

THUD Managers' Package

Durbin Amendment on Public Housing Agency Receiverships

- Report language directing that the Office of Receivership Oversight be the lead office overseeing administrative receiverships, and that this office may receive support from other offices within the Department of Housing and Urban Development.

Durbin Amendment on Local Affordable Housing

- Report language directing the Department of Housing and Urban Development to remind Public Housing Agencies of the importance of working with state Housing Finance Agencies and other stakeholders to identify opportunities to preserve and expand the supply of local affordable housing.

Boozman-Rubio Amendment on Aquaculture

- Report language directing the Secretary of Transportation to coordinate with the Secretary of Agriculture and update the definition of “livestock” to include fish.

Reed-Collins Amendment on the United States Interagency Council on Homelessness

- Bill language extends the operations of the agency for an additional year.

Hoeven-Daines Amendment on Electronic Logging Devices

- Report language directing the Secretary of Transportation to coordinate with the Secretary of Agriculture, stakeholders, and authorizing committees to address the implementation of electronic logging devices by drivers transporting live animals.

Baldwin Amendment on Aviation Events

- Report language requiring the Federal Aviation Administration to use existing resources to provide air traffic control and safety support services at major aviation events.

Durbin-Leahy Amendment on Financing Long-Term Investments at Airports

- Report language requiring the Federal Aviation Administration to examine the benefits and challenges associated with making Airports eligible for the Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans Program.

Leahy Amendment on Senior Housing-with-Services Research

- Report language encouraging the Department of Housing and Urban Development to inform the Committee whether additional research and the expansion of housing-with-services models could improve the provision of supportive services to seniors.

Moran-Udall Amendment on Amtrak Consultation

- Report language encouraging Amtrak to improve public outreach when changing commitments related to conditions of acceptance of federal grant funding.

Manchin-Capito Amendment on Amtrak Operations

- Report language encouraging Amtrak to improve public outreach when making policy changes related to station agents, charter trains, special trains, and private trains and directing Amtrak to maintain at least one ticket agent in each state where there have been station agents previously.

Capito-Manchin Amendment on Appalachian Development Highway System (ADHS) projects

- Report language encouraging the Federal Highway Administration to work with State Departments of Transportation to promote construction and repair projects on roads of critical commercial importance in the ADHS.

Van Hollen Amendment on Permeable Pavements

- Report language urging the Secretary of Transportation to consider researching permeable pavements in areas that have received a federal disaster declaration from flooding within the last three fiscal years.

Moran Amendment on Fiber Reinforced Composite Materials

- Report language directing the Federal Aviation Administration to use research funds to advance the use of fiber reinforced composite materials.

Durbin Amendment on Public Housing Agency Receiverships

On page 96 of the report, insert at the appropriate place:

“Oversight of Public Housing Agency Receiverships.—The Committee believes that effective management and oversight of PHAs that are under HUD receivership requires technical and programmatic expertise and directs that the Office of Receivership Oversight [ORO] shall be the lead office for managing and overseeing all public housing agencies under administrative receivership. The Committee supports that, where necessary, ORO’s lead role may be supported by other germane offices that are critical to the management and oversight of section 8 and 9 programs, including the Office of Field Policy and Management, and the Office of General Counsel.”

Durbin Amendment on Local Affordable Housing

On page 105 of the report, insert at the appropriate place:

“As such, the Committee directs HUD to remind public housing agencies of the importance of working in coordination with state housing finance agencies and regional stakeholders to identify opportunities for the preservation and expansion of local affordable housing, particularly in areas where there is a known low vacancy or where the PHA is pursuing a Section 18 demolition or disposition action.”

Boozman-Rubio Amendment on Aquaculture

On page 53 of the report, insert at the appropriate place:

*“Definitions.—*The Committee appreciates the guidance the Department announced regarding ELD and Hours of Service requirements related to the transportation of agricultural commodities including livestock. However, the Committee is concerned that the definition FMCSA uses for “agricultural commodity” is outdated and does not include certain livestock such as farm-raised, ornamental, and bait fish. The Committee directs the Secretary of Transportation, in consultation with the Secretary of Agriculture, to work together on a definition of livestock which includes farm-raised, ornamental and bait fish and is more consistent with current programs operating under the Department of Agriculture.”

