significant backlog of capital needs and better plan for future capital requirements. This should include how HUD will ensure that funds are being saved for and spent on needed capital projects.

Safety and Security in Public Housing.—The Committee directs at least $6,000,000 of the $23,000,000 recommended for emergency capital needs for safety and security measures necessary to address crime and drug-related activity in public housing. The Committee has included this specific set-aside because there are PHAs facing safety and security issues that rely on these funds to protect their tenants. The Committee notes that the demand for these funds continues to grow while the amount that HUD is awarding to PHAs is decreasing. The Committee believes that the level of funding recommended will support both repairs from disasters and safety and security improvements. Therefore, the Committee directs the Department to fund eligible safety and security projects with a portion of these funds as quickly as possible.

Jobs-Plus.—The Committee has included $15,000,000 to continue the Jobs-Plus Initiative. Jobs-Plus is based on a demonstration the Department began in 1998 that combined employment-related services and activities, financial incentives to work, and community support. The Committee supports HUD's efforts to assist public housing residents in finding employment and achieving greater economic self-sufficiency through this initiative.

Literacy Programs.—The Committee notes the importance of education and financial literacy in helping families improve life skills and increase their economic opportunities. An evaluation of the Family Self-Sufficiency [FSS] Program conducted by HUD found that families that exited the program before graduation had less education than program graduates. Increasing educational and financial literacy services for public housing residents offers an opportunity to increase the success of participants in FSS and other employment programs. The Committee encourages HUD to work with national community-based literacy organizations to identify models that successfully incorporate adult literacy programs into HUD sponsored housing initiatives. Successful models should link these programs to job readiness and post-secondary transition initiatives, which will help adults with low literacy skills become more financially literate and gain the skills necessary to make informed decisions about the use and management of money. HUD should develop and share best practices with PHAs and other housing providers to expand services to adult learners.

PUBLIC HOUSING OPERATING FUND

Appropriations, 2015	$4,440,000,000
Budget estimate, 2016	4,600,000,000
House allowance	4,440,000,000
Committee recommendation	4,500,000,000

PROGRAM DESCRIPTION

This account provides funding for the payment of operating subsidies to approximately 3,100 public housing authorities (except Tribally Designated Housing Entities) with a total of approximately 1.2 million units under management in order to augment rent payments by residents in order to provide sufficient revenues to meet reasonable operating costs.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $4,500,000,000 for the public housing operating fund, which is $100,000,000 less than the budget request and $60,000,000 more than the fiscal year 2015 enacted level.

The Committee has included provisions providing PHAs with increased flexibility to move funds between their capital and operating funds, as well as giving them the ability to establish capital reserves. The Committee notes that many PHAs have taken steps to achieve operational savings by improving energy efficiency or otherwise reducing expenses, and has included a provision that establishes a Utilities Conservation Pilot that incentivizes a reduction in public housing utility consumption, and costs, and provides PHAs with the ability to reinvest such savings in their properties and operations.

The Committee recognizes that effective program oversight and management can be difficult when a program that operates on a calendar year basis is funded on a Federal fiscal year basis. To address this issue, the Committee has extended the period of availability of the funding for this program from 1-year to 2-year funding.

The Committee also recognizes that PHAs face administrative and regulatory burdens and it reiterates support for regulatory and administrative relief that result in cost savings, while still maintaining effective and meaningful oversight.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriations, 2015	$80,000,000
Budget estimate, 2016	250,000,000
House allowance	20,000,000
Committee recommendation	65,000,000

PROGRAM DESCRIPTION

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

The program also includes coordination with other Federal agencies, notably the Departments of Education, Labor, Transportation, Health and Human Services, and Justice, to leverage additional resources. Where possible, the program is coordinated with the Department of Education's Promise Neighborhoods Initiative.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $65,000,000 for the Choice Neighborhoods Initiative. This amount is $15,000,000 less than the fiscal year 2015 enacted level and $185,000,000 less than the budget request. Choice Neighborhoods seeks to build on the HOPE VI program by expanding the types of eligible grantees and allowing funding to be used on HUD-owned or assisted housing, as well as the surrounding community. However, the Committee notes that the work to replace distressed public housing is far from complete. Therefore, the Committee has included language that stipulates that not less than $40,000,000 of the funding provided shall be awarded to projects where public housing authorities are the lead applicant. The goal of Choice Neighborhoods is to replace distressed housing as a way to improve communities and the lives of residents. Therefore, HUD should not limit applicants to a narrowly defined set of neighborhoods since it may prevent the replacement of eligible and worthy public or assisted housing projects that are outside such designated neighborhoods from competing for funding.

Inherent in the Choice Neighborhoods Initiative is the understanding that community transformation requires more than replacing housing. The creation of vibrant, sustainable communities also requires greater access to transportation, jobs and services that will increase opportunities for community residents. However, HUD funding cannot support all of these activities. The Committee has been encouraged by the ability of Choice Neighborhood grantees to leverage significant resources with their grant awards. Grantees have begun replacing affordable housing and making other community improvements, and when projects are complete, needed affordable housing units will be created or preserved.

The Committee continues to emphasize the importance of integrating services for residents into Choice Neighborhood projects, which will help to ensure that the goal of improving the lives of residents can be met. In addition, the Committee urges HUD to identify successful partnership strategies that can not only be utilized by future Choice Neighborhood grantees, but can also serve as models for traditional public housing and HUD-assisted housing program providers that want to improve services for their residents.

FAMILY SELF-SUFFICIENCY

Appropriations, 2015	$75,000,000
Budget estimate, 2016	85,000,000
House allowance	75,000,000
Committee recommendation	75,000,000

PROGRAM DESCRIPTION

The Family Self-Sufficiency [FSS] program provides funding to help Housing Choice Voucher, project-based section 8, and Public Housing residents achieve self-sufficiency and economic independence. The FSS program is designed to provide service coordination through community partnerships that link residents with employment assistance, job training, child care, transportation, financial literacy, and other supportive services. The funding will be allocated through one competition to eligible Public Housing Authorities [PHAs] to support service coordinators who will serve both public housing and vouchers residents.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $75,000,000 for the Family Self-Sufficiency program in fiscal year 2016, an amount equal to the fiscal year 2015 enacted level and $10,000,000 below the budget request.

The Committee strongly supports the FSS program, which helps provide public housing and section 8 residents with the tools to improve their lives and achieve self-sufficiency.

As HUD works to streamline and expand the program, the Committee also expects HUD to identify best practices in the field that are successfully improving outcomes for residents. The Committee encourages HUD to consider best practices for how to increase participation, improve alignment between eligible uses of funding and milestones, and incorporate financial education into the program design.

INDIAN BLOCK GRANTS

Appropriations, 2015	$716,000,000
Budget estimate, 2016	740,000,000
House allowance	710,000,000
Committee recommendation	710,000,000

Note: The amounts for fiscal year 2015 enacted, the House allowance and fiscal year 2016 request include amounts funded or requested in the Community Development Fund for the Indian Community Development Block Grant program.

PROGRAM DESCRIPTION

This account funds the Indian Housing Block Grant Program, as authorized under title I of the Native American Housing Assistance and Self-Determination Act of 1996 [NAHASDA]. This program provides a funding allocation on a formula basis to Indian tribes and their tribally designated housing entities to help address the housing needs within their communities. Under this block grant, Indian tribes use performance measures and benchmarks that are consistent with the national goals of the program, but can base these measures on the needs and priorities established in their own Indian housing plan.

This account also funds the Indian Community Development Block Grant Program, as authorized under title I of the Housing and Community Development Act of 1974, as amended. These funds are awarded on a competitive basis to Indian tribes for the funding of tribal community development needs.

COMMITTEE RECOMMENDATION

To increase the transparency around funding for Native Americans, the Committee recommendation provides for both the Indian Housing Block Grant and Indian Community Development Block Grant programs under a single heading.

The Committee recommends an appropriation of $650,000,000 for the Indian Housing Block Grant Program [IHBG], of which $2,000,000 is set aside for a credit subsidy to support a loan level not to exceed $17,452,007 for the Title VI Loan Guarantee Program. The recommended level of funding is equal to the amount provided in fiscal year 2015 and $10,000,000 below the budget request.

The recommendation also includes $60,000,000 for the Indian Community Development Block Grant Program [ICDBG]. The recommended level of funding is $6,000,000 below the amount provided in fiscal year 2015 and $20,000,000 below the budget request. Recognizing the tremendous needs in Indian Country and the limited resources available to address these challenges, the Committee includes a new provision this year limiting the amount of funding a tribe may receive from the IHBG program to not more than 10 percent. The Committee directs HUD to collect data as part of tribes' Indian Housing Plan submissions on new program activity that is generated due to this provision.

IHBG is a vital resource for tribal governments to address the dire housing conditions in Indian Country. Access to affordable housing remains in a critical state for many tribes across the country. Native Americans are twice as likely to live in poverty compared to the rest of the Nation. As a result, the housing challenges on tribal lands are daunting. According to the U.S. Census American Community Survey for 2006–2010, 8.1 percent of homes on American Indian reservations and off-reservation trust land are overcrowded, compared to 3.1 percent of households nationwide. The number of households on reservation lands with severe housing costs that spend more than 50 percent of their income on housing has risen 46 percent over the past decade.

The Committee believes the housing goals for American Indians, Alaska Natives and Native Hawaiians established in the Native American Housing Assistance and Self-Determination Act, including section 802, remain a priority. The housing programs authorized in NAHASDA serve communities who are disproportionately low income, more likely to experience homelessness or overcrowded living conditions and unable to utilize traditional lending sources. The programs have aided thousands of individuals and families in the pursuit of safe, affordable housing and the committee encourages HUD to continue providing appropriate assistance and resources based on continued demonstrable need.

Coordinated Environmental Reviews for Tribal Housing and Related Infrastructure.—The subcommittee staff have conducted site visits to several tribes to better understand the challenges to developing and maintaining affordable housing in Indian Country. The conditions found there were disturbing and the magnitude of the need overwhelming. Many tribally designated housing entities lack access to financing and credit to develop new housing due to the difficulty of financing when trust lands are involved. Most development projects take 3 years or longer to complete due to a lack of financial resources, issues related to land and permitting approvals, and the lack of infrastructure in many of these sparse, remote locations.

Additionally, in fiscal year 2015, the Committee directed HUD to collaborate with the Council on Environmental Quality and affected Federal agencies, including the Department of the Interior, Agriculture, Commerce, Energy, Health and Human Services, the Federal Highway Administration, and the Environmental Protection Agency, to develop a coordinated environmental review process to simplify tribal housing development and its related infrastructure needs. The Committee expects HUD to continue to update the Committee on the status and progress of these on-going efforts.

Technical Assistance.—Limited capacity hinders the ability of many tribes to effectively address their housing needs. The Committee recommendation includes funding for technical assistance needs in Indian country as part of the Department's overall technical assistance funding within the Office of Policy Development and Research. The Committee expects HUD to use the technical assistance funding provided to aid tribes with capacity challenges, especially tribes receiving small grant awards. The funding should be used for training, contract expertise, and other services necessary to improve data collection, increase leveraging, and address other needs identified by tribes. The Committee expects that any assistance provided will reflect the unique needs and culture of Native Americans. An important aspect of technical assistance is the dissemination of best practices. In March of 2014, GAO found that HUD had not shared promising housing practices more generally across tribes in a way that would make them easily accessible. Such information about successful approaches would help tribes use their IHBG funding in the most efficient and effective ways to provide affordable housing in their communities. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on how the Department currently disseminates best practices to tribes, what practices it has implemented in response to GAO's findings, and what additional steps can be taken.

Oversight Plan.—Within 30 days of enactment of this act, the Committee directs HUD to submit a fiscal year 2016 oversight plan for the funds under this heading to the House and Senate Committees on Appropriations.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2015	$7,000,000	$744,047,000
Budget estimate, 2016	8,000,000	1,269,841,270
House allowance	8,000,000	1,269,841,270
Committee recommendation	7,000,000	1,111,111,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $7,000,000 in program subsidies to support a loan level of $1,111,111,000. This subsidy amount is equal to the fiscal year 2015 enacted subsidy level and $1,000,000 less than the budget request. The Committee directs the Department to submit a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on how HUD has utilized the funding provided for administrative contract expenses including management processes and systems. This report should include at a minimum: to what extent applicable Office of Native American Assistance Programs [ONAP] systems have been carried out in coordination with the Office of the Chief Information Officer; and what improvements in management and oversight have been implemented since March 2014 to prevent fraud.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriations, 2015	$330,000,000
Budget estimate, 2016	332,000,000
House allowance	335,000,000
Committee recommendation	330,000,000

PROGRAM DESCRIPTION

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

Since 1990, by statute, 90 percent of formula-appropriated funds are distributed to qualifying States and metropolitan areas on the basis of the number of AIDS cases and incidence of AIDS reported to the Centers for Disease Control and Prevention by March 31 of the year preceding the fiscal year. 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 $330,000,000 for the Housing Opportunities for Persons With AIDS [HOPWA] program. This level of funding is $2,000,000 less than the President's budget request and equal to the fiscal year 2015 enacted level. The Committee continues to include language requiring HUD to allocate these funds in a manner that preserves existing HOPWA programs, to the extent that those programs are determined to be meeting the needs of persons with HIV/AIDS.

HOPWA Formula Modernization.—The Committee recommendation includes a change to the HOPWA formula requested in the President's budget and part of the administration's comprehensive National HIV/AIDS Strategy. Currently, 53 percent of the statutorily required cumulative AIDS cases used to determine the formula program represent deceased individuals. The Committee recommendation seeks to distribute funding more equitably to reflect the HIV epidemic's impact among communities with highest burden of HIV cases while addressing the increasingly disproportionate impact of HIV on communities of poverty and color.

The formula modernization requires that 75 percent of the formula funds be distributed to cities with population greater than 500,000 and with more than 2,000 persons living with HIV, and the remaining 25 percent distributed to States and metropolitan statistical areas based on fair market rents (to account for high housing costs in certain areas) and area poverty indexes (to account for high-poverty areas lacking services). The Committee is aware of concerns in certain communities that would receive substantial reduction in funding as a result of the formula modernization, and has included language to prevent any grantee from losing more than 10 percent or gaining more than 20 percent of the average share of the total formula allocation of the previous fiscal year.

COMMUNITY DEVELOPMENT FUND

Appropriations, 2015	$3,000,000,000
Budget estimate, 2016	2,800,000,000
House allowance	3,000,000,000
Committee recommendation	2,900,000,000

Note: Amounts above exclude funding provided or requested for the Indian Community Development Block Grant Program. These funds are reflected in the Indian Block Grants account.

PROGRAM DESCRIPTION

Under title I of the Housing and Community Development Act of 1974, 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 nonentitlement communities after deducting designated amounts for insular areas.

COMMITTEE RECOMMENDATION

The Committee has provided $2,900,000,000 for Community Development Block Grants [CDBG]. The recommended amount is $100,000,000 more than the budget request and $100,000,000 less than the fiscal year 2015 enacted level. CDBG funding provides States and entitlement communities with resources that allow them to undertake a wide range of community development activities, including public infrastructure improvements, housing rehabilitation and construction, job creation and retention, and public services that primarily benefit low and moderate income persons.

