

**House Appropriations Committee**  
Fiscal Year 2023 Transportation, Housing and Urban Development, and Related  
Agencies Appropriations Bill  
June 30, 2022

**Manager's Amendment**

**In the BILL**

Page **4**, line 7, strike “56,963,000” and replace with “66,963,000”, strike “42,780,000” and replace with “52,780,000”, and make conforming changes in the report.

Page **14**, line 21, strike “368,727,000”, insert “354,827,000”, and make conforming changes in the report.

Page **34**, line 10, insert the following, and make conforming changes in the report:

Sec. 119F. Of the funds provided under the heading “Grants-in-aid for Airports”, up to \$3,500,000 shall be for necessary expenses, including an independent verification regime, to provide reimbursement to airport sponsors that do not provide gateway operations and providers of general aviation ground support services, or other aviation tenants, located at those airports closed during a temporary flight restriction (TFR) for any residence of the President that is designated or identified to be secured by the United States Secret Service, and for direct and incremental financial losses incurred while such airports are closed solely due to the actions of the Federal Government: *Provided*, That no funds shall be obligated or distributed to airport sponsors that do not provide gateway operations and providers of general aviation ground support services until an independent audit is completed: *Provided further*, That losses incurred as a result of violations of law, or through fault or negligence, of such operators and service providers or of third parties (including airports) are not eligible for reimbursements: *Provided further*, That obligation and expenditure of funds are conditional upon full release of the United States Government for all claims for financial losses resulting from such actions.

Page **36**, line 11, after “carried” insert “out”.

Page **36**, line 12, strike “such paragraph” and insert “this heading”.

Page **37**, line 8, strike “now” and insert “not”.

Page **62**, line 3, strike “not more than”, and make conforming changes in the report.

Page **171**, line 17, strike “20” and insert “30”.

Page **225**, line 6, strike “125,400,000”, insert “129,300,000”, and make conforming changes in the report.

### **In the REPORT**

Page **13**, in the paragraph titled “*PNT and GPS backup technologies.*”, after “\$15,000,000” strike the remainder of the sentence and replace with the following:

“ to continue the program established in fiscal year 2022 and other efforts that lead to the wide adoption of multiple technologies that provide the necessary GPS backup and complementary PNT consistent with the Department’s 2021 report. ”

Page **13**, at the end of the paragraph titled “*University Transportation Centers (UTCs).*”, insert:

*Transportation resilience and adaptation centers of excellence (TRACE).*—  
The Committee acknowledges the extreme hardship that rural and underserved communities experience when faced with natural disasters and extreme weather, such as flooding, derechos, hurricanes, tornadoes, and wildfires.

As such, the Committee recommendation includes \$10,000,000 for the TRACE to establish and administer one national Center of Excellence and one regional Center of Excellence, as authorized by section 13009 of the IIJA. In selecting the Centers of Excellence, the Committee encourages the Secretary to prioritize selection of entities that partner, or will partner, with community colleges, technical colleges, Historically Black Colleges and Universities, and educational institutions that serve rural areas.

Page 28, at the end of the section titled “*Unmanned aircraft systems (UAS).*”, insert:

*Small UAS certification.*—The Committee is concerned that the FAA aircraft type certification process has not kept pace with small unmanned aircraft systems (UAS) technology, including the ability to account for software and hardware updates made during or closely following the period of time an aircraft is undergoing type certification. The Committee directs the FAA to provide the House and Senate Committees on Appropriations with a plan within 90 days of enactment of this Act for how and under what timeline it will refine or redefine the type certification process for small UAS. The plans should give consideration to the recommendations of the BVLOS ARC, while ensuring appropriate levels of safety.

*Special use airspace.*—The FAA restricts the use of airspace for a variety of reasons such as protecting the president and vice-president, military or space operations, or even natural hazards like volcanic eruptions. These restrictions mitigate risk, but navigating around them can increase flight times, distances, and fuel burn. The Committee supports the FAA’s efforts to work with DOD through a federally-funded research and development center with expertise in national security and aviation operations to develop a system to efficiently share the status, timing, and location of restricted airspace among NAS users. The Committee reminds the FAA that the fiscal year 2022 requirement to brief the Committees on the agency’s progress on these efforts is overdue.

Page 45, in the third sentence in the paragraph titled “*Electric vehicle charging infrastructure.*”, strike “except” and insert “especially”.

Page **61**, at the end of the section titled “*EMS/911*,” insert:

Successful implementation of such services may be aided by full implementation of Next Generation 911 services, and strong collaboration among federal agencies involved. The Committee notes GAO’s recent report from 2018 (GAO-18-252) which found that roles and responsibilities of Federal agencies, including NHTSA and the National Telecommunications and Information Administration (NTIA), were not always clear with respect to 911 services, including Federal 911 call centers, and the agencies lacked an implementation plan for Next Generation 911. The Committee directs GAO to conduct a study of NHTSA, NTIA, and any other Federal agencies’ joint efforts to implement Next Generation 911, and make other improvements to 911 services, to include 1) how well the NHTSA and NTIA joint office is executing its charge to facilitate coordination and communication between Federal, state, and local entities and provide grants to eligible entities, including states, for 911 implementation and improvements; and 2) Federal 911 call centers’ progress implementing Next Generation 911, and any challenges associated with implementing improvements to 911 services.

Page **157**, before the header titled “FEDERAL HOUSING ADMINISTRATION”, insert:

COMMITTEE RECOMMENDATION

*Manufactured housing energy standards.*—The Committee directs the Secretary of Housing and Urban Development to engage in substantive consultation with the Secretary of Energy regarding energy standards for manufactured housing promulgated under section 413 of the Energy Independence and Security Act prior to the implementation of such standards. This consultation should ensure compliance with the statutory requirement that such standards are cost-effective with respect to housing affordability.

Page **157**, after the paragraph titled “*FHA small-dollar mortgages*,” insert:

*Home equity conversion mortgage (HECM) handbook update.*—The Committee understands that HUD is considering modifications to the HECM Handbook to create a consistent policy regarding servicer notifications to HUD following the death of a mortgager. The Committee directs HUD to expedite the publication of a revised Handbook or to otherwise notify stakeholders of the modified, consistent policy as soon as practicable.