Reed-Collins Amendment on the United States Interagency Council on Homelessness

On page 169 of the bill on line 11 after “\$3,600,000”, insert:

“: *Provided*, That the first proviso under this heading in P.L. 115-141 is amended by striking “2020” and inserting “2021.” ”

On page 157 of the report, insert at the appropriate place:

“The Committee recognizes the complexity of homelessness and the valuable role USICH plays to help communities identify comprehensive and coordinated strategies to prevent and end homelessness. USICH’s establishment of criteria and benchmarks for ending homelessness in America has been critical to the progress made nationwide towards this goal. Since 2010, overall homelessness has decreased by more than 13 percent, with chronic homelessness decreasing by 18 percent and family homelessness decreasing by 24 percent. The Council’s efforts to engage more than 880 mayors since 2014 through the Mayor’s Challenge to end veteran homelessness has helped 63 communities across 33 states develop a roadmap to work towards this objective. Through local engagement, combined with the Council’s efforts to convene the VA and HUD to streamline and triage the VA’s case management and housing placements through HUD’s housing assistance programs, including the HUD-VASH program, USICH has played a key role in the overall reduction in veteran homelessness by 46 percent since 2010. As challenges to preventing and ending homelessness arise at the local and federal level, USICH continues to serve as the lead agency for identifying suitable cost-effective solutions. The Committee applauds the work of USICH and recognizes how its support for mayors and governors across the country helps them address the unique drivers of homelessness in their communities. USICH promotes collaborative engagement across government, public housing agencies, homeless service providers, and local partners, which results in more effective alignment of resources, efforts, goals, and measures of success. As such, the Committee has maintained the agency’s two-year operating authority, extending it to October 1, 2021, which is consistent with the FY 2018 Omnibus. The Committee supports a permanent extension of the Council in an effort end homelessness for the more than 550,000 individuals and families without stable housing or shelter in our nation.”

Hoeven-Daines Amendment on Electronic Logging Devices

On page 53 of the report, insert at the appropriate place:

*“Electronic Logging Devices.—*The Committee appreciates the Department’s efforts in issuing guidance to clarify an exemption from the Electronic Logging Device [ELD] mandate related to a 150 air-mile radius exemption for agricultural commodities. To address further concerns raised by drivers of certain commodities, including cattle haulers, the Committee directs the Department to consult with stakeholders, the Department of Agriculture, and the House and Senate authorizing committees on legislative solutions for drivers with unique working conditions. The Department should take into consideration the unique challenges associated with transporting live animals and agricultural commodities as well as ensuring roadway safety. The Committee notes that the House Committee on Appropriations reported a Transportation, Housing and Urban Development and Related Agencies, 2019 bill that prohibits funds from being used to enforce an electronic logging device mandate for livestock or insects.”

Baldwin Amendment on Aviation events

On page 28 of the report, strike the first sentence, and insert:

“Aviation Events.—The Committee directs FAA to use existing resources to provide air traffic control and safety support services at major aviation events hosted annually for the general aviation community.”

Durbin-Leahy Amendment on Financing Long-Term Investments at Airports

On page 15 of the report, insert at the appropriate place:

*“Financing long-term capital investment projects at airports.—*The Committee is interested in innovative financing instruments that could accelerate funding for major capital projects at airports, including modernization of landside terminal facilities and connecting surface transportation projects and airside capital investments that add capacity to our increasingly congested airports. Innovative financing tools like Transportation Infrastructure Financing and Innovation Act [TIFIA] are already used for many surface transportation projects that facilitate access to and from airports, but the Committee is aware of the Administration’s proposal to increase the eligibility of TIFIA financing for a wider range of airport capital projects. The Committee directs the Secretary to evaluate the benefits of increasing TIFIA eligibility to airports, its potential benefits to airports of all sizes and to identify regulatory, statutory, or other challenges to broadening this financing tool to airports. The Committee directs the FAA to evaluate options financing long-term capital investments and report its findings and recommendations to the House and Senate Committees on Appropriations no later than 120 days after enactment of this act.