The flexibility associated with CDBG enables State and local governments to tailor solutions to effectively meet the unique needs of their communities. The Committee notes the importance of States and local grantees meeting the program's three national objectives, as they utilize the program's resources to address a wide range of community needs. 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 for rural communities under 1,000 residents to use alternate sources of data to establish Low-Moderate Income Survey Data [LMISD] when American Community Survey [ACS] data is considered by the Community Development Block Grant applicant to be unreliable.

To ensure the program remains flexible, but also accountable and transparent, the Committee recommendation continues provisions in bill language that prohibit any community from selling its CDBG award to another community and that any funding provided to a for-profit entity for an economic development project funded under this act undergo appropriate underwriting. The Committee has included these provisions to address concerns raised about how program dollars have been used and mitigate risks associated with it.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2015	....	$500,000,000
Budget estimate, 2016	....	300,000,000
House allowance	....	300,000,000
Committee recommendation	....	300,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommendation provides a loan level guarantee of $300,000,000, which is $200,000,000 below the fiscal year 2015 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 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.

The Committee expects HUD to ensure that a financing structure is in place by the beginning of the fiscal year so that this important program remains available to communities. In addition, HUD must provide communities with information and any technical assistance they may need to successfully utilize the program.

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriations, 2015	$900,000,000
Budget estimate, 2016	1,060,000,000
House allowance [1]	900,000,000
Committee recommendation	66,000,000

[1] House allowance includes a $133,000,000 transfer from the Housing Trust Fund.

PROGRAM DESCRIPTION

Title II of the National Affordable Housing Act, as amended, authorizes the HOME Investment Partnerships Program. This program provides assistance to States and local governments for the purpose of expanding the supply and affordability of housing to low-income 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 $66,000,000 for the HOME Investment Partnerships Program. This amount is $834,000,000 less than the fiscal year 2015 enacted level. The amount is $994,000,000 less than the budget request, but the budget also proposes to fund a $10,000,000 Self-Help and Assisted Homeownership Program [SHOP] program out of this account, which the Committee has rejected.

The Committee notes the substantial gains made by HOME in increasing the supply and affordability of housing for low-income families. According to the April 2015 HOME National Production Report, since 1992 States and localities have used HOME funds to produce 497,368 homebuyer homes, 468,990 rental homes, and 232,785 rehabilitated owner-occupied homes. Another 300,708 families have received tenant-based rental assistance through the HOME program. HOME has been particularly successful in helping extremely low-income families (at or below 30 percent of area median income) who have received 40 percent of assistance for affordable rental housing during the past 5 years. The Committee recommendation includes a provision that makes an exception to the 30-day eviction notice in instances where a tenant poses a threat. Similar exceptions are authorized in other housing assistance programs.

Community Land Trusts.—The Committee recognizes the importance of preserving affordable homeownership opportunities, especially when change in ownership is initiated. The Committee includes a provision to clarify existing authority to continue allowing

Community Land Trusts to exercise purchase options, rights of first refusal, or other preemptive rights to purchase housing on their trusted land to ensure affordability is maintained through ownership changes.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriations, 2015	$50,000,000
Budget estimate, 2016	....
House allowance	50,000,000
Committee recommendation	55,700,000

PROGRAM DESCRIPTION

The Self-Help and Assisted Homeownership Opportunity Program is comprised of the Self-Help Homeownership Program [SHOP], which assists low-income homebuyers 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, and funds the rehabilitation and modifications homes for Veterans that are low-income and disabled as authorized by Section 1079 of Public Law 113–291. These programs help to develop the capacity of nonprofit community development organizations to carry out community development and affordable housing projects.

COMMITTEE RECOMMENDATION

The Committee recommends $55,700,000 for the Self-Help and Assisted Homeownership Program, which is $5,700,000 more than the fiscal year 2015 enacted level, and $55,700,000 more than the request. The Committee rejects the Administration's proposal to shift a portion of the funding for these activities to the HOME program, and make the section 4 program activities an eligible activity of the proposed Transformation Initiative. The Committee supports leaving this heading as a standalone account and opposes efforts to shift these funds into other accounts. The Committee recommendation includes $10,000,000 for SHOP, as authorized under section 11 of the Housing Opportunity Extension Act of 1996; $35,000,000 for capacity building as authorized by section 4 of the HUD Demonstration Act of 1993; $5,000,000 to carry out capacity building activities in rural communities; and, $5,700,000 million for a program to rehab and modify housing for Veterans that are low-income and disabled. The Committee notes that funding for technical assistance is being provided under the Office of Policy Development and Research and directs funds available for section 4 to be used solely for capacity building activities.

The Rural Capacity Building Program is intended for truly national organizations. For the purposes of the National Rural Capacity Building Notification of Funding Availably [NOFA], the Committee directs HUD to define an eligible national organization as a nonprofit entity that has on-going 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.

Energy Star.—The Committee remains concerned that the Energy Star requirements in the SHOP Notice of Funding Availability [NOFA] while well-intentioned may increase costs in a time that limited resources should be targeted to producing homes that comply with local building and safety codes. In fiscal year 2015, the Committee directed the Department to submit a report to the House and Senate Committees on Appropriations within 120 days of enactment of this act that evaluates: (1) if the Energy Star requirement in this program's NOFA are consistent with Energy Star requirements across HUD programs; and (2) if this requirement is a barrier to participation, especially in rural areas, considering factors such as the cost of certifications, access to Home Energy Raters or certified HVAC contractors, or the mortgage now exceeding USDA's Area Loan Limits. The Committee notes that the report is overdue and reminds the Department of this requirement.

Program to Rehabilitate or Modify Housing for Disabled and Low-Income Veterans.—About 5.5 million of our Nation's Veterans have disabilities and 1.4 million are at risk of homelessness. For Veterans returning home with severe injuries such as amputation, readjustment can be hampered by the lack of a wheelchair ramp. Some older Veterans, who served honorably years ago, must navigate stairs that present a falling hazard, roofs that leak, or homes without heat or hot water.

These problems are partially addressed through programs such as the Specially Adapted Housing [SAH] program administered by the Department of Veterans Affairs which provides grants to eligible disabled Veterans and servicemembers for housing adaptations due to disability. However, SAH does not fully address all Veterans with disabilities and it does not provide for low-income Veterans who have homes in need of urgent repairs. In response, Congress authorized a program to help enhance programs like SAH in the Fiscal Year 2015 National Defense Authorization Act to provide competitive grants through HUD to non-profit organizations to rehab and modify housing for Veterans. The Committee recommendation includes $5,700,000 for this new initiative to help some of the more than 50,000 Veterans wounded in recent conflicts and millions of disabled and low-income Veterans in need of safer housing.

HOMELESS ASSISTANCE GRANTS

Appropriations, 2015	$2,135,000,000
Budget estimate, 2016	2,480,000,000
House allowance	2,185,000,000
Committee recommendation	2,235,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $2,235,000,000 for Homeless Assistance Grants in fiscal year 2016. This amount is $245,000,000 less than the President's request, and $100,000,000 more than the fiscal year 2015 enacted level.

As part of the Committee recommendation, at least $1,918,000,000 will support the Continuum of Care Program, including the renewal of existing projects, and the Rural Housing Stability Assistance Program. Based on the renewal burden, HUD may also support planning and other activities authorized by the HEARTH Act. The recommendation also includes at least $250,000,000 for the emergency solutions grants program [ESG].

The Committee supports HUD's efforts to leverage existing housing resources, such as section 8 vouchers, to serve the homeless. The Committee also supports replacing existing, underperforming projects with new permanent supportive housing projects. Therefore, if funds remain available in this account after meeting renewal demands and funding ESG, HUD may use it for new projects, provided that such projects are targeted to areas with the greatest need, as measured by homeless data.

Data on Youth Homelessness.—The Committee believes an accurate count is critical to understanding the scale of youth homelessness. The Annual Homelessness Assessment Report [AHAR] provides Congress and the public with meaningful information on the progress in ending homelessness. It is based on the point-in time counts conducted by local communities and information from the Homelessness Management Information Systems [HMIS]. However, other Federal agencies have youth-specific data that can help communities better understand the scope of youth homelessness and housing instability in their area. The Committee directs HUD to incorporate additional Federal data on youth homelessness into the AHAR. This information is important to ensure that communities develop and implement policies that respond to the local needs of homeless youth. The Committee recommendation also provides up to $2,000,000 to fund a national study, as authorized by the Runaway and Homeless Youth Act, on the prevalence, needs, and characteristics of homelessness among youth and directs the Department to work with the Department of Health and Human Services to conduct this critical research.

Comprehensive Interventions to Prevent and End Youth Homelessness.— The Committee also recognizes that there is a lack of empirical data on youth appropriate solutions for ending homelessness. The Committee recommendation includes $33,000,000 for a pilot to implement comprehensive approaches to serving homeless youth in up to 10 communities, of which at least 4 are to be in rural areas.

Clarifying Eligibility and Documentation Requirements for Homeless Youth.—The Committee is concerned that service providers are turning homeless youth away due to a lack of clarity on HUD's existing eligibility and documentation requirements. While HUD has issued some guidance on how youth qualify for assistance under the current definition, service providers remain challenged with identifying and serving youth who are unaccompanied or head of household, faced with domestic violence, trafficking, or other unsafe circumstances—the most vulnerable and hard-to-reach homeless youth—due to lack of clarity in HUD's regulation and guidance. The Committee continues to hear from service providers that documentation requirements pose a barrier for individuals and families, especially youth, to access HUD programs and services. The Committee includes language that waives the requirement for youth 24 and under to provide third-party documentation to receive housing and supportive services within the Continuums of Care. The Committee strongly believes documentation requirements should not be a basis for denying access to necessary services. The Committee directs HUD to issue clarifying guidance, through notice and Web casts, on homeless youth eligibility criteria to ensure no youth eligible go unserved where there is the local capacity to house and/or provide services.

Training and Technical Assistance.—The Committee believes that in addition to clarifying its policies, HUD must also work to strengthen its partnerships with other Federal agencies to seek comprehensive and cross-agency solutions to youth homelessness. The Committee recognizes that it can be difficult for local communities, as well as housing and service providers, to navigate different Federal program rules, requirements and cultures. The Committee is reminded of similar challenges between local Continuums of Care and VA Medical Centers when VASH vouchers were initially funded. Collaborative training sessions at the local level that included not just HUD and VA headquarters staff, but also service providers and the local HUD and VA staff were critical to overcoming many of these barriers. In order to improve the effectiveness of service delivery for homeless youth at the local level, HUD, in coordination with the United States Interagency Council on Homelessness is directed to hold similar cross-agency trainings at the local level. These trainings should include, but not be limited to the Departments of Education and Health and Human Services, and local service providers, including homeless education liaisons and child welfare representatives. The Committee encourages the Department to design trainings that eliminate confusion about eligibility requirements, improve processes for youth who need to access housing and services, and help communities develop policies to ensure that appropriate resources are dedicated to homeless youth. The Committee has included $5,000,000 to support this and other technical assistance efforts addressing youth homelessness. These technical assistance funds may also be used in conjunction with the comprehensive pilot funded under this heading.

Performance Partnership Pilots.—The Committee has included language permitting HUD to partner with other Federal agencies in the Performance Partnership Pilot program, a cross-Federal agency initiative serving disconnected youth through innovative, cost-effective, and outcome-focused strategies. The Committee believes there is a critical role HUD can play in this pilot, especially as communities seek to address the housing and self-sufficiency needs of disconnected youth.

HUD shall inform the House and Senate Committees on Appropriations no later than 45 days after enactment of this act, how the Department will strategically align within the Performance Partnership Pilot program. This shall also include (1) the amount and source of funding the Department will allocate to the pilot; (2) the Department's role in grantee criteria and selection processes, and; (3) the Department's role in oversight and accountability for its contributions. Not later than 15 days after pilots have been announced, the Department shall brief the Committees on the scope of each pilot project, including goals, objectives and intended outcomes, and an outline of specific metrics that will be used to evaluate and determine the effectiveness of the pilot project and its outcomes.

Annual Homeless Assessment Report.—AHAR is a result of Congressional directives beginning in 2001, that charged the Department to collect data on homelessness, using the newly implemented Homeless Management Information System [HMIS]. HMIS data, information provided by Continuums of Care, and a point-in-time count of sheltered and unsheltered persons from one night in January of each year informs AHAR. The Committee is encouraged that HUD is sharing homeless data widely, and that Federal, State and local service providers use AHAR to determine needs and develop strategies to address homelessness.

The Committee believes HMIS can be used as a platform for information gathering in other Federal programs. Streamlining data to reflect the various Federal data sources will allow the Federal Government to better understand the scope and needs of homeless populations, to then inform a strategic alignment of Federal services. The Committee directs HUD to incorporate additional Federal data on homelessness in the AHAR. This information is important to ensure that communities develop and implement policies that respond to local needs. To support continued data collection and AHAR, the Committee has included $7,000,000 to support AHAR data collection and analysis. The Department shall submit the AHAR report by August 29, 2016. The Committee further hopes that HUD's efforts to increase participation in the HMIS effort will lead to improved information about and understanding of the Nation's homeless.

Renewal Costs.—The Committee directs HUD to continue to include 5-year projections of the costs of renewing existing projects as part of the fiscal year 2017 budget justification. This should include estimated costs of renewing permanent supportive housing.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriations, 2015	$9,730,000,000
Budget estimate, 2016	10,760,000,000
House allowance	10,654,000,000
Committee recommendation	10,826,000,000

PROJECT 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 [SRO] housing. This account also provides funds for contract administrators.

COMMITTEE RECOMMENDATION

The section 8 project-based rental assistance [PBRA] program supports an estimated 17,400 contracts with private owners of multifamily housing. Through this program, HUD and private sector partners support the preservation of safe, stable and sanitary housing for more than 1.2 million low-income Americans. Without PBRA, many affordable housing projects would convert to market rates with large rent increases that current tenants would be unable to afford.

The Committee recommends a total appropriation of $10,826,000,000 for the annual renewal of project-based contracts, of which up to $215,000,000 is for the cost of contract administrators. The recommended level of funding is $1,096,000,000 more than the amount provided in fiscal year 2015 and is $66,000,000 more than the budget request. The Committee's recommendation rejects the administration's proposed change to the medical deduction calculation, which results in the increased funding above the requested level. The Committee again rejects the administration's proposal to renew senior preservation rental assistance contracts [SPRAC] in this account. These contracts were originally funded in the Housing for the Elderly account and renewal funding is again provided under that heading.

The Committee recommendation completes the process of shifting the funding cycle for contract renewals to a calendar year basis. This funding cycle is consistent with the practices for the tenant-based rental assistance and public housing programs.

Performance-Based Contract Administrators.—Performance-based contract administrators [PBCAs] are typically public housing authorities or State housing finance agencies. They are responsible for conducting on-site management reviews of assisted properties; adjusting contract rents; and reviewing, processing, and paying monthly vouchers submitted by owners. 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. The Committee believes that fair and open competition is the best way to ensure that the taxpayer receives the greatest benefit for the costs incurred. Now that the previous litigation has been resolved, the Department is directed to ensure that the PBCA selection process is, to the greatest extent legally permissible, full, open, and fair.

