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Price THUD #1

**Transportation, Housing and Urban Development, and Related Agencies
Managers' Amendment**

In the bill:

On page 20, line 4, strike "624" and replace with "625".

On page 36, line 9, strike "Accelerated" and replace with "Advanced".

On page 38, line 14, strike "and (7)" and replace with "(7), (8), and (9)".

On page 79, line 21-22, strike "enforce" through "2020" and replace with "adjust apportionments or withhold funds from apportionments pursuant to 26 U.S.C. 9503(e)(4)".

On page 80, line 2, strike "23" and replace with "49".

On page 80, line 3, strike "23" and replace with "49".

On page 199, line 3, after "81 Fed" add ".".

In the report:

On page 16, after the second full paragraph, insert:

Street space utilization.—In anticipation of increased utilization of transportation network companies and fully autonomous vehicles, as part of the Department's ongoing program of research, the Committee encourages the Department to conduct a study in partnership with States, local governments, transit agencies, or metropolitan planning organizations, in consultation with affected businesses and system users, to identify the most efficient uses of curb space, including pick-up and drop-off zones for passengers and freight.

On page 21, after second full paragraph, insert:

Commercial space licensing.—The Committee supports the Department of Transportation and the FAA in their efforts to move forward in reforming, streamlining, and reducing reporting requirements and timelines for the licensing of U.S. commercial launch services providers as they seek to leverage their innovative and rapid-response launch solutions to support U.S. launch needs and priorities.

On page 22, strike the paragraph on “Unfinished rulemakings” and replace with:

Unfinished rulemakings. – The Committee notes that the FAA has not met the statutory deadlines to comply with either section 308 of P.L. 112-95, which requires the FAA to develop a safety assessment system for part 145 air repair stations, or section 335(a) of P.L. 115-254, which requires the FAA to update a rule related to flight attendant duty period limitations and rest requirements. The Committee directs the FAA to report every 30 days after enactment of this Act to the House and Senate Committees on Appropriations; the Senate Committee on Commerce, Science, and Transportation; and House Committee on Transportation and Infrastructure on actions taken and planned to promulgate final rules.

On page 22, before the first full paragraph, insert:

Las Vegas Metroplex.—The Committee commends the FAA for its efforts to redesign the Las Vegas Metroplex through new performance based navigation procedures and the better utilization of time based flow management. The Committee encourages the FAA to dedicate all appropriate resources to this project to ensure its timely completion.

On page 25, after the first full paragraph, insert:

Procurement.—Consistent with the Acquisition Management System (AMS), the Committee directs the FAA to promote a competitive contracting environment to achieve the best value for taxpayers. When competition is restricted, the FAA loses opportunities not only to obtain lower prices but also to acquire technologies or business solutions that could increase safety, productivity, and effectiveness. Preference should be given to using commercial and previously developed items whenever possible. Development of a product, and its associated costs and risks, should be avoided unless necessary to meet FAA needs. If developmental items are required, the need should be documented in the procurement plan.

On page 25, in the fourth full paragraph, insert after “these systems”:

, including the existing integrated control and monitoring system,

On page 27, after the first full paragraph, insert:

Wind Turbine-Radar Interference Mitigation Working Group.—The FAA is a member of the Wind Turbine-Radar Interference Mitigation Working Group, which also includes the Departments of Defense and Energy and the National Oceanic and Atmospheric Administration. This collaborative work is expected to be completed in 2025. The Committee encourages the working group, including the FAA, to complete the work as expeditiously as possible and provide periodic updates to the Committee.

On page 34, after the second full paragraph, insert:

Transportation infrastructure and military installations.—States and local communities have historically been responsible for costs associated with construction and maintenance of off-base surface transportation and other transportation infrastructure surrounding Department of Defense installations. This infrastructure serves two purposes: to support civilian life and the neighboring military installation’s operations. The Committee directs the Department of Transportation, in conjunction with the Department of Defense, to compose a report on the state of transportation safety, economic competitiveness, quality of life, environmental protection, and state of good repair of off-base surface transportation surrounding Department of Defense installations with recommendations for improvement.

On page 40, in the second full paragraph, insert after “and cybersecurity,”:

The Committee anticipates that NHTSA will include analysis of both vehicles without drivers and without passengers in its analysis.

Page 42, in third full paragraph, after the second sentence, insert:

The Committee encourages NHTSA to begin this review within 90 days of enactment of this Act.

On page 82, in the first full paragraph, insert after “full-time equivalents,”:

total number of unfilled FTEs and the length of time each individual FTE has been unfilled,

On page 86, after the sixth full paragraph, insert:

Collaboration with SAMHSA. — The Committee directs the Department to conduct a feasibility study with the Department of Health and Human Services to understand how Section 8 vouchers could provide housing opportunities to those who seek SAMSHA supported services, modeled on the success of the HUD-VASH program. Such a report shall include recommendations for Congress on providing authorization for such a program, as well as a review of how federal funds flow to localities, opportunities for local and state partnership with federal agencies, and a review of potential barriers to housing for these individuals. This study should be provided within 120 days of enactment to the House and Senate Committees on Appropriations and the House and Senate authorizing committees.

Small public housing agencies. — The Committee is aware of confusion regarding the definition of “rural” as applied to small public housing agencies by the Department of Housing and Urban Development (HUD) in implementing Public Law 115-174. The Committee directs HUD to provide a report to the relevant congressional committees no later than 120 days after enactment of this Act clarifying what small public housing agencies qualify as rural under such law.

On page 88, after the last bullet, and above “The Committee notes that funding for...” insert:

The Committee directs that all PHAs, including those that are troubled, substandard, or are under the direction of HUD, a monitor, or a court-appointed receiver are eligible for funding for competitive grants for both lead-based paint hazards and activities under the Healthy Homes Initiative. The Committee intends that the PHAs with the greatest need will have access to the funds. Additionally, the Committee directs that HUD consider increasing the amount of individual grants so that the scale of the problems can be addressed appropriately.

On page 93, after the last full paragraph, insert the following:

The Committee also recognizes that a number of coastal tribal communities are actively working to relocate homes and other critical infrastructure to higher ground to mitigate the impacts of climate change. The Committee encourages the Department to prioritize funding and technical assistance resources to support these efforts and to encourage resilient building and planning practices throughout Indian Country.

On page 106, in the paragraph about Loan Limits, strike “would look favorably upon HUD if it used” and replace with “encourages HUD to use”.

not adopted
22-29

Womack #1
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AMENDMENT TO TRANSPORTATION & HUD

APPROPRIATIONS BILL

OFFERED BY MR. WOMACK OF ARKANSAS

Strike section 133.

Strike section 134.

Strike section 135.



not adopted
M-29

Simpson Amendment
to HUD #1

**AMENDMENT TO TRANSPORTATION & HUD
APPROPRIATIONS BILL
OFFERED BY MR. SIMPSON OF IDAHO**

Strike section 192.