Leahy Amendment on Senior Housing-with-Services Research

On page 130 of the report, insert at the appropriate place:

“Integrated Wellness in Supportive Housing (IWISH) Demonstration.—In fiscal year 2014, the Committee directed HUD to develop a housing-with-services demonstration for low-income senior households. This demonstration will evaluate how those models reduce unnecessary healthcare utilization, increase housing stability, and support aging in place. In developing this demonstration, the Department relied on the results from the Support and Services at Home (SASH) evaluation in Vermont, which indicated slowed growth in Medicare expenditures, in addition to other research initiatives carried out jointly between HUD and the U.S. Department of Health and Human Services. The Committee awaits the results of the Department’s analysis which will better inform models of housing-with-services offered to seniors. The Committee encourages the Department to include in the report whether future research and the expansion of such models could improve the provision of supportive services to seniors.”

Moran-Udall Amendment on Amtrak Consultation

On page 67 of the report, insert at the appropriate place:

“This consultation should include communication prior to changing previous commitments made by Amtrak regarding conditions of acceptance of federal grant funding.”

Manchin-Capito Amendment on Amtrak Operations

On page 67 of the report, insert at the appropriate place:

“station agents”

On page 67 of the report, insert at the appropriate place:

“Amtrak is, at times, one of the only operators available to private and non-profit organizations that utilize charter trains, special trains, and private trains, making its cooperation and communication with those organizations critical to their existence. In order to improve the transparency of Amtrak’s recent decisions, the Committee directs Amtrak to report on the effects of its changes in policy to charter trains, special trains, and private trains, including impacts on on-time performance, operational efficiency, and revenue. The information in the report should inform the Committee whether these policies could be improved upon without negatively impacting previously provided services. This report shall be included within Amtrak’s FY2020 budget request and include metrics used to determine pricing for these services.”

On page 67 of the report, insert at the appropriate place:

“*Amtrak Station Agents.*—The Committee recognizes that while the majority of Amtrak’s ticket sales take place online, there are still areas in the country lacking sufficient access to the Internet, making online sales prohibitively difficult. Senior residents and disadvantaged populations are less likely to have a credit card or another means to purchase tickets remotely, but rely on passenger rail for intercity connectivity, particularly in communities without access to air travel. Station agents can provide customer service, assistance, and safety for passengers in those communities in ways that a ticket kiosk simply cannot. The Committee directs Amtrak to provide at least one station agent in every state where it operates that had at least one station agent in FY 2018, and reiterates its encouragement to improve public outreach prior to making customer service changes.”

Capito-Manchin Amendment on Appalachian Development Highway System projects

On page 49 of the report, insert at the appropriate place:

“Commercial roads in the Appalachian Development Highway System [ADHS].—The Committee recommendation does not include the budget’s proposed rescission of ADHS funding. Conversely, the Committee encourages FHWA to work with relevant state departments of transportation in Appalachia to promote construction and repair projects for roads of critical commercial importance in the ADHS. Roads and bridges throughout the ADHS are imperative for both local and regional passenger and freight connectivity.”

Van Hollen Amendment on Permeable Pavements

On page 47 of the report, insert at the appropriate place:

“The Secretary shall consider areas that have received a federal disaster declaration resulting from flooding within the last three fiscal years when choosing locations for such research, demonstration, and deployment.”

Moran Amendment on Fiber Reinforced Composite Materials

On page 37 of the report, strike “commercial aviation industry”, and insert:

“commercial aviation industry, as well as additional funds to advance the use the use of fiber reinforced composite materials into the commercial aviation industry”