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 maintain their properties in accordance with HUD standards, they should be held accountable. While there is a tension between holding property owners responsible and ensuring tenants don't lose their housing, HUD has tools at its disposal to hold owners accountable without putting tenants at risk.

HUD has taken important steps to increase its oversight of multifamily properties. These steps include: completing a risk rating assessment for all PBRA properties, assigning Project Managers to address performance problems at troubled assets, and using inspections by the Real Estate Assessment Center [REAC] to identify physical and financial issues. Properties with physical inspection scores below 30 are referred to the Departmental Enforcement Center [DEC] for further intervention. DEC may pursue civil penalties or other enforcement measures. To ensure continued attention to this issue, the Committee recommendation maintains a general provision that requires HUD to take specific steps to ensure that physical deficiencies in properties are quickly addressed, and requires the Secretary to take explicit actions if the owner fails to maintain them. These actions include imposing civil money penalties, working to secure a different owner for the property, or transferring the section 8 contract to another the property. The Committee wants to preserve critical project-based section 8 contracts, and believes this goal can be achieved while holding property owners accountable for their actions.

The Committee expects HUD to continue to move quickly to identify problem properties and owners and find an appropriate remedy. The Committee directs HUD to provide semi-annual reports to the House and Senate Committees on Appropriations on the number of projects that receive multiple exigent health and safety violations or physical inspection scores below 30. HUD shall also identify the actions taken to address safety concerns, including the frequency with which civil money penalties are imposed, contracts are transferred to another property, or ownership is transferred. The Committee expects that with increased enforcement the number of troubled properties will continue to be reduced.

HOUSING FOR THE ELDERLY

Appropriations, 2015	$420,000,000
Budget estimate, 2016	455,000,000
House allowance	416,500,000
Committee recommendation	420,000,000

PROGRAM DESCRIPTION

This account funds housing for the elderly under section 202 of the Housing Act of 1959. Under this program, the Department provides capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for seniors, and provides project-based rental assistance contracts [PRAC] to support operational costs for such units. Tenants living in section 202 supportive housing units can access a variety of community-based services to keep living independently in the community and age in place.

COMMITTEE RECOMMENDATION

The section 202 program provides nearly 400,000 federally assisted, privately owned affordable housing units for the elderly. The Committee recommends an appropriation of $420,000,000 for the section 202 program. This level is equal to the level provided in fiscal year 2015 and $35,000,000 less than the budget request. The Committee recommendation includes $343,000,000 in new appropriations in addition to carryover balances and residual receipts to fully fund all annual project-rental assistance contract renewals and amendments, and $77,000,000 for service coordinators and the continuation of existing congregate service grants.

Housing with Services Models for the Elderly.—In fiscal year 2014, the Committee provided funding for a demonstration program to test different models of housing with services for the elderly. The Committee is concerned that the Department's demonstration program may have the unintended consequence of excluding properties that are not located in large metropolitan areas. Such properties tend to be smaller, and according to the Department, only 18 percent of HUD-assisted multifamily properties for the elderly in rural areas have a service coordinator. In fact, the more rural the property, the less likely it is to have a service coordinator. For these reasons, the Committee urges HUD to partner with other Federal agencies in order to pursue a demonstration design on service coordination that is adapted to non-metropolitan areas. In order to implement such a design, however, HUD will need to address challenges such as low population density, large geographic distances, limited public transportation, workforce shortages, limited housing stock, fewer multidisciplinary staff, and less care coordination. Recognizing these challenges, the time constraints of the original funding provided, and the need for improved coordination and partnership across Federal agencies, the Committee does not direct the Department to delay the current demonstration design until a non-metropolitan component is designed.

The Committee recommendation permits the Department to collect residual receipts, and to the extent such amounts exceed any remaining renewal and amendment needs, those funds may first be used to carry out a model design component on housing with services for the elderly located in non-metropolitan areas. Remaining funds may be used to supplement the Department's current demonstration.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriations, 2015	$135,000,000
Budget estimate, 2016	177,000,000
House allowance	152,000,000
Committee recommendation	137,000,000

PROGRAM DESCRIPTION

This account provides funding for housing for the persons with disabilities under section 811 of the Cranston-Gonzales National Affordable Housing Act of 1990. 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 rental assistance to support operational costs. Since fiscal year 2012, HUD has transitioned to expanding capacity by providing project rental assistance to State housing financing agencies or other appropriate entities that act in partnership with State health and human service 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 $137,000,000 for the section 811 program. This level is $40,000,000 less than the budget request and is $2,000,000 more than the fiscal year 2015 enacted level. This level of funding, in addition to residual receipts, recaptures, and other unobligated balances, supports all PRAC renewals and amendments. Should the total available resources exceed the need for renewals, the Secretary shall direct such resources to a new competition for project rental assistance to State housing finance agencies.

HOUSING COUNSELING ASSISTANCE

Appropriations, 2015	$47,000,000
Budget estimate, 2016	60,000,000
House allowance	47,000,000
Committee recommendation	47,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $47,000,000 for the Housing Counseling Assistance program, which is $13,000,000 less than the budget request and equal to the fiscal year 2015 enacted level. The funds provided will help individuals and families across the country make better informed housing decisions. Specifically, it will support competitive counseling grants and training activities. In addition, the administrative contract support funding includes resources for financial audits and technical assistance.

The Committee continues language requiring HUD to obligate counseling grants within 180 days of enactment of this act, as well as permitting HUD to publish multiyear NOFAs, contingent on annual appropriations. This should result in administrative savings for HUD and grantees.

RENTAL HOUSING ASSISTANCE

Appropriations, 2015	$18,000,000
Budget estimate, 2016	30,000,000
House allowance	30,000,000
Committee recommendation	30,000,000

PROGRAM DESCRIPTION

This account provides amendment funding for housing assisted under a variety of HUD housing programs.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $30,000,000 for HUD-assisted, State-aided, noninsured rental housing projects, consistent with the budget request. This amount is $12,000,000 more than the fiscal year 2015 enacted level. The Committee recommendation includes a provision to allow the conversion of these projects to section 8, at no additional cost. The Committee hopes that the conversion of these projects, through the Rental Assistance Demonstration, will lead to the eventual elimination of these outdated programs.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriations, 2015	$10,000,000
Budget estimate, 2016	11,000,000
House allowance	11,000,000
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

The National Manufactured Housing Construction and Safety Standards Act of 1974, as amended by the Manufactured Housing Improvement Act of 2000, authorizes the Secretary to establish Federal manufactured home construction and safety standards for the construction, design, and performance of manufactured homes. All manufactured homes are required to meet the Federal standards, and fees are charged to producers to cover the costs of administering the act.

COMMITTEE RECOMMENDATION

The Committee recommends $10,000,000 to support the manufactured housing standards programs, of which the full amount of $10,000,000 is expected to be derived from fees collected and deposited in the Manufactured Housing Fees Trust Fund account. No direct appropriation is provided. The total amount recommended is $1,000,000 less than the budget request and equal to the fiscal year 2015 enacted level.

The Committee continues language allowing the Department to collect fees from program participants for the dispute resolution and installment programs mandated by the Manufactured Housing Improvement Act of 2000. These fees are to be deposited into the Trust Fund and may be used to support the manufactured housing standards programs subject to the overall cap placed on the account. The Committee expects the Department to move forward with this authority.

The Committee notes that carryover in the program, along with increased label fees, will allow HUD to continue its current activities. The Committee recognizes that manufactured housing production has declined substantially since peak industry production in 1998. The Committee is perplexed as to the reason for the continual growth in expenditures for the program which do not reflect or correspond with this decline.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2015	$400,000,000,000	$20,000,000	$130,000,000
Budget estimate, 2016	400,000,000,000	5,000,000	174,000,000
House allowance	400,000,000,000	5,000,000	130,000,000
Committee recommendation	400,000,000,000	5,000,000	130,000,000

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2015	$30,000,000,000	$20,000,000
Budget estimate, 2016	30,000,000,000	5,000,000
House allowance	30,000,000,000	5,000,000
Committee recommendation	30,000,000,000	5,000,000

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 Mutual Mortgage Insurance Program account: a limitation on guaranteed loans of $400,000,000,000, a limitation on direct loans of $5,000,000, and $130,000,000 for administrative contract expenses.

For the GI/SRI account, the Committee recommends $30,000,000,000 as a limitation on guaranteed loans and a limitation on direct loans of $5,000,000.

Following the housing crisis, FHA's role in the housing market expanded considerably, as it played the countercyclical role for which it was designed. While FHA played a critical role in ensuring a functioning housing finance market during the crisis, its expanded role came with additional risk. As a result of its increased role in the market, as well as poor quality loans in its portfolio that were insured under laxer requirements, FHA suffered significant losses. This ultimately resulted in FHA seeking $1,700,000,000 from Treasury at the end of fiscal year 2013 to cover expected losses—the first time FHA needed to draw on taxpayer funding in its history.

Beginning in 2009, this administration implemented policies to tighten lending standards and increase premiums. These changes have improved the quality of its loans and increased the solvency of the MMI Fund. As a result of the increased fees and improvements in its loss mitigation strategies, the MMI Fund is not expected to require any additional funding from Treasury, and has been on a strong trajectory to reach the 2 percent capital requirement. However, the administration's decision to reduce annual mortgage insurance premiums has setback that effort. While the Committee is pleased that the condition of the fund is improving, it expects HUD to remain focused on the fund's financial health.

Administrative Fee.—The Committee supports the goal of improving FHA's risk management and quality control efforts and has included resources to do so. The Committee is disappointed that the budget request proposing a new fee to offset administrative costs is the same language as in fiscal year 2015. Numerous concerns were raised by stakeholders in reaction to the 2015 request, yet the 2016 budget request fails to address those concerns. As such, the Committee does not include authority for HUD to charge a fee to provide additional funds for FHA's administrative costs. Despite the exclusion of the proposed fee, the Committee continues to stress that FHA needs to provide clear and consistent guidance to lenders so that they can better assess risk associated with the mortgages they originate. The Committee also encourages FHA's stakeholders to take into consideration that such guidance and clarity may be difficult without the additional resources such a fee would provide. Finally, the Committee encourages FHA and its partners to work together to address their mutual challenges.

Multifamily Housing.—The Committee is concerned that HUD's 2012 changes to its Project Capital Needs Assessment for multifamily lenders, while well intentioned, may have the unintended consequence of unduly constraining credit that is necessary for the development of affordable multifamily housing. To address this concern, the Committee directs HUD to report to the House and Senate Committees on Appropriations within 30 days of enactment on the data supporting the merits of continuing the changes included in Notice H–2012–27. In particular, the report should include a review of changes to the initial reserve calculations and replacement reserve calculations, and a recommendation on whether a clearer definition of intrusive testing requirements would benefit HUD and lenders without creating additional risk.

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, 2015	$500,000,000,000	$23,000,000
Budget estimate, 2016	500,000,000,000	28,320,000
House allowance	500,000,000,000	23,000,000
Committee recommendation	500,000,000,000	23,000,000

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, as amended. Ginnie Mae is authorized by section 306(g) of the act to guarantee the timely payment of principal and interest on securities that are based on and backed by a trust, or pool, composed of mortgages that are guaranteed and insured by the FHA, the Rural Housing Service, or the Department of Veterans Affairs. Ginnie Mae's guarantee of mortgage-backed securities is backed by the full faith and credit of the United States. This account also funds all salaries and benefits funding to support Ginnie Mae.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on new commitments on mortgage-backed securities of $500,000,000,000. This level is the same as the budget request and the fiscal year 2015 enacted level. The bill allows Ginnie Mae to use $23,000,000 for salaries and expenses. This is equal to the fiscal year 2015 enacted level and $5,320,000 less than the budget request.

Policy Development and Research

RESEARCH AND TECHNOLOGY

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2015	$72,000,000
Budget estimate, 2016	50,000,000
House allowance	50,000,000
Committee recommendation [1]	90,000,000

[1] Includes $40,000,000 by transfer.

PROGRAM DESCRIPTION

Title V of the Housing and Urban Development Act of 1970, as amended, directs the Secretary of the Department of Housing and Urban Development to undertake programs of research, evaluation, and reports relating to the Department's mission and programs. These functions are carried out internally and through grants and contracts with industry, nonprofit research organizations, educational institutions, and through agreements with State and local governments and other Federal agencies. The research programs seek ways to improve the efficiency, effectiveness, and equity of HUD programs and to identify methods to achieve cost reductions. 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 $50,000,000 for research, technology, and community development activities in fiscal year 2016. This level is $22,000,000 less than the fiscal year 2015 enacted level and equal to the budget request.

The Committee recommendation will continue to support market surveys, such as the American Housing Survey, that are integral to HUD's ability to understand its own programs and also help enhance public and private entities' knowledge of housing conditions in the United States. The Committee strongly encourages the Department to continue funding local rent surveys of areas affected by changing economic conditions and natural disasters.

Fair Market Rents [FMRs] are used to across HUD rental assistance programs. However, in certain counties the current methodology does not accurately reflect the current housing market, and additional local area surveys are necessary. The Committee recommends that HUD designate funding for additional local surveys for communities where the data used by HUD does not accurately reflect the market.

The Committee also continues language that allows HUD to enter into cooperative agreements, which allows the Office of Policy Development and Research to partner with other Federal agencies, researchers, or foundations on research that will inform HUD's understanding of its programs and the people who rely on them. This structure reduces duplicative research by leveraging existing projects to meet the needs of different stakeholders. The Committee encourages HUD to continue to maximize this authority.

In addition, the Committee includes up to $40,000,000 for Department-wide technical assistance and critical research beyond the core studies, which will be funded through transfers of up to 0.1 percent from HUD programs. In fiscal year 2015, $22,000,000 was provided as a direct appropriation for technical assistance.

The Committee directs that funds transferred into this account may only come from the following accounts: Choice Neighborhoods Initiative, Community Development Fund, Fair Housing Activities, Family Self-Sufficiency, HOME Investment Partnerships Program, Housing Counseling Assistance, Housing for Persons with Disabilities, Housing for the Elderly, Indian Block Grants, Lead Hazard Reduction, Mutual Mortgage Insurance Program Account, Project-Based Rental Assistance, Public Housing Capital Fund, Public Housing Operating Fund, Rental Housing Assistance, Self-Help and Assisted Homeownership Opportunity Program, and Tenant-Based Rental Assistance.

Within the amount transferred, at least $30,000,000 is for technical assistance [TA] across HUD programs. Of the amount for TA, at least $5,000,000 is to support TA in Indian Country including the inspection of Indian housing units, contract expertise, training, and technical assistance in the training, oversight, and management of such Indian housing and tenant-based assistance. TA for Indian Country shall be provided by providers with experience and expertise in addressing the needs of Indian tribes. Of the overall amount for TA, at least $5,000,000 is for training public housing agencies on finance and governance.

