

Managers' Amendment to the Fiscal Year 2019 Transportation, Housing and  
Urban Development, and Related Agencies Act

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In the bill:

Page 4, line 17 – after “agency,” insert “port authority,”

Page 18, line 7 – strike “\$2,600,625,000” and insert “\$2,591,625,000”

Page 83, line 18 – strike “\$526,657,000” and insert “\$525,657,000”, and modify the report accordingly.

Page 83, line 22 – strike “\$46,688,000” and insert “\$45,688,000”, and modify the report accordingly.

Page 97, line 14-15 – strike “(but not including vouchers funded under the last proviso of this paragraph)”

Page 97, line 16 – after “heading” insert “, except for any pro rata reduction”

Page 97, line 24 – after “expenses” insert “: *Provided further*, That, upon turnover, section 811 special purpose vouchers funded under this heading in this or prior Acts, or under any other heading in prior Acts, shall be provided to non-elderly persons with disabilities”

Page 106, line 7 – strike “2018” and insert “2019”

Page 117, line 24 – strike “\$2,546,000,000” and insert “\$2,571,000,000”, and modify the report accordingly.

Page 118, line 10 – strike “\$25,000,000” and insert “\$50,000,000”, and modify the report accordingly.

Page 127, line 5 – strike “\$55,000,000” and insert “\$56,000,000”, and modify the report accordingly.

Page 136, line 14 – strike “\$265,000,000” and insert “\$240,000,000”, and modify the report accordingly.

In the report:

On page 6, in the fourth full paragraph (“Open skies”), in the third sentence, insert the word “any” before “foreign governments”.

On page 7, before the header “RESEARCH AND TECHNOLOGY” insert:

“ *Road to zero coalition.*—The Committee believes that substantial gains in reducing roadway fatalities can be recognized in the coming years through a combination of technology, continued successful safety programs, and prioritizing safety. The Road to Zero coalition, which is supported by the Federal Highway Administration, the National Highway Traffic Safety Administration, and the Federal Motor Carrier Safety Administration, is committed to a goal of zero fatalities by 2050. This coalition is a broad-based, diverse group comprised of individuals, academia, associations, safety groups, businesses and others. The Committee urges the Department to continue its involvement with and support of the Road to Zero coalition.

*Electrically powered vehicles.*—The Committee directs the Secretary, in conjunction with modal administrators and other Federal agencies, to develop best practices to suppress and combat fires in electrically powered light and heavy duty vehicles.

*Service animal policies.*—The Committee directs the Department of Transportation to review any airline modifications to service animal policies. The review should ensure that airlines continue to meet requirements of the Federal Air Carrier Access Act and protect the rights of disabled individuals, especially for the blind and visually impaired. ”

On page 18, before the header “COMMERCIAL SPACE TRANSPORTATION” insert:

“ *Technician staffing and training.*—The Office of Inspector General (OIG) is expected to release the Committee’s requested audit on technician staffing and placement during the summer of 2018. The Committee is interested in reviewing the OIG’s findings and recommendations to ensure that there is adequate technician staffing at all critical air traffic control facilities. In addition, the Committee understands that OIG intends to review the FAA’s training programs as a follow up to the staffing review. The Committee directs the OIG to include a review and description of FAA’s use of virtual and online learning as a training tool for its technical workforce. The Committee directs the OIG to provide an update on its training review within 90 days of enactment.

*Safety critical staffing and training.*—On April 27, 2018, the House overwhelmingly passed the “FAA Reauthorization Act of 2018” (H.R. 4). Section 302 of H.R. 4 requires the FAA to update the safety critical staffing model to determine the number of aviation safety inspectors that will be needed to fulfill the FAA’s safety oversight mission and requires an OIG audit of the staffing model. The Committee supports efforts to update the staffing model and urges the FAA to move expeditiously. Adequate inspector staffing levels must also be accompanied by thorough training to ensure proper safety oversight of certificated entities. The Committee directs the OIG to conduct a review of the FAA’s safety inspector training program and to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment. ”

On page 28, before the header “GRANTS-IN-AID FOR AIRPORTS” insert:

“ The Committee recognizes that great strides in the safety of our airspace have been made possible by the presence of two well-trained, qualified pilots in our commercial aircraft. Funds made available in this Act to study alternative crew compliments for flight decks in commercial operations should prioritize the safety effects relative to two-person flights. This direction is not intended to limit FAA’s research and development activities related to unmanned aerial vehicles. ”

On page 48, before the header “RAILROAD RESEARCH AND DEVELOPMENT” insert:

“ *New transportation projects utilizing existing corridors.*— The Committee is aware that metropolitan planners often seek to utilize existing transportation corridors in proposing new transportation projects, including high speed rail, to ease the project approval process. The Committee encourages the Department of Transportation to evaluate the impact of new transportation projects and their utilization of existing corridors and to provide recommendations on ways to mitigate community disruption from new transportation projects in existing transportation corridors, including high speed rail projects. ”

On page 52, before the header “NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION” insert:

“ *Charter Trains and Private Cars.*—During fiscal year 2018, Amtrak issued new guidelines for charter trains operated by Amtrak and private cars on Amtrak trains. Amtrak’s new policy limits private car services to specific locations and trains when facilities and resources are available, requires case-by-case prior Amtrak written approval, and limits maintenance to FRA-required repairs which must be paid by the car owner. Charter trains will be limited to existing Amtrak routes, must not be one-time trips, must generate sufficient financial benefit to justify Amtrak’s use of its resources and assets, and be subject to a final written agreement.

While the Committee understands that these policy changes reflect Amtrak’s mandate to provide efficient, effective, and safe regularly-scheduled passenger service with a minimum public subsidy consistent with Amtrak’s statutory mission and goals as codified by 49 USC 24101, the Committee directs Amtrak to submit a report to the House and Senate Committees on Appropriations within 60 days of enactment of this Act on its rationale, with supporting data, for its policy changes that demonstrate how it supports Amtrak’s mission and goals. For example, this should include a discussion of the impacts of private car delays on Amtrak trains based on historical experience and/or estimates, as well as information on minutes of delays attributable to private cars, and other impacts Amtrak took into consideration, such as customer satisfaction, management distraction, and host railroad impacts. The Committee also directs Amtrak to provide information on the revenues and costs associated with private cars and special trains. The Committee acknowledges that certain information may be commercially sensitive and cannot be made public. ”

On page 55, before the header “TRANSIT INFRASTRUCTURE GRANTS” insert:

“ The Committee encourages FTA to work with local transit authorities to use formula grant funds to enhance on-time performance of commuter trains. It has come to the attention of the Committee that some commuter railroads have average delay times of 21 minutes. Poor performance deters ridership and imperils the future of public transit. Commuter railroads must prioritize reliable and efficient service for all riders. ”

On page 69, before the header “EXECUTIVE OFFICES” insert:

“ *Housing Opportunity Through Modernization Act.*—The Committee urges HUD to fully implement the Housing Opportunity Through Modernization Act of 2016.

*Broadband infrastructure.*—The Committee reminds HUD that funds dispersed through the Home Investment Partnerships program, the Public Housing Capital Fund, Choice Neighborhoods, and the Community Development Block Grant program are applicable to the construction and rehabilitation of broadband infrastructure in housing units and communities, along with other necessary investments in plumbing, electrical, and other utilities. ”

On page 76, after the fourth full paragraph, insert:

“ The Committee notes that there are many homeless veterans living on the U.S.-Mexico border, many of whom have not historically been counted in the point-in-time homeless survey. The Committee directs HUD to take action to ensure that HUD–VASH vouchers are made available to this unique population. The Committee further directs HUD to develop strategies and recommendations for addressing and reducing veteran homelessness on the U.S.-Mexico border, and to provide a report on its efforts within 90 days of enactment of this Act. ”

On page 77, strike the first full paragraph, and in the fourth full paragraph (*“Section 811 mainstream vouchers”*), strike the third sentence.

On page 78, in the first line, after “and” strike all that follows to the end of the paragraph and insert:

“ restricts the use of these new section 811 vouchers to persons with disabilities who are non-elderly at the time of admission. These vouchers, and the vouchers provided in prior years that are renewed under this subaccount, shall be upon turnover issued only to non-elderly persons with disabilities. ”

On page 79, before the header “HOUSING CERTIFICATE FUND” insert:

“ *Rental assistance purchasing power.*—The Committee is concerned about the impacts rising rental prices have had on the Moving to Work (MTW) agencies. HUD is directed to complete a report within 180 days of enactment on the impacts that rising rental market prices have had on the purchasing power of rental assistance vouchers administered by MTW agencies. ”

On page 89, before the header “HOUSING PROGRAMS” insert:

“ *Evictions.*—The Committee notes that evictions have increased in recent years. While incomes have stagnated in the last two decades (adjusted for inflation), the median rent has increased by 70 percent since 1995, adjusting for inflation. Estimates suggest that in 2016, there were 4 evictions filed each minute. To enable communities’ flexibility in use of grants to address local needs, the Committee reminds the Department that pursuant to PL 111-22, Emergency Solutions Grants may be used to support families at risk of becoming evicted, and encourages the Department to remind grantees as such. ”