Funds transferred also provide funding for research to help improve program understanding and service delivery. Of the amount provided, the recommendation includes: at least $2,000,000 for grants to develop innovative approaches to the design and construction of affordable, accessible, and desirable housing for the disabled; $400,000 for an evaluation of Energy Performance Contracts in public housing; $800,000 for multidisciplinary research teams; $1,000,000 for tracking outcomes of the Jobs-Plus pilot program; $900,000 for an assessment of HUD's technical assistance to program grantees; $500,000 for facilitating the adoption of new building technologies by small and medium builders; and $250,000 to develop best practices and models to assist communities in developing pre-disaster mitigation plans and long term strategies. In addition, the Committee includes funding for the following projects:

Evaluation of Programs Serving Homeless Youth.—Opening Doors: The Federal Strategic Plan to Prevent and End Homelessness established a goal to end homelessness among children, family and youth by 2020. However, the data on youth that experience homelessness is extremely limited. HUD's 2014 Point-in-Time Count, which the Department acknowledges is an undercount, identified 45,205 unaccompanied homeless children and youth (defined as single individuals, aged 24 or younger experiencing homelessness without a parent or guardian) experiencing homelessness on a single night in January 2014. Additionally, the evidence base for charting a path to end homelessness among youth is decidedly weaker than the evidence base for ending chronic homelessness or homelessness among veterans. The Framework to End Youth Homelessness, released in 2013, identifies the need to both better estimate the prevalence of youth homelessness and identify the array of housing and service interventions that would be needed to end homelessness among youth. This research will improve the understanding of which interventions work best for which types of youth to better align the available housing and services interventions with the youth who need them. The Committee recommendation includes $2,500,000 for this study.

Utility Allowance Comparison Study.—Utility service to a residence is an intrinsic element in the cost of shelter. HUD currently spends over $6,000,000,000 per year on utilities, which includes the reimbursement and subsidy of public or assisted housing utility costs. Some resident's utility costs are paid directly by the public housing authority or assisted project owner, and HUD reimburses the payee. For tenants who pay the cost of their own utilities, public housing authorities or owners base the paid amount on an estimated utility allowance that is determined by the characteristics of the unit, the regional climate, and local tariffs. The current regulations on setting utility allowances have been in place for approximately 40 years, and give considerable discretion to the local agency or owner, and predate national household data on utility use by region and structure type. A HUD model based on Department of Energy data for such estimates has been available to agencies and owners for some time, but HUD has not mandated its use, partly because the Department does not know what the budget implications of such a mandate would be. The Committee directs the Department to add a component to the existing Quality Control study (previously funded for measurement of improper payments with a representative national sample of assisted tenants) that will compare the costs of the current system of utility allowances, costs under mandated use of the HUD model, and a model based on actual payments by assisted tenants. The Committee includes $725,000 for this study.

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

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriations, 2015	$65,300,000
Budget estimate, 2016	71,000,000
House allowance	65,300,000
Committee recommendation	65,300,000

PROGRAM DESCRIPTION

The fair housing activities appropriation includes funding for both the Fair Housing Assistance Program [FHAP] and the Fair Housing Initiatives Program [FHIP].

The Fair Housing Assistance Program helps State and local agencies to implement title VIII of the Civil Rights Act of 1968, 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 assure prompt and effective processing of title VIII complaints with appropriate remedies for complaints by State and local fair housing agencies.

The Fair Housing Initiatives Program is authorized by section 561 of the Housing and Community Development Act of 1987, as amended, and by section 905 of the Housing and Community Development Act of 1992. This initiative is designed to alleviate housing discrimination by increasing support to public and private organizations for the purpose of eliminating or preventing discrimination in housing, and to enhance fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $65,300,000 for the Office of Fair Housing and Equal Opportunity [OFHEO]. This amount is $5,700,000 less than the budget request and equal to the 2015 enacted level. Of the amounts provided, $23,300,000 is for FHAP, $40,100,000 is for FHIP, and $300,000 is for the creation, promotion, and dissemination of translated materials that support the assistance of persons with limited English proficiency. The Committee also provides $1,600,000 for the National Fair Housing Training Academy, and encourages the Department to pursue ways to make the Academy self-sustaining.

Office of Lead Hazard Control and Healthy Homes

Appropriations, 2015	$110,000,000
Budget estimate, 2016	120,000,000
House allowance	75,000,000
Committee recommendation	110,000,000

PROGRAM DESCRIPTION

Title X of the Housing and Community Development Act of 1992 established the Residential Lead-Based Paint Hazard Reduction Act, under which HUD is authorized to make grants to States, localities, and Native American tribes to conduct lead-based paint hazard reduction and abatement activities in private, low-income housing. Lead poisoning is a significant environmental health hazard, particularly for young children and pregnant women, and can result in neurological damage, learning disabilities, and impaired growth. The Healthy Homes Program, authorized under sections 501 and 502 of the Housing and Urban Development Act of 1970 (12 U.S.C. 1701z–1 and 1701z–2), provides grants to remediate housing hazards that have been scientifically shown to negatively impact occupant health and safety.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $110,00,000 for lead-based paint hazard reduction and abatement activities for fiscal year 2016, of which $25,000,000 is for the Healthy Homes Initiative. Of this amount, the Committee recommends an appropriation of $45,000,000 for the Lead Hazard Reduction Program, which was established in fiscal year 2003 to focus on major urban areas where children are disproportionately at risk for lead poisoning. This amount is $10,000,000 less than the President's budget request and equal to the amount available in fiscal year 2015.

Information Technology Fund

Appropriations, 2015	$250,000,000
Budget estimate, 2016	334,000,000
House allowance	97,000,000
Committee recommendation	250,000,000

PROGRAM DESCRIPTION

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

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $250,000,000 for the Information Technology Fund for fiscal year 2016, which is $84,000,000 less than the budget request and equal to the fiscal year 2015 enacted level.

The Committee has been very supportive of HUD's efforts to modernize its IT systems, which are critical to effectively overseeing its programs. For years, HUD has been hampered by outdated IT systems that aren't integrated, which limit its ability to manage and oversee grantees. In addition, HUD's efforts to work around system limitations to collect information for oversight purposes often results in increased work for grantees who have to input information into multiple systems. The Committee recognizes HUD's effort to better integrate systems, but there is still more work to be done, and IT system integration should remain a top priority for the Department.

The Committee recognizes that development of more sophisticated systems may come with higher costs associated with the additional capabilities HUD is getting. At the same time, HUD must also achieve savings by eliminating legacy systems and old servers. The Committee directs HUD to be more diligent in identifying and achieving savings by retiring old systems and shutting off redundant and inefficient servers. In addition, the Committee urges HUD to continue to look for savings when it renews contracts to reduce the ongoing costs of operating and maintaining its IT systems. The Committee notes that the Department has yet to submit reports, as directed by the Committee last year, articulating how the Department is implementing GAO's IT-related recommendations, and identifying savings it will achieve by retiring legacy systems and shutting off old servers. The Committee directs the Chief Operating Officer and the Chief Information Officer to ensure reports are submitted in a timely manner and include all required information.

The Committee is also concerned about the development of IT systems outside of the Information Technology Fund. While the Committee understands that limited resources may prompt HUD offices to develop solutions with their own resources, the Committee expects that, at a minimum, OCIO will monitor and oversee the development of any such solutions. The Committee directs the OCIO to monitor the development of new system solutions by every office in HUD to make sure they conform to HUD's enterprise architecture, and will be compatible with systems under development.

GAO Oversight.—Since 2010, the Committee has required HUD to submit an expenditure plan outlining its IT modernization projects before it could spend a portion of its IT funding. The plans were reviewed by GAO to determine if they satisfied the statutory requirements. Based on reports and briefings from GAO over the past few years, the Committee recognizes the progress HUD has made in its IT modernization planning efforts, and the focus must now be on its implementation of the plans and execution of the projects. The Committee emphasizes the importance of pursuing a strategic approach as HUD continues to improve its IT management. To this end, in order to monitor the Department's progress, the Committee instructed GAO in 2012 to conduct several reviews. In 2013, GAO completed a review of the Department's IT project management practices. The Committee reaffirms its direction to GAO to also evaluate HUD's institutionalization of governance and cost estimating practices. In particular, the Committee remains interested in any cost savings or operational efficiencies that have resulted (or may result) from the Department's improvement efforts. The Committee appreciates the work that GAO has done in this area and believes it has benefited the Committee and the Department. The Committee encourages HUD to take advantage of GAO expertise as it makes further improvements to its IT structure and governance.

OFFICE OF INSPECTOR GENERAL

Appropriations, 2015	$126,000,000
Budget estimate, 2016	129,000,000
House allowance	126,000,000
Committee recommendation	126,000,000

PROGRAM DESCRIPTION

This appropriation will finance all salaries and related expenses associated with the operation of the Office of the Inspector General [OIG].

COMMITTEE RECOMMENDATIONS

The Committee recommends an appropriation of $126,000,000 for the Office of Inspector General [OIG]. The amount of funding is equal to the fiscal year 2015 enacted level and $3,000,000 below the budget request.

The Committee is disappointed that it is compelled to remind the Inspector General of directions and reporting requirements included in the fiscal year 2015 report. Specifically, the OIG is reminded of the requirement to submit to the House and Senate Committees on Appropriations a spending plan detailing its intended information technology acquisitions in fiscal year 2015 and the requirement to report to the House and Senate Committees on Appropriations identifying the OIG's current information technology structure, systems and baseline costs, as well as its information technology strategy for fiscal year 2015 and future fiscal years. The Committee includes these same requirements and deadlines again for fiscal year 2016.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

The Committee recommends administrative provisions. A brief description follows.

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

SEC. 202. This section clarifies a limitation on the use of funds under the Fair Housing Act.

SEC. 203. This section clarifies the allocation of HOPWA funding for fiscal year 2006 and beyond.

SEC. 204. This section requires HUD to award funds on a competitive basis unless otherwise provided.

SEC. 205. This section allows funds to be used to reimburse GSEs and other Federal entities for various administrative expenses.

SEC. 206. This section limits HUD spending to amounts set out in the budget justification.

SEC. 207. This section clarifies expenditure authority for entities subject to the Government Corporation Control Act.

SEC. 208. This section requires quarterly reports on all uncommitted, unobligated and excess funds associated with HUD programs.

SEC. 209. This section exempts Los Angeles County, Alaska, Iowa, and Mississippi from the requirement of having a PHA resident on the board of directors for fiscal year 2016. Instead, the public housing agencies in these States are required to establish advisory boards that include public housing tenants and section 8 recipients.

SEC. 210. This section exempts GNMA from certain requirements of the Federal Credit Reform Act of 1990.

SEC. 211. This section allows HUD to authorize the transfer of existing project-based subsidies and liabilities from obsolete housing to housing that better meets the needs of the assisted tenants.

SEC. 212. This section reforms certain section 8 rent calculations as related to athletic scholarships.

SEC. 213. This section provides allocation requirements for Native Alaskans under the Native American Indian Housing Block Grant program.

SEC. 214. This section eliminates a cap on Home Equity Conversion Mortgages for fiscal year 2016.

SEC. 215. This section requires HUD to maintain section 8 assistance on HUD-held or owned multifamily housing.

SEC. 216. This section clarifies the use of the 108 loan guaranteed program for nonentitlement communities.

SEC. 217. This section allows public housing authorities with less than 400 units to be exempt from management requirements in the operating fund rule.

SEC. 218. This section restricts the Secretary from imposing any requirement or guideline relating to asset management that restricts or limits the use of capital funds for central office costs, up to the limit established in QWHRA.

SEC. 219. This section requires allotment holders to meet certain criteria of the CFO.

SEC. 220. The section modifies the NOFA process to include the Internet.

SEC. 221. This section limits attorney fees.

SEC. 222. This section establishes reprogramming and reallocation requirements within HUD's salaries and expenses accounts.

SEC. 223. This section allows the Disaster Housing Assistance Programs to be considered HUD programs for the purpose of income verification and matching.

SEC. 224. This section requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

SEC. 225. This section places limits on PHA compensation.

SEC. 226. This section prohibits funds from being used for the doctoral dissertation research grant program.

SEC. 227. This section extends the HOPE VI program until September 30, 2016.

SEC. 228. This section requires the Secretary to provide the Committee with advance notification before discretionary awards are made.

SEC. 229. This section allows the Secretary to transfer funding from salaries and expenses accounts to the "Information Technology Fund" to support technology improvements.

SEC. 230. This section prohibits funds being used to implement the HAWK program.

SEC. 231. This section prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

SEC. 232. This section prohibits funds from being used to terminate the status of a unit of local government as a metropolitan city, as defined under section 102 of the Housing and Community Development Act of 1974, with respect to grants under section 106 of such act.

SEC. 233. This section makes changes to the HOME Investment Partnerships program.

SEC. 234. This section prohibits funds being used to pay bonuses for suspended employees.

SEC. 235. This section modifies the Rental Assistance Demonstration included in the fiscal year 2012 bill.

SEC. 236. This section allows PHAs to establish replacement reserves to address capital needs.

SEC. 237. This section increases the flexibility of public housing authorities to transfer funds between their capital and operating funds.

SEC. 238. This section amends section 526 of the National Housing Act to permits exceptions for alternative water systems that meet requirements of State and local building codes that ensure health and safety standards.

SEC. 239. This section expands the number of PHAs that may participate in the Moving-to-Work program.

SEC. 240. This section permits triennial re-certification of fixed-income families.

SEC. 241. This section extends the period of use of family unification vouchers by youth.

SEC. 242. This section permits performance-based financing of energy and water conservation improvements in assisted multifamily housing to reduce utility costs.

SEC. 243. This section incentivizes measures to reduce energy and water consumption in public housing.

SEC. 244. This section allows HUD to authorize the transfer of existing subsidies and liabilities from obsolete housing for persons with disabilities to housing that complies with local Olmstead requirements.

SEC. 245. This section rescinds balances from various HUD programs.

SEC. 246. This section permits HUD to participate in the multiagency Performance Partnership Pilots program.

SEC. 247. This section permits HUD to consolidate funds used to implement disaster recovery grants.

Section 248. This section prohibits HUD from requiring public housing agencies with less than 250 public housing units to conduct a Green Physical Needs Assessment.

TITLE III

INDEPENDENT AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriations, 2015	$7,548,000
Budget estimate, 2016	8,023,000
House allowance	7,548,000
Committee recommendation	8,023,000

PROGRAM DESCRIPTION

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

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

COMMITTEE RECOMMENDATION

The Committee recommends $8,023,000 for the operations of the Access Board. This level of funding is $475,000 more than the 2015 enacted level and equal to the President's fiscal year 2016 request.

Federal Maritime Commission

SALARIES AND EXPENSES

Appropriations, 2015	$25,660,000
Budget estimate, 2016	27,387,000
House allowance	25,660,000
Committee recommendation	25,660,000

PROGRAM DESCRIPTION

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

FMC's mission is to foster a fair, efficient, and reliable international ocean transportation system and to protect the public from unfair and deceptive practices. To accomplish this mission, FMC regulates the international waterborne commerce of the United States. In addition, FMC has responsibility for licensing and bonding ocean transportation intermediaries and assuring 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 U.S. ports.

COMMITTEE RECOMMENDATION

The Committee recommends $25,660,000 for the salaries and expenses of the FMC for fiscal year 2016. This amount is $1,727,000 less than the President's fiscal year 2016 budget request and equal to the fiscal year 2015 enacted level.

The Committee commends FMC's efforts to promote access to foreign markets for American exports and efficient supply chains for the importation of goods for domestic production and consumption, pursuits that support economic growth and job creation. The Committee also supports FMC's continued efforts to protect consumers from potentially unlawful, unfair, or deceptive ocean transportation practices related to the movement of household goods or personal property in international oceanborne trade.

National Railroad Passenger Corporation

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2015	$23,999,000
Budget estimate, 2016	24,499,000
House allowance	24,499,000
Committee recommendation	23,999,000

PROGRAM DESCRIPTION

The Office of Inspector General for Amtrak was created by the Inspector General Act Amendment of 1988. 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 recommends $23,999,000 for the Amtrak Office of Inspector General [OIG]. This funding level is $500,000 less than the budget request and equal to the fiscal year 2015 enacted level. The Committee retains language that requires the Amtrak OIG to submit a budget request in similar format and substance to those submitted by other executive agencies in the Federal Government.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2015	$103,981,000
Budget estimate, 2016	105,170,000
House allowance	103,981,000
Committee recommendation	105,170,000

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 Federal Aviation Administration or the U.S. Coast Guard Commandant, or when civil penalties are assessed by FAA.

COMMITTEE RECOMMENDATION

The Committee recommends $105,170,000 for the National Transportation Safety Board, which is equal to the budget request and $1,189,000 more than the fiscal year 2015 enacted level. The Committee has also continued to include language that allows

NTSB to make payments on its lease for the NTSB training facility with funding provided in the bill.

Neighborhood Reinvestment Corporation

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriations, 2015	$185,000,000
Budget estimate, 2016	182,300,000
House allowance	177,000,000
Committee recommendation	140,000,000

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, October 31, 1978). Neighborhood Reinvestment Corporation now operates under the trade name, "NeighborWorks America." NeighborWorks America helps local communities establish efficient and effective partnerships between residents and representatives of the public and private sectors. These partnership-based organizations are independent, tax-exempt, nonprofit entities and are frequently known as Neighborhood Housing Services or mutual housing associations.

Collectively, these organizations are known as the NeighborWorks network. Nationally, 235 NeighborWorks organizations serve nearly 3,000 urban, suburban, and rural communities in 49 States, the District of Columbia, and Puerto Rico.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $140,000,000 for NeighborWorks for fiscal year 2016. This amount is $42,300,000 less than the budget request and $45,000,000 less than the fiscal year 2015 enacted level. The Committee has included funding solely to support NeighborWorks core programs, and continues to support the set-aside of $5,000,000 for the multifamily rental housing initiative, which has been successful in developing innovative approaches to producing mixed-income affordable housing throughout the Nation. Funding for core programs is $3,400,000 more than the budget request and $5,000,000 more than the fiscal year 2015 enacted level.

National Foreclosure Mitigation Counseling Program (NFMC).—The Committee has not included any funding for this program. The Committee has been clear that NFMC, initially provided "one-time funding" in fiscal year 2008, is not a permanent program. By not providing additional funding for NFMC, NeighborWorks will be able to utilize the $4,000,000 provided in fiscal year 2015 to begin program wind down and close out operations.

Mortgage Rescue Scams.—Since 2009, NeighborWorks has been working to raise awareness of mortgage rescue scams and help vulnerable homeowners access legitimate forms of assistance. This campaign targets at-risk communities and populations through public service announcements, public media, and the Internet. NeighborWorks is working with other partners, such as the Department of Justice and Federal Trade Commission to stop rescue scams. The Committee expects NeighborWorks to continue working with its partners to address this important issue.

Rural Areas.—The Committee continues to support Neighborworks' efforts to build capacity in rural areas. The Committee urges the Corporation to continue these efforts.

United States Interagency Council on Homelessness

OPERATING EXPENSES

Appropriations, 2015	$3,530,000
Budget estimate, 2016	3,530,000
House allowance	3,530,000
Committee recommendation	3,530,000

PROGRAM DESCRIPTION

The United States Interagency Council on Homelessness is an independent agency created by the McKinney-Vento Homeless Assistance Act of 1987 to coordinate and direct the multiple efforts of Federal agencies and other designated groups. The Council was authorized to review Federal programs that assist homeless persons and to take necessary actions to reduce duplication. The Council can recommend improvements in programs and activities conducted by Federal, State, and local government, as well as local volunteer organizations. The Council 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; and other entities as deemed appropriate.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $3,530,000 for the United States Interagency Council on Homelessness [USICH]. This amount is equal to the budget request and the fiscal year 2015 enacted level. The Committee does not include changes to USICH's underlying authorization as included in the budget request.

USICH supports Federal collaboration and implementation of the Federal strategic plan to prevent and end homelessness. The Council's work on such issues as establishing common definitions of homelessness across programs and consolidating Federal data is helping to breakdown silos and increase Federal collaboration. Its work was recognized by GAO in its February 2012 report on ways to reduce duplication, overlap, and fragmentation in the Federal Government. The Committee is aware that individuals who are homeless or in unstable housing situations are often living with multiple chronic conditions. The link between homelessness and long-term physical and behavioral health conditions is well documented. The Committee has recognized the cost-savings that can be achieved by using evidence-based practices, and has been supportive of such efforts, including through the HUD–VASH program and other permanent supportive housing through HUD's homeless assistance grants program. However, the Committee believes that more can be done to emphasize evidence-based practices in serving other populations. The Committee directs the USICH to continue to work to improve coordination between HUD, HHS and other Federal agencies, and to help communities use the Homeless Management Information System and other data to target affordable housing and homeless resources to high-need, high-cost families and individuals. The Committee further encourages HUD to work with HHS and other Federal agencies to identify homeless individuals who have high utilization rates for emergency and other public services, and share strategies for combining affordable housing with health and social support services to improve both housing and health outcomes for these individuals.

Homeless Youth.—One of the goals of the Federal Strategic Plan is to prevent and end homelessness among youth by 2020. The plan identifies four core targeted outcomes for youth experiencing homelessness—stable housing, permanent connections, education and employment, and social/emotional well-being. These outcomes appropriately identify the multiple needs of youth experiencing homelessness and underscore the importance of comprehensive solutions. To be successful, it is critical to coordinate Federal services and programs at the local, regional, and State levels to ensure these outcomes are met.

The Committee notes that USICH has a working group on ending youth homelessness and has made improving data on youth homelessness and building capacity for service delivery priorities. The Committee supports these efforts and urges USICH to continue to facilitate coordination among the appropriate agencies, including the Departments of Housing and Urban Development, Education, and Health and Human Services, to ensure the homeless services comprehensively address the needs of homeless youth.

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 service 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. The Committee rejects the Administration's request to transfer budget authority between accounts.

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 requires departments and agencies under this act to report information regarding all sole-source contracts.

Section 409 prohibits funds in this act to be transferred without express authority.

Section 410 protects employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 411 prohibits the use of funds for activities not in compliance with the Buy American Act.

Section 412 prohibits funding for any person or entity convicted of violating the Buy American Act.

Section 413 prohibits funds for first-class airline accommodation in contravention of section 301–10.122 and 301–10.123 of title 41 CFR.

Section 414 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 415 restricts the number of employees agencies funded in this act may send to international conferences.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports on general appropriations bills identify each Committee amendment to the House bill "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 2016:

TITLE I—DEPARTMENT OF TRANSPORTATION

National Infrastructure Investments
Federal Aviation Administration
Federal Highway Administration
Federal Motor Carrier Safety Administration
National Highway Traffic Safety Administration
Federal Railroad Administration
Federal Transit Administration
Maritime Administration
Pipeline and Hazardous Materials Safety Administration
Surface Transportation Board
National Infrastructure Investments

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rental Assistance Programs
Native American Housing Block Grants
Indian Housing Loan Guarantee Fund
Housing Opportunity for Persons with AIDS
Community Development Fund
Community Development Loan Guarantee
Home Investment Partnerships Program
Choice Neighborhoods Initiatives
Self-Help Homeownership Opportunity Program
Homeless Assistance
Housing for the Elderly
Housing for Persons with Disabilities
FHA General and Special Risk Program Account:
GNMA Mortgage Backed Securities Loan Guarantee Program Account:
Policy Development and Research
Fair Housing Activities, Fair Housing Program
Lead Hazard Reduction Program

Salaries and Expenses

TITLE III—RELATED AGENCIES

Access Board
National Transportation Safety Board
Amtrak Office of Inspector General

COMPLIANCE WITH PARAGRAPH 7(c), RULE XXVI OF THE STANDING RULES OF THE SENATE

Pursuant to paragraph 7(c) of rule XXVI, on June 25, 2015, the Committee ordered favorably reported a bill (H.R. 2577) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2016, and for other purposes, provided, that the bill be subject to further amendment and that the bill be consistent with its budget allocation, by a recorded vote of 20–10, a quorum being present. The vote was as follows:

Yeas	Nays
Chairman Cochran	Mr. Leahy
Mr. McConnell	Mrs. Murray
Mr. Shelby	Mr. Durbin
Mr. Alexander	Mr. Reed
Ms. Collins	Mr. Tester
Ms. Murkowski	Mr. Udall
Mr. Graham	Mrs. Shaheen
Mr. Kirk	Mr. Merkley
Mr. Blunt	Mr. Coons
Mr. Moran	Mr. Murphy
Mr. Hoeven	
Mr. Boozman	
Mrs. Capito	
Mr. Cassidy	
Mr. Lankford	
Mr. Daines	
Ms. Mikulski	
Mrs. Feinstein	
Mr. Schatz	
Ms. Baldwin	

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, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

TITLE 12—BANKS AND BANKING

CHAPTER 13—NATIONAL HOUSING

SUBCHAPTER V—MISCELLANEOUS

§ 1735f–4. Minimum property standards

(a) * * *

(b) The Secretary may require that each property, other than a manufactured home, subject to a mortgage insured under this chapter shall, with respect to health and safety, comply with one of the nationally recognized model building codes, or with a State or local building code based on one of the nationally recognized model building codes or their equivalent. The Secretary shall be responsible for determining the comparability of the State and local codes to such model codes and for selecting for compliance purposes an appropriate nationally recognized model building code where no such model code has been duly adopted or where the Secretary determines the adopted code is not comparable.

(c) The Secretary may establish an exception to any minimum property standard established under this section in order to address alternative water systems, including cisterns, which meet requirements of State and local building codes that ensure health and safety standards.

TITLE 23—HIGHWAYS

CHAPTER 1—FEDERAL-AID HIGHWAYS

§ 127. Vehicle weight limitations-Interstate System

(a) IN GENERAL.—

* * * * * * *

(l) OPERATION OF VEHICLES ON CERTAIN KENTUCKY HIGHWAYS.—

(1) IN GENERAL.—* * *

(2) DESCRIPTION OF HIGHWAY SEGMENTS.—The highway segments referred to in paragraph (1) are as follows:

(A) Interstate Route 69 in Kentucky (formerly the Wendell H. Ford (Western Kentucky) Parkway) from the Interstate Route 24 Interchange, near Eddyville, to the Edward T. Breathitt (Pennyrile) Parkway Interchange.

(B) The Edward T. Breathitt (Pennyrile) Parkway (to be designated as Interstate Route 69) in Kentucky from the Wendell H. Ford (Western Kentucky) Parkway Interchange to near milepost 77, and on new alignment to an interchange on the Audubon Parkway, if the segment is designated as part of the Interstate System.

(m) OPERATION OF CERTAIN SPECIALIZED HAULING VEHICLES ON CERTAIN TEXAS HIGHWAYS.—

(1) IN GENERAL.—If any segment of United States Route 59, United States Route 77, United States Route 281, United States Route 84, or routes otherwise made eligible for designation as Interstate Route 69, is designated as Interstate Route 69, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

(2) DESCRIPTION OF HIGHWAY SEGMENTS.—The highway segments referred to in paragraph (1) are any segment of United States Route 59, United States Route 77, United States Route 281, United States Route 84, and routes otherwise made eligible for designation as Interstate Route 69 in Texas.

(n) OPERATION OF CERTAIN SPECIALIZED VEHICLES ON CERTAIN HIGHWAYS IN THE STATE OF ARKANSAS.—If any segment of United States Route 63 between the exits for Arkansas Highway 14 and Arkansas Highway 75 is designated as part of the Interstate System—

(1) a vehicle that could legally operate on the segment before the date of such designation at the posted speed limit may continue to operate on that segment; and

(2) a vehicle that can only travel slower than the posted speed limit on the segment and could otherwise legally operate on the segment before the date of such designation may continue to operate on that segment during daylight hours.

TITLE 42—THE PUBLIC HEALTH AND WELFARE

CHAPTER 8—LOW-INCOME HOUSING

SUBCHAPTER I—GENERAL PROGRAM AND ASSISTED HOUSING

§ 1437a. Rental payments

(a) Families included; rent options; minimum amount; occupancy by police officers and over-income families

(1) * * *

* * * * * * *

(5) OCCUPANCY BY OVER-INCOME FAMILIES IN CERTAIN PUBLIC HOUSING.—

(A) AUTHORITY.—* * *

* * * * * * *

(C) DEFINITION.—For purposes of this paragraph, the term "over-income family" means an individual or family that is not a low-income family at the time of initial occupancy.

(6) REVIEWS OF FAMILY INCOME.—

(A) FREQUENCY.—Reviews of family income for purposes of this section shall be made—

(i) in the case of all families, upon the initial provision of housing assistance16 for the family; and

(ii) no less than annually thereafter, except as provided in subparagraph (B)(i);

(B) FIXED-INCOME FAMILIES.—

(i) SELF CERTIFICATION AND 3-YEAR REVIEW.—In the case of any family described in clause (ii), after the initial review of the family's income pursuant to subparagraph (A)(i), the public housing agency or owner shall not be required to conduct a review of the family's income pursuant to subparagraph (A)(ii) for any year for which such family certifies, in accordance with such requirements as the Secretary shall establish, that the income of the family meets the requirements of clause (ii) of this subparagraph and that the sources of such income have not changed since the previous year, except that the public housing agency or owner shall conduct a review of each such family's income not less than once every 3 years.

(ii) ELIGIBLE FAMILIES.—A family described in this clause is a family who has an income, as of the most recent review pursuant to subparagraph (A) or clause (i) of this subparagraph, of which 90 percent or more consists of fixed income, as such term is defined in clause (iii).

(iii) FIXED INCOME.—For purposes of this subparagraph, the term "fixed income" includes income from—

(I) the supplemental security income program under title XVI of the Social Security Act, including supplementary payments pursuant to an agreement for Federal administration under section 1616(a) of the Social Security Act and payments pursuant to an agreement entered into under section 212(b) of Public Law 93–66;

(II) Social Security payments;

(III) Federal, State, local and private pension plans; and

(IV) other periodic payments received from annuities, insurance policies, retirement funds, disability or death benefits, and other similar types of periodic receipts that are of substantially the same amounts from year to year.

(C) INFLATIONARY ADJUSTMENT FOR FIXED INCOME FAMILIES.—

(i) IN GENERAL.—In any year in which a public housing agency or owner does not conduct a review of income for any family described in clause (ii) of subparagraph (B) pursuant to the authority under clause (i) of such paragraph to waive such a review, such family's prior year's income determination shall, subject to clauses (ii) and (iii), be adjusted by applying an

inflationary factor as the Secretary shall, by regulation or notice, establish.

(ii) EXEMPTION FROM ADJUSTMENT.—A public housing agency or owner may exempt from an adjustment pursuant to clause (i) any income source for which income does not increase from year to year.

* * * * * * *

§ 1437f. Low-income housing assistance

(a) Authorization for assistance payments

* * * * * * *

(x) Family unification

(1) Increase in budget authority

* * * * * * *

(2) Use of funds

The amounts made available under this subsection shall be used only in connection with tenant-based assistance under this section on behalf of (A) any family (i) who is otherwise eligible for such assistance, and (ii) who the public child welfare agency for the jurisdiction has certified is a family for whom the lack of adequate housing is a primary factor in the imminent placement of the family's child or children in out-of-home care or the delayed discharge of a child or children to the family from out-of-home care and (B) for a period not to exceed ❲18 months❳ *36 months*, otherwise eligible youths who have attained at least 18 years of age and not more than 21 years of age and who have left foster care at age 16 or older.

* * * * * * *

§ 1437g. Public housing Capital and Operating Funds

(a) Merger into Capital Fund

* * * * * * *

(g) Limitations on use of funds

(1) Flexibility for Capital Fund amounts

(A) Of any amounts appropriated for fiscal year 2000 or any fiscal year thereafter that are allocated for fiscal year 2000 or any fiscal year thereafter from the Capital Fund for any public housing agency, the agency may use not more than 20 percent for activities that are eligible under subsection (e) of this section for assistance with amounts from the Operating Fund, but only if the public housing agency plan for the agency provides for such use❲.❳ *; and*

(B) FLEXIBILITY FOR OPERATING FUND AMOUNTS.—Of any amounts appropriated for fiscal year 2016 or any fiscal year thereafter that are allocated for fiscal year 2016 or any fiscal year thereafter from the Operating Fund for any public housing agency, the agency may use not more than 20 percent for activities that are eligible under subsection (d) for assistance with amounts from the

Capital Fund, but only if the public housing plan for the agency provides for such use.

* * * * * * *

(j) Penalty for slow expenditure of capital funds

(1) Obligation of amounts

* * * * * * *

(6) Right of recapture

Any obligation entered into by a public housing agency shall be subject to the right of the Secretary to recapture the obligated amounts for violation by the public housing agency of the requirements of this subsection.

(7) TREATMENT OF REPLACEMENT RESERVE.—The requirements of this subsection shall not apply to funds held in replacement reserves established in subsection (9)(n).

* * * * * * *

(m) Treatment of public housing

(1) [Repealed. Pub. L. 108–7, div. K, title II, §212(a), Feb. 20, 2003, 117 Stat. 503].

* * * * * * *

(4) Effective date

This subsection shall apply to fiscal year 1999 and each fiscal year thereafter.

(n) ESTABLISHMENT OF REPLACEMENT RESERVES.—

(1) IN GENERAL.—Public Housing authorities shall be permitted to establish a Replacement Reserve to fund any of the capital activities listed in subparagraph (d)(1).

(2) SOURCE AND AMOUNT OF FUNDS FOR REPLACEMENT RESERVE.—At any time, a public housing authority may deposit funds from that agency's Capital Fund into a replacement reserve subject to the following:

(A) At the discretion of the Secretary, public housing agencies may transfer and hold in a Replacement Reserve, funds originating from additional sources.

(B) No minimum transfer of funds to a replacement reserve shall be required.

(C) At any time, a public housing authority may not hold in a replacement reserve more than the amount the public housing authority has determined necessary to satisfy the anticipated capital needs of properties in its portfolio assisted under 42 U.S.C. 1437g as outlined in its Capital Fund 5 Year Action Plan, or a comparable plan, as determined by the Secretary.

(D) The Secretary may establish by regulation a maximum replacement reserve level or levels that are below amounts determined under subparagraph (C), which may be based upon the size of the portfolio assisted under 42 U.S.C. 1437g or other factors.

(3) In first establishing a replacement reserve, the Secretary may allow public housing agencies to transfer more than 20 percent of its operating funds into its replacement reserve.

(4) EXPENDITURE.—Funds in a replacement reserve may be used for purposes authorized by subparagraph (d)(1) and contained in its Capital Fund 5 Year Action Plan.

(5) MANAGEMENT AND REPORT.—The Secretary shall establish appropriate accounting and reporting requirements to ensure that public housing agencies are spending funds on eligible projects and that funds in the replacement reserve are connected to capital needs.

* * * * * * *

§ 1437v. Demolition, site revitalization, replacement housing, and tenant-based assistance grants for projects

(a) Purposes

* * * * * * *

(m) Funding

(1) Authorization of appropriations

There are authorized to be appropriated for grants under this section $574,000,000 for ❲fiscal year 2015.❳ *fiscal year 2016.*

* * * * * * *

(o) Sunset

No assistance may be provided under this section after ❲September 30, 2015.❳ *September 30, 2016.*

* * * * * * *

CHAPTER 119—HOMELESS ASSISTANCE

SUBCHAPTER II—UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

§ 11314. Director and Staff

(a) Director

The Council shall appoint an Executive Director, who shall be compensated at a rate not to exceed the rate of basic pay payable for ❲level V❳ *level IV* of the Executive Schedule under section 5316 of title 5. The Council shall appoint an Executive Director at the first meeting of the Council held under section 11312(c) of this title.

* * * * * * *

CHAPTER 130—NATIONAL AFFORDABLE HOUSING

SUBCHAPTER II—INVESTMENT IN AFFORDABLE HOUSING

PART A—HOME INVESTMENT PARTNERSHIPS

§ 12755. Tenant and participant protections

(a) Lease

* * * * * * *

(b) Termination of tenancy

An owner shall not terminate the tenancy or refuse to renew the lease of a tenant of rental housing assisted under this subchapter except for serious or repeated violation of the terms and conditions of the lease, for violation of applicable Federal, State, or local law, or for other good cause. Any termination or refusal to renew must be preceded by not less than 30 days by the owner's service upon the tenant of a written notice specifying the grounds for the action. *Such 30-day waiting period is not required if the grounds for the termination or refusal to renew involve a direct threat to the safety of the tenants or employees of the housing, or an imminent and serious threat to the property (and the termination or refusal to renew is in accordance with the requirements of State or local law).*

TITLE 49—TRANSPORTATION

SUBTITLE IV—INTERSTATE TRANSPORTATION

PART B—MOTOR CARRIERS, WATER CARRIERS, BROKERS, AND FREIGHT FORWARDERS

CHAPTER 135—JURISDICTION

SUBCHAPTER I—MOTOR CARRIER TRANSPORTATION

§ 13506. Miscellaneous motor carrier transportation exemptions

(a) IN GENERAL.—* * *

(1) a motor vehicle transporting only school children and teachers to or from school;

* * * * * * *

(14) brokers for motor carriers of passengers, except as provided in section 13904(d); **[**or**]**

(15) transportation of broken, crushed, or powdered glass**[**.**]** *; or*

(16) the transportation of passengers by motor vehicles operated by youth or family camps that provide overnight accommodations and recreational or educational activities at fixed locations.

* * * * * * *

SUBTITLE VI—MOTOR VEHICLE AND DRIVER PROGRAMS

PART B—COMMERCIAL

CHAPTER 311—COMMERCIAL MOTOR VEHICLE SAFETY

SUBCHAPTER II—LENGTH AND WIDTH LIMITATIONS

§ 31111. Length limitations

(a) DEFINITIONS.—* * *

* * * * * * *

(b) GENERAL LIMITATIONS.—(1) Except as provided in this section, a State may not prescribe or enforce a regulation of commerce that—

(A) imposes a vehicle length limitation of less than 45 feet on a bus, of less than 48 feet on a semitrailer operating in a truck tractor-semitrailer combination, ⟦or of less than 28 feet on a semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination,⟧ *or, notwithstanding section 31112, of less than 33 feet on a semitrailer or trailer operating in a truck tractor semitrailer-trailer combination,* on any segment of the Dwight D. Eisenhower System of Interstate and Defense Highways (except a segment exempted under subsection (f) of this section) and those classes of qualifying Federal-aid Primary System highways designated by the Secretary of Transportation under subsection (e) of this section;

* * * * * * *

§ 31112. Property-carrying unit limitation

(a) DEFINITIONS.—* * *

* * * * * * *

(c) ⟦SPECIAL RULES FOR WYOMING, OHIO, ALASKA, IOWA, AND NEBRASKA⟧ *SPECIAL RULES FOR WYOMING, OHIO, ALASKA, IOWA, NEBRASKA, AND KANSAS*.—* * *

(1) * * *

* * * * * * *

(3) Alaska may allow the operation of commercial motor vehicle combinations that were not in actual operation on June 1, 1991, but were in actual operation before July 6, 1991⟦; and⟧ *;*

(4) Iowa may allow the operation on Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota or on Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska of commercial motor vehicle combinations with trailer length, semitrailer length, and property-carrying unit length allowed by law or regulation and in actual lawful operation on a regular or periodic basis (including continued seasonal operation) in South Dakota or Nebraska, respectively, before June 2, 1991⟦.⟧ *; and*

(5) ⟦Nebraska may⟧ *Nebraska and Kansas may* allow the operation of a truck tractor and 2 trailers or semitrailers not in actual lawful operation on a regular or periodic basis on June 1, 1991, if the length of the property-carrying units does not exceed 81 feet 6 inches and such combination is used only to transport equipment utilized by custom harvesters under contract to agricultural producers to harvest one or more of wheat, soybeans, and milo during the harvest months for such crops, as defined by ⟦the State of Nebraska⟧ *the relevant state*.

CONSOLIDATED AND FURTHER CONTINUING APPROPRIATIONS ACT, 2012, PUBLIC LAW 112–55

DIVISION C—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES

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" to the headings "Tenant-Based Rental Assistance" or "Project-Based Rental Assistance": *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, 2018: *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 ⟦185,000⟧ *200,000* 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 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", 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: *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 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 preserves its 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 *for fiscal year 2012 and hereafter,* owners of properties assisted under section 101 of the Housing and Urban Development Act of 1965, section 236(f)(2) of the National Housing Act, or section 8(e)(2) of the United States Housing Act of 1937, for which an event after October 1, 2006 has caused or results in the termination of rental assistance or affordability restrictions and the issuance of tenant protection vouchers under section 8(o) of the Act, shall be eligible, subject to requirements established by the Secretary, including but not limited to tenant consultation procedures, for conversion of assistance available for such vouchers to assistance under a long-term project-based subsidy contract under section 8 of the Act, which shall have a term of no less than 20 years, with rent adjustments only by an operating cost factor established by the Secretary, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997 (42 U.S.C. 1437f note), or, subject to agreement of the administering public housing agency, to assistance under section 8(o)(13) of the Act, to which the limitation under subsection (B) of section 8(o)(13) of the Act shall not apply and for which the Secretary of Housing and Urban Development may waive or alter the provisions of subparagraphs (C) and (D) of section 8(o)(13) of the Act: *Provided further*, That amounts made available under the heading "Rental Housing Assistance" during the period of conversion under the previous proviso[, which may extend beyond fiscal year 2016 as necessary to allow processing of all timely applications,] shall be available for project-based subsidy contracts entered into pursuant to the previous proviso: *Provided further*, That amounts, including contract authority, recaptured from contracts following a conversion under the previous two provisos 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 three previous provisos and any increase in cost for "Project-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.

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 2016: Subcommittee on Transportation and Housing and Urban Development, and Related Agencies:				
Mandatory	....	....	....	....
Discretionary	55,646	55,646	119,707	[1] 119,698
Security	186	186	NA	Na
Nonsecurity	55,460	55,460	NA	NA
Overseas Contingency Operations/Global War on Terrorism	....	....	....	....
Projections of outlays associated with the recommendation:				
2016	....	....	....	[2] 41,542
2017	....	....	....	35,170
2018	....	....	....	13,917
2019	....	....	....	5,793
2020 and future years	....	....	....	7,150
Financial assistance to State and local governments for 2016	NA	31,206	NA	[2] 30,887

[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 and in accordance with section 251(b)(2)(A)(i) of the BBEDCA of 1985, the Committee anticipates that the Budget Committee will provide a revised 302(a) allocation for the Committee on Appropriations reflecting an upward adjustment of $1,000,000 in outlays.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2015 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2016

[In thousands of dollars]

Item	2015 appropriation	Budget estimate	House allowance	Committee recommendation	Senate Committee recommendation compared with (+ or −)		
					2015 appropriation	Budget estimate	House allowance
TITLE I—DEPARTMENT OF TRANSPORTATION							
Office of the Secretary							
Salaries and expenses	105,000	113,657	93,500	110,738	+5,738	−2,919	+17,238
Immediate Office of the Secretary	(2,696)		(2,734)	(2,734)	(+38)	(+2,734)	
Immediate Office of the Deputy Secretary	(1,011)		(1,025)	(1,025)	(+14)	(+1,025)	
Office of the General Counsel	(19,900)		(18,066)	(20,109)	(+209)	(+20,109)	(+2,043)
Office of the Under Secretary of Transportation for Policy	(9,800)		(7,810)	(10,141)	(+341)	(+10,141)	(+2,331)
Office of the Assistant Secretary for Budget and Programs	(12,500)		(7,808)	(13,867)	(+1,367)	(+13,867)	(+6,059)
Office of the Assistant Secretary for Governmental Affairs	(2,500)		(2,250)	(2,546)	(+46)	(+2,546)	(+296)
Office of the Assistant Secretary for Administration	(25,365)		(23,529)	(27,411)	(+2,046)	(+27,411)	(+3,882)
Office of Public Affairs	(2,000)		(2,029)	(2,029)	(+29)	(+2,029)	
Office of the Executive Secretariat	(1,714)		(1,519)	(1,769)	(+55)	(+1,769)	(+250)
Office of Small and Disadvantaged Business Utilization	(1,414)			(1,434)	(+20)	(+1,434)	(+1,434)
Office of Intelligence, Security, and Emergency Response	(10,600)		(10,793)	(10,793)	(+193)	(+10,793)	
Office of the Chief Information Officer	(15,500)		(15,937)	(16,880)	(+1,380)	(+16,880)	(+943)
Office of the Assistant Secretary for Innovative Finance							
Research and technology	13,000	14,582	11,386	13,000		−1,582	+1,614
National infrastructure investments	500,000		100,000	500,000		+500,000	+400,000
(Liquidation of contract authorization)		(1,250,000)				(−1,250,000)	
(Limitation on obligations)		(1,250,000)				(−1,250,000)	
Infrastructure permitting center		4,000		4,000	+4,000		+4,000
Financial management capital	5,000	5,000	1,000	5,000			+4,000
Cyber security initiatives	5,000	8,000	7,000	8,000	+3,000		+1,000
DATA Act compliance		3,000				−3,000	
U.S. digital services		9,000				−9,000	
Office of Civil Rights	9,600	9,678	9,600	9,678	+78		+78
Transportation planning, research, and development	6,000	10,019	5,976	6,000		−4,019	+24
Working Capital Fund	(181,500)		(181,500)	(190,039)	(+8,539)	(+190,039)	(+8,539)
Minority Business Resource Center Program	925	933	933	933	+8		
(Limitation on guaranteed loans)	(18,367)		(18,367)	(18,367)		(+18,367)	

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2015 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2016—Continued

[In thousands of dollars]

Item	2015 appropriation	Budget estimate	House allowance	Committee recommendation	Senate Committee recommendation compared with (+ or −)		
					2015 appropriation	Budget estimate	House allowance
Small and disadvantaged business utilizaton and outreach (Minority business outreach)	3,099	4,518	4,518	3,084	−15	−1,434	−1,434
Safe transport of oil		5,000				−5,000	
Payments to air carriers (Airport & Airway Trust Fund)	155,000	175,000	155,000	175,000	+20,000		+20,000
Total, Office of the Secretary	802,624	362,387	388,913	835,433	+32,809	+473,046	+446,520
Federal Aviation Administration							
Operations	9,740,700	9,915,000	9,844,700	9,897,818	+157,118	−17,182	+53,118
Air traffic organization	(7,396,654)	(7,505,293)	(7,505,293)	(7,505,293)	(+108,639)		
Aviation safety	(1,218,458)	(1,258,411)	(1,258,411)	(1,258,411)	(+39,953)		
Commercial space transportation	(16,605)	(18,114)	(16,855)	(17,425)	(+820)	(−689)	(+570)
Finance and management	(756,047)	(764,969)	(721,750)	(748,969)	(−7,078)	(−16,000)	(+27,219)
NextGen	(60,089)	(60,582)	(60,089)	(60,089)		(−493)	
Staff offices	(292,847)	(206,751)	(282,302)	(206,751)	(−86,096)		(−75,551)
Security and hazardous materials safety		(100,880)		(100,880)	(+100,880)		(+100,880)
Facilities and equipment (Airport & Airway Trust Fund)	2,600,000	2,855,000	2,503,000	2,600,000		−255,000	+97,000
Research, engineering, and development (Airport & Airway Trust Fund	156,750	166,000	156,750	163,325	+6,575	−2,675	+6,575
Grants-in-aid for airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(3,200,000)	(3,500,000)	(3,600,000)	(3,600,000)	(+400,000)	(+100,000)	
(Limitation on obligations)	(3,350,000)	(2,900,000)	(3,350,000)	(3,350,000)		(+450,000)	
Administration	(107,100)	(107,100)	(107,100)	(107,100)			
Airport cooperative research program	(15,000)	(15,000)	(15,000)	(15,000)			
Airport technology research	(29,750)	(31,000)	(31,000)	(31,000)	(+1,250)		
Small community air service development program	(5,500)			(10,000)	(+4,500)	(+10,000)	(+10,000)
Rescission of contract authority	−260,000				+260,000		
Pop-up contract authority	130,000				−130,000		
Total, Federal Aviation Administration	12,367,450	12,936,000	12,504,450	12,661,143	+293,693	−274,857	+156,693
Limitations on obligations	(3,350,000)	(2,900,000)	(3,350,000)	(3,350,000)		(+450,000)	

Total budgetary resources	(15,717,450)	(15,836,000)	(15,854,450)	(16,011,143)	(+293,693)	(+175,143)	(+156,693)
Federal Highway Administration							
Limitation on administrative expenses	(426,100)	(442,248)	(429,348)	(429,348)	(+3,248)	(−12,900)	
Federal-aid highways (Highway Trust Fund):							
(Liquidation of contract authorization)	(40,995,000)	(50,807,248)	(40,995,000)	(40,995,000)		(−9,812,248)	
(Limitation on obligations)	(40,256,000)	(50,068,248)	(40,256,000)	(40,256,000)		(−9,812,248)	
Fixing and accelerating surface transportation (Liquidation of contract authorization)		(500,000)				(−500,000)	
(Limitation on obligations)		(500,000)				(−500,000)	
(Exempt contract authority)	(739,000)	(739,000)	(739,000)	(739,000)			
Repurposing unused highway funding (Sec. 126)							
Total, Federal Highway Administration							
Limitations on obligations	(40,256,000)	(50,568,248)	(40,256,000)	(40,256,000)		(−10,312,248)	
Exempt contract authority	(739,000)	(739,000)	(739,000)	(739,000)			
Total budgetary resources	(40,995,000)	(51,307,248)	(40,995,000)	(40,995,000)		(−10,312,248)	
Federal Motor Carrier Safety Administration							
Motor carrier safety operations and programs (Highway Trust Fund)(Liquidation of contract authorization)	(271,000)	(329,180)	(259,000)	(259,000)	(−12,000)	(−70,180)	
(Limitation on obligations)	(271,000)	(329,180)	(259,000)	(259,000)	(−12,000)	(−70,180)	
Motor carrier safety srants (Highway Trust Fund) (Liquidation of contract authorization)	(313,000)	(339,343)	(313,000)	(313,000)		(−26,343)	
(Limitation on obligations)	(313,000)	(339,343)	(313,000)	(313,000)		(−26,343)	
Total, Federal Motor Carrier Safety Administration							
Limitations on obligations	(584,000)	(668,523)	(572,000)	(572,000)	(−12,000)	(−96,523)	
Total budgetary resources	(584,000)	(668,523)	(572,000)	(572,000)	(−12,000)	(−96,523)	
National Highway Traffic Safety Administration							
Operations and research (general fund)	130,000		152,800	130,500	+500	+130,500	−22,300
(Liquidation of contract authorization)		(179,000)				(−179,000)	
(Limitation on obligations)		(179,000)				(−179,000)	
Operations and Research (Highway Trust Fund)							
(Liquidation of contract authorization)	(138,500)	(152,000)	(125,000)	(118,500)	(−20,000)	(−33,500)	(−6,500)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2015 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2016—Continued

[In thousands of dollars]

Item	2015 appropriation	Budget estimate	House allowance	Committee recommendation	Senate Committee recommendation compared with (+ or −)		
					2015 appropriation	Budget estimate	House allowance
(Limitation on obligations)	(138,500)	(152,000)	(125,000)	(118,500)	(−20,000)	(−33,500)	(−6,500)
Subtotal, Operations and Research	268,500	331,000	277,800	249,000	−19,500	−82,000	−28,800
Highway Traffic Safety Grants (Highway Trust Fund) (Liquidation of contract authorization)	(561,500)	(577,000)	(561,500)	(575,500)	(+14,000)	(−1,500)	(+14,000)
(Limitation on obligations)	(561,500)	(577,000)	(561,500)	(575,500)	(+14,000)	(−1,500)	(+14,000)
Highway safety programs (23 USC 402)	(235,000)	(241,146)	(235,000)	(235,000)		(−6,146)	
National priority safety programs (23 USC 405)	(272,000)	(278,705)	(272,000)	(272,000)		(−6,705)	
High visibility enforcement	(29,000)	(29,000)	(29,000)	(29,000)			
Administrative expenses	(25,500)	(28,149)	(25,500)	(25,500)		(−2,649)	
Repurposed for vehicle safety				(4,000)	(+4,000)	(+4,000)	(+4,000)
Repurposed for highway saftey research and development				(10,000)	(+10,000)	(+10,000)	(+10,000)
Total, National Highway Traffic Safety Administration	130,000		152,800	130,500	+500	+130,500	−22,300
Limitations on obligations	(700,000)	(908,000)	(686,500)	(694,000)	(−6,000)	(−214,000)	(+7,500)
Total budgetary resources	(830,000)	(908,000)	(839,300)	(824,500)	(−5,500)	(−83,500)	(−14,800)
Federal Railroad Administration							
Safety and operations	186,870	203,800	190,370	199,000	+12,130	−4,800	+8,630
Railroad research and development	39,100	39,250	39,100	39,100		−150	
Railroad safety grants				50,000	+50,000	+50,000	+50,000
Rail service improvement program							
(Liquidation of contract authorization)		(2,325,000)				(−2,325,000)	
(Limitation on obligations)		(2,325,000)				(−2,325,000)	
National Railroad Passenger Corporation:							
Operating grants to the National Railroad Passenger Corporation	250,000		288,500	288,500	+38,500	+288,500	
Capital and debt service grants to the National Railroad Passenger Corporation	1,140,000		859,000	1,101,500	−38,500	+1,101,500	+242,500
Current rail passenger service							
(Liquidation of contract authorization)		(2,450,000)				(−2,450,000)	

(Limitation on obligations)	....	(2,450,000)	....	....	....	(−2,450,000)	....
Subtotal	1,390,000	....	1,147,500	1,390,000	....	+1,390,000	+242,500
Administrative Provisions							
Rail safety grants	10,000	....	....	....	−10,000	....	....
Rail unobligated balances (rescission) (Sec. 152)	....	....	....	−4,201	−4,201	−4,201	−4,201
RRIF application expenses (Sec. 152)	....	....	....	4,201	+4,201	+4,201	+4,201
Rail unobligated balances (rescission) (Sec. 153)	....	....	....	−16,922	−16,922	−16,922	−16,922
Northeast Corridor Capital grants (Sec. 153)	....	....	....	16,922	+16,922	+16,922	+16,922
Total, Administrative Provisions	10,000	....	....	....	−10,000	....	....
Total, Federal Railroad Administration	1,625,970	243,050	1,376,970	1,678,100	+52,130	+1,435,050	+301,130
Federal Transit Administration							
Administrative expenses	105,933	....	97,933	107,000	+1,067	+107,000	+9,067
(Liquidation of contract authorization)	....	(114,400)	....	....	....	(−114,400)	....
(Limitation on obligations)	....	(114,400)	....	....	....	(−114,400)	....
Public Transportation Emergency Relief Program:							
(Liquidation of contract authorization)	....	(25,000)	....	....	....	(−25,000)	....
(Limitation on obligations)	....	(25,000)	....	....	....	(−25,000)	....
Transit Formula Grants (Hwy Trust Fund, Mass Transit Account (Liquidation of contract authorization)	(9,500,000)	(13,800,000)	(9,500,000)	(9,500,000)	....	(−4,300,000)	....
(Limitation on obligations)	(8,595,000)	(13,800,000)	(8,595,000)	(8,595,000)	....	(−5,205,000)	....
Fixing and acceleration surface transportation (Liquidation of contract authorization)	....	(500,000)	....	....	....	(−500,000)	....
(Limitation on obligations)	....	(500,000)	....	....	....	(−500,000)	....
Transit research	33,000	....	26,000	32,500	−500	+32,500	+6,500
Technical assistance and training	4,500	....	5,000	3,153	−1,347	+3,153	−1,847
Transit Research and Training:							
(Liquidation of contract authorization)	....	(60,000)	....	....	....	(−60,000)	....
(Limitation on obligations)	....	(60,000)	....	....	....	(−60,000)	....
Rapid-Growth Area Bus Rapid Transit Corridor Program (Liquidation of contract authorization)	....	(500,000)	....	....	....	(−500,000)	....
(Limitation on obligations)	....	(500,000)	....	....	....	(−500,000)	....
Capital investment grants	2,120,000	....	1,921,395	1,585,000	−535,000	+1,585,000	−336,395
(Liquidation of contract authorization)	....	(3,250,000)	....	....	....	(−3,250,000)	....
(Limitation on obligations)	....	(3,250,000)	....	....	....	(−3,250,000)	....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2015 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2016—Continued

[In thousands of dollars]

Item	2015 appropriation	Budget estimate	House allowance	Committee recommendation	Senate Committee recommendation compared with (+ or −)		
					2015 appropriation	Budget estimate	House allowance
Rescission	−121,546	....	....	−10,000	+111,546	−10,000	−10,000
Washington Metropolitan Area Transit Authority capital and preventive maintenance	150,000	150,000	100,000	150,000	....	....	+50,000
Total, Federal Transit Administration	2,291,887	150,000	2,150,328	1,867,653	−424,234	+1,717,653	−282,675
Limitations on obligations	(8,595,000)	(18,249,400)	(8,595,000)	(8,595,000)	....	(−9,654,400)	....
Total budgetary resources	(10,886,887)	(18,399,400)	(10,745,328)	(10,462,653)	(−424,234)	(−7,936,747)	(−282,675)
Saint Lawrence Seaway Development Corporation							
Operations and maintenance (Harbor Maintenance Trust Fund)	32,042	36,400	29,042	28,400	−3,642	−8,000	−642
Maritime Administration							
Maritime Security Program	186,000	211,000	186,000	186,000	....	−25,000	....
Operations and training	148,050	184,637	164,158	170,000	+21,950	−14,637	+5,842
Ship disposal	4,000	8,000	4,000	4,000	....	−4,000	....
Assistance to small shipyards	....	....	....	5,000	+5,000	+5,000	+5,000
Maritime Guaranteed Loan (Title XI) Program Account:							
Administrative expenses	3,100	3,135	3,135	3,135	+35	....	....
Guaranteed loans subsidy	....	....	....	5,000	+5,000	+5,000	+5,000
Total, Maritime Administration	341,150	406,772	357,293	373,135	+31,985	−33,637	+15,842
Pipeline and Hazardous Materials Safety Administration							
Operational expenses:							
General fund	22,225	22,500	21,225	22,500	+275	....	+1,275
Subtotal	22,225	22,500	21,225	22,500	+275	....	+1,275
Hazardous materials safety:							
General fund	52,000	64,254	60,500	49,000	−3,000	−15,254	−11,500

Special permit and approval fees	....	−6,000	....	....	....	+6,000	....
Subtotal	52,000	58,254	60,500	49,000	−3,000	−9,254	−11,500
Pipeline Safety:							
General Fund	....	1,500	1,870	....	....	−1,500	−1,870
Pipeline Safety Fund	124,500	152,104	124,500	127,123	+2,623	−24,981	+2,623
Oil Spill Liability Trust Fund	19,500	19,500	19,500	19,500	....	....	....
Pipeline Safety Design Review Fund	2,000	2,000	....	....	−2,000	−2,000	....
Pipeline safety information grants (by transfer)	(1,500)	(1,500)	....	(1,500)	....	....	(+1,500)
Subtotal	146,000	175,104	145,870	146,623	+623	−28,481	+753
Subtotal, Pipeline and Hazardous Materials Safety Administration	220,225	255,858	227,595	218,123	−2,102	−37,735	−9,472
Pipeline safety user fees	−124,500	−152,104	−124,500	−127,123	−2,623	+24,981	−2,623
Pipeline safety design review fee	−2,000	−2,000	....	....	+2,000	+2,000	....
Emergency preparedness grants:							
Limitation on emergency preparedness fund	(28,318)	(28,318)	(28,318)	(28,318)	....	....	....
(Emergency preparedness fund)	(188)	(188)	(188)	(188)	....	....	....
Total, Pipeline and Hazardous Materials Safety Administration	93,725	101,754	103,095	91,000	−2,725	−10,754	−12,095
Office of Inspector General							
Salaries and expenses	86,223	87,472	86,223	87,472	+1,249	....	+1,249
Surface Transportation Board							
Salaries and expenses	31,375	32,499	31,375	32,375	+1,000	−124	+1,000
Offsetting collections	−1,250	−1,250	−1,250	−1,250	....	....	....
Total, Surface Transportation Board	30,125	31,249	30,125	31,125	+1,000	−124	+1,000
Total, title I, Department of Transportation	17,801,196	14,355,084	17,179,239	17,783,961	−17,235	+3,428,877	+604,722
Appropriations	(18,183,992)	(14,362,334)	(17,180,489)	(17,816,334)	(−367,658)	(+3,454,000)	(+635,845)
Rescissions	(−121,546)	....	....	(−31,123)	(+90,423)	(−31,123)	(−31,123)
Rescissions of contract authority	(−260,000)	....	....	....	(+260,000)	....	....
Offsetting collections	(−1,250)	(−7,250)	(−1,250)	(−1,250)	....	(+6,000)	....
(By transfer)	(1,500)	(1,500)	....	(1,500)	....	....	(+1,500)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2015 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2016—Continued

[In thousands of dollars]

Item	2015 appropriation	Budget estimate	House allowance	Committee recommendation	Senate Committee recommendation compared with (+ or −)		
					2015 appropriation	Budget estimate	House allowance
Limitations on obligations	(53,485,000)	(79,319,171)	(53,459,500)	(53,467,000)	(−18,000)	(−25,852,171)	(+7,500)
Total budgetary resources	(71,286,196)	(93,674,255)	(70,638,739)	(71,250,961)	(−35,235)	(−22,423,294)	(+612,222)
TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT							
Management and Administration							
Executive Offices	14,500	14,646	14,500	14,500		−146	
Administration Support Offices	518,100	577,861	547,000	568,244	+50,144	−9,617	+21,244
Program Office Salaries and Expenses:							
Public and Indian Housing	203,000	210,002	203,000	207,000	+4,000	−3,002	+4,000
Community Planning and Development	102,000	112,115	102,000	107,000	+5,000	−5,115	+5,000
Housing	379,000	397,174	372,000	382,000	+3,000	−15,174	+10,000
Policy Development and Research	22,700	23,907	22,700	23,100	+400	−807	+400
Fair Housing and Equal Opportunity	68,000	81,132	73,000	69,500	+1,500	−11,632	−3,500
Office of Lead Hazard Control and Healthy Homes	6,700	7,812	6,700	6,800	+100	−1,012	+100
Subtotal	781,400	832,142	779,400	795,400	+14,000	−36,742	+16,000
Total, Management and Administration	1,314,000	1,424,649	1,340,900	1,378,144	+64,144	−46,505	+37,244
Public and Indian Housing							
Tenant-based rental assistance:							
Renewals	17,486,000	18,333,816	18,151,000	17,982,000	+496,000	−351,816	−169,000
Tenant protection vouchers	130,000	150,000	130,000	130,000		−20,000	
Administrative fees	1,530,000	2,020,037	1,530,000	1,620,000	+90,000	−400,037	+90,000
Incremental rental vouchers		277,000				−277,000	
Incremental family unification vouchers		20,000		20,000	+20,000		+20,000
Veterans affairs supportive housing	75,000			75,000		+75,000	+75,000
Sec. 811 mainstream voucher renewals	83,160	107,643	107,643	107,643	+24,483		
Special purpose vouchers		215,000				−215,000	

Subtotal (available this fiscal year)	19,304,160	21,123,496	19,918,643	19,934,643	+630,483	−1,188,853	+16,000
Advance appropriations	4,000,000	4,000,000	4,000,000	4,000,000			
Less appropriations from prior year advances	−4,000,000	−4,000,000	−4,000,000	−4,000,000			
Total, Tenant-based rental assistance appropriated in this bill	19,304,160	21,123,496	19,918,643	19,934,643	+630,483	−1,188,853	+16,000
Rental assistance demonstration		50,000				−50,000	
Public Housing Capital Fund	1,875,000	1,970,000	1,681,000	1,742,870	−132,130	−227,130	+61,870
Drug elimination (rescission)	−1,101				+1,101		
Public Housing Operating Fund	4,440,000	4,600,000	4,440,000	4,500,000	+60,000	−100,000	+60,000
Choice neighborhoods	80,000	250,000	20,000	65,000	−15,000	−185,000	+45,000
Family self-sufficiency	75,000	85,000	75,000	75,000		−10,000	
Native American Housing Block Grants	650,000	660,000	650,000		−650,000	−660,000	−650,000
Indian block grants:							
Indian Housing Block Grant				650,000	+650,000	+650,000	+650,000
Indian CDBG				60,000	+60,000	+60,000	+60,000
Subtotal				710,000	+710,000	+710,000	+710,000
Native Hawaiian Housing Block Grant	9,000				−9,000		
Indian Housing Loan Guarantee Fund Program Account	7,000	8,000	8,000	7,000		−1,000	−1,000
(Limitation on guaranteed loans)	(744,047)	(1,269,841)	(1,269,841)	(1,111,111)	(+367,064)	(−158,730)	(−158,730)
Native Hawaiian Loan Guarantee Fund Program Account	100				−100		
(Limitation on guaranteed loans)	(16,130)				(−16,130)		
Total, Public and Indian Housing	26,439,159	28,746,496	26,792,643	27,034,513	+595,354	−1,711,983	+241,870
Community Planning and Development							
Housing Opportunities for Persons with AIDS	330,000	332,000	335,000	330,000		−2,000	−5,000
Community Development Fund:							
CDBG formula	3,000,000	2,800,000	3,000,000	2,900,000	−100,000	+100,000	−100,000
Indian CDBG	66,000	80,000	60,000		−66,000	−80,000	−60,000
Subtotal	3,066,000	2,880,000	3,060,000	2,900,000	−166,000	+20,000	−160,000
Youth Build (rescission)	−460				+460		
Community development loan guarantees (Sec. 108):							
(Limitation on guaranteed loans)	(500,000)	(300,000)	(300,000)	(300,000)	(−200,000)		

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2015 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2016—Continued

[In thousands of dollars]

Item	2015 appropriation	Budget estimate	House allowance	Committee recommendation	Senate Committee recommendation compared with (+ or −)		
					2015 appropriation	Budget estimate	House allowance
Rescission			−2,000				+2,000
HOME Investment Partnerships Program	900,000	1,060,000	767,000	66,000	−834,000	−994,000	−701,000
Transfer from Housing Trust Fund			133,000				−133,000
Subtotal	900,000	1,060,000	900,000	66,000	−834,000	−994,000	−834,000
Housing Trust Fund (transfer out)			−133,000				+133,000
Self-help and Assisted Homeownership Opportunity Program	50,000		50,000	55,700	+5,700	+55,700	+5,700
Homeless Assistance Grants	2,135,000	2,480,000	2,185,000	2,235,000	+100,000	−245,000	+50,000
Brownfields (rescission)	−2,913				+2,913		
Total, Community Planning and Development	6,477,627	6,752,000	6,395,000	5,586,700	−890,927	−1,165,300	−808,300
Housing Programs							
Project-based rental assistance:							
Renewals	9,520,000	10,545,000	10,504,000	10,611,000	+1,091,000	+66,000	+107,000
Contract administrators	210,000	215,000	150,000	215,000	+5,000		+65,000
Subtotal (available this fiscal year)	9,730,000	10,760,000	10,654,000	10,826,000	+1,096,000	+66,000	+172,000
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	9,730,000	10,760,000	10,654,000	10,826,000	+1,096,000	+66,000	+172,000
Housing for the elderly	420,000	455,000	416,500	420,000		−35,000	+3,500
Housing for persons with disabilities	135,000	177,000	152,000	137,000	+2,000	−40,000	−15,000
Housing counseling assistance	47,000	60,000	47,000	47,000		−13,000	
Rental housing assistance	18,000	30,000	30,000	30,000	+12,000		
Manufactured Housing Fees Trust Fund	10,000	11,000	11,000	10,000		−1,000	−1,000
Offsetting collections	−10,000	−11,000	−11,000	−10,000		+1,000	+1,000

Total, Housing Programs	10,350,000	11,482,000	11,299,500	11,460,000	+1,110,000	−22,000	+160,500
Federal Housing Administration							
Mutual Mortgage Insurance Program Account:							
(Limitation on guaranteed loans)	(400,000,000)	(400,000,000)	(400,000,000)	(400,000,000)	....	....	....
(Limitation on direct loans)	(20,000)	(5,000)	(5,000)	(5,000)	(−15,000)	....	....
Offsetting receipts	−7,951,000	−7,003,000	−7,003,000	−7,003,000	+948,000	....	....
Proposed offsetting receipts (HECM)	−36,000	−97,000	−97,000	−97,000	−61,000	....	....
Additional offsetting receipts (Pres. Sec. 244)	....	−29,000	....	....	....	+29,000	....
Administrative contract expenses	130,000	174,000	130,000	130,000	....	−44,000	....
General and Special Risk Program Account:							
(Limitation on guaranteed loans)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	....	....	....
(Limitation on direct loans)	(20,000)	(5,000)	(5,000)	(5,000)	(−15,000)	....	....
Offsetting receipts	−876,000	−657,000	−657,000	−657,000	+219,000	....	....
Rescission	−10,000	....	....	....	+10,000	....	....
Total, Federal Housing Administration	−8,743,000	−7,612,000	−7,627,000	−7,627,000	+1,116,000	−15,000	....
Government National Mortgage Association							
Guarantees of Mortgage-backed Securities Loan Guarantee Program Account:							
(Limitation on guaranteed loans)	(500,000,000)	(500,000,000)	(500,000,000)	(500,000,000)	....	....	....
Administrative expenses	23,000	28,320	23,000	23,000	....	−5,320	....
Offsetting collections	−94,000	−118,000	−118,000	−118,000	−24,000	....	....
Offsetting receipts	−742,000	−747,000	−747,000	−747,000	−5,000	....	....
Proposed offsetting receipts (HECM)	−28,000	−21,000	−21,000	−21,000	+7,000	....	....
Additional contract expenses	1,000	1,000	....	1,000	....	....	+1,000
Total, Gov't National Mortgage Association	−840,000	−856,680	−863,000	−862,000	−22,000	−5,320	+1,000
Policy Development and Research							
Research and technology	72,000	50,000	50,000	50,000	−22,000	....	....
(By transfer)	....	....	....	(40,000)	(+40,000)	(+40,000)	(+40,000)
Fair Housing and Equal Opportunity							
Fair housing activities	65,300	71,000	65,300	65,300	....	−5,700	....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2015 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2016—Continued

[In thousands of dollars]

Item	2015 appropriation	Budget estimate	House allowance	Committee recommendation	Senate Committee recommendation compared with (+ or −)		
					2015 appropriation	Budget estimate	House allowance
Office of Lead Hazard Control and Healthy Homes							
Lead hazard reduction	110,000	120,000	75,000	110,000	....	−10,000	+35,000
Information Technology Fund	250,000	334,000	97,000	250,000	....	−84,000	+153,000
Office of Inspector General	126,000	129,000	126,000	126,000	....	−3,000	....
Transformation initiative	....	....	....	....	....	....	....
(by transfer)	....	(120,000)	....	....	....	(−120,000)	....
General Provisions							
Unobligated balances (Sec. 233) (rescission)	....	....	−7,000	....	....	....	+7,000
Rural Housing and Developement unobligated balances (Sec. 234) (rescission)	....	....	−3,000	....	....	....	+3,000
Management and Administration unobligated balances (Sec. 234) (rescission)	....	....	−2,000	....	....	....	+2,000
Unobligated balances (sec. 234) (rescission)	....	....	....	−16,000	−16,000	−16,000	−16,000
Total, title II, Department of Housing and Urban Development	35,621,086	40,640,465	37,739,343	37,555,657	+1,934,571	−3,084,808	−183,686
Appropriations	(40,972,560)	(44,923,465)	(42,007,343)	(41,824,657)	(+852,097)	(−3,098,808)	(−182,686)
Rescissions	(−14,474)	....	(−14,000)	(−16,000)	(−1,526)	(−16,000)	(−2,000)
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	(4,400,000)	....	....	....
Offsetting receipts	(−9,727,000)	(−8,672,000)	(−8,643,000)	(−8,643,000)	(+1,084,000)	(+29,000)	....
Offsetting collections	(−10,000)	(−11,000)	(−11,000)	(−10,000)	....	(+1,000)	(+1,000)
(By transfer)	....	120,000	....	40,000	+40,000	−80,000	+40,000
(By transfer, emergency)	....	....	....	....	....	....	....
(Limitation on direct loans)	(40,000)	(10,000)	(10,000)	(10,000)	(−30,000)	....	....
(Limitation on guaranteed loans)	(931,260,177)	(931,569,841)	(931,569,841)	(931,411,111)	(+150,934)	(−158,730)	(−158,730)
TITLE III—OTHER INDEPENDENT AGENCIES							
Access Board	7,548	8,023	7,548	8,023	+475	....	+475
Federal Housing Finance Agency, Office of Inspector General (legislative proposal)	....	50,000	....	....	....	−50,000	....
Offsetting collections (legislative proposal)	....	−50,000	....	....	....	+50,000	....

Federal Maritime Commission	25,660	27,387	25,660	25,660	....	−1,727	....
National Railroad Passenger Corporation Office of Inspector General	23,999	24,499	24,499	23,999	....	−500	−500
National Transportation Safety Board	103,981	105,170	103,981	105,170	+1,189	....	+1,189
Neighborhood Reinvestment Corporation	185,000	182,300	177,000	140,000	−45,000	−42,300	−37,000
United States Interagency Council on Homelessness	3,530	3,530	3,530	3,530	....	....	....
Total, title III, Other Independent Agencies	349,718	350,909	342,218	306,382	−43,336	−44,527	−35,836
Grand total	53,772,000	55,346,458	55,260,800	55,646,000	+1,874,000	+299,542	+385,200
Appropriations	(59,506,270)	(59,686,708)	(59,530,050)	(59,947,373)	(+441,103)	(+260,665)	(+417,323)
Rescissions	(−136,020)	....	(−14,000)	(−47,123)	(+88,897)	(−47,123)	(−33,123)
Rescissions of contract authority	(−260,000)	....	....	....	(+260,000)	....	....
Advance appropriations	(4,400,000)	(4,400,000)	(4,400,000)	(4,400,000)	....	....	....
Offsetting receipts	(−9,727,000)	(−8,672,000)	(−8,643,000)	(−8,643,000)	(+1,084,000)	(+29,000)	....
Offsetting collections	(−11,250)	(−68,250)	(−12,250)	(−11,250)	....	(+57,000)	(+1,000)
(By transfer)	1,500	121,500	....	41,500	+40,000	−80,000	+41,500
(By transfer, emergency)	....	....	....	....	....	....	....
(Limitation on obligations)	(53,485,000)	(79,319,171)	(53,459,500)	(53,467,000)	(−18,000)	(−25,852,171)	(+7,500)
Total budgetary resources	(107,257,000)	(134,665,629)	(108,720,300)	(109,113,000)	(+1,856,000)	(−25,552,629)	(+392,700)