

TRANSPORTATION FY 2018 FEDERAL FUNDING PRIORITIES

	FY 2017 Enacted	FY 2018 President's Request	FY 2018 House	FY 2018 Senate
TRANSPORTATION, HUD, AND RELATED AGENCIES				
Department of Transportation	\$18.49 B	\$16.35 B	\$17.84 B	\$19.47 B
TIGER	\$500 M	\$0	\$0	\$550 M
Federal Aviation Administration (FAA)	\$16.407 B	\$16.125 B	\$16.56 B	\$16.97 B
<ul style="list-style-type: none"> Unmanned Aircraft Systems Integration (programs do not align) 	\$0	\$15 M/\$25 M	\$51 M	\$25 M
<ul style="list-style-type: none"> Airport Improvement Program (AIP) 	\$3.35 B	\$3.35 B	\$3.35 B	\$3.6 B
Federal-Aid Highways (FAST Act levels)	\$44.23 B	\$44.23 B	\$44.23 B	\$44.23 B
<ul style="list-style-type: none"> Rescission of Formula Contract Authority 	-\$857 M	\$0	-\$800 M	\$0
Federal Motor Carrier Safety Grants	\$367 M	\$374.8 M	\$374.8 M	\$374.8 M
<ul style="list-style-type: none"> Highly Automated Commercial Vehicle Research & Deployment (programs do not align) 	\$0	\$0	\$100 M	\$0
<ul style="list-style-type: none"> Autonomous Vehicles (programs do not align) 	\$6.6 M	\$0	\$0	\$10.1 M
National Highway Traffic Safety Administration	\$911.3 M	\$899.1 M	\$926.7 M	\$908.6 M
<ul style="list-style-type: none"> Highway Traffic Safety Grants 	\$585.37 M	\$597.6 M	\$597.6 M	\$597.6 M
Federal Railroad Administration (FRA)	\$1.851 B	\$1.049 B	\$2.21 B	\$2.2 B
<ul style="list-style-type: none"> Amtrak 	\$1.495 B	\$760 M	\$1.428 B	\$1.6 B
<ul style="list-style-type: none"> Federal-State Partnership for State of Good Repair 	\$25 M	\$25.95 M	\$500 M	\$26 M
<ul style="list-style-type: none"> Consolidated Rail Infrastructure Safety Grants 	\$68 M	\$25 M	\$25 M	\$92.5 M
Federal Transit Administration (FTA)	\$12.4 B	\$11.22 B	\$11.75 B	\$12.129 B
<ul style="list-style-type: none"> Transit Formula Grants (FAST Act levels) 	\$9.733 B	\$9.733 B	\$9.733 B	\$9.733 B
<ul style="list-style-type: none"> Capital Investment Grants 	\$2.41 B	\$1.23 B	\$1.75 B	\$2.132
<ul style="list-style-type: none"> <ul style="list-style-type: none"> New Starts 	\$1.45 B	\$1.007 B	\$1.007 B	\$1.007 B
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Core Capacity 	\$333 M	\$100 M	\$145.7 M	\$200 M
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Small Starts 	\$408	\$0	\$182 M	\$318.3 M

	FY 2017 Enacted	FY 2018 President's Request	FY 2018 House	FY 2018 Senate
Department of Housing and Urban Development (HUD)	\$38.8 B	\$27.35	\$38.3 B	\$40.244 B
Public & Indian Housing	\$27.509 B	\$24.521 B	\$27.493 B	\$21.365 B
• Tenant Based Rental Assistance	\$20.292 B	\$19.317 B	\$20.486 B	\$21.365 B
○ Renewals	\$18.355 B	\$17.583 B	\$18.709 B	\$19.370 B
○ Tenant Protection Vouchers	\$110 M	\$60 M	\$60 M	\$75 M
○ Administrative Fees	\$1.65 B	\$1.55 B	\$1.55 B	\$1.725 B
○ Incremental VASH Vouchers	\$40 M	\$0	\$0	\$40 M
• Public Housing Capital Fund	\$1.94 B	\$628 M	\$1.85 B	\$1.945 B
○ Emergency/Disaster Grants	\$22 M	\$20 M	\$20 M	\$28.318 M
○ Jobs-Plus Pilot	\$15 M	\$10M	\$15 M	\$15 M
• Public Housing Operating Fund	\$4.4 B	\$3.9 B	\$4.4 B	\$4.5 B
• Choice Neighborhoods Initiative Program	\$137.5 M	\$0 M	\$20 M	\$50 M
Community Planning & Development Programs	\$6.803 B	\$2.58 B	\$6.594 B	\$6.850 B
• Community Development Fund	\$3.06 B	\$0 B	\$2.96 B	\$3.060 B
○ Community Development Block Grants (CDBG)	\$3 B	\$0 B	\$2.9 B	\$3 B
• HOME (Investment Partnerships)	\$950 M	\$0 M	\$850 M	\$950 M
• Housing Opportunities for Persons w/ AIDS (HOPWA)	\$356 M	\$330 M	\$356 M	\$330 M
• Self-Help & Assisted Homeownership Program	\$54 M	\$0	\$45 M	\$54 M
○ Self-Help Homeownership Opportunity Program (SHOP) Grants	\$10 M	\$0	\$10 M	\$10 M
• Homeless Assistance Grants	\$2.383 B	\$2.25 B	\$2.383 B	\$2.456 B
Housing Programs	\$11.539 B	\$11.443 B	\$11.866 B	\$12.292 B
• Project-Based Rental Assistance	\$10.816 B	\$10.751 B	\$11.082 B	\$11.507 B
○ Renewals	\$10.581 B	\$10.466 B	\$11.082 B	\$11.222 B
○ Contract Administrators	\$235 M	\$285 M	\$0	\$285 M

• Housing for the Elderly	\$502.4 M	\$510 M	\$573 M	\$573 M
• Housing for Persons with Disabilities	\$146.2 M	\$121.3 M	\$147 M	\$147 M
• Housing Counseling Assistance	\$55 M	\$47 M	\$50 M	\$47 M
• Rental Housing Assistance	\$20 M	\$14 M	\$14 M	\$14 M
Fair Housing and Equal Opportunity	\$65.3 M	\$65.3 M	\$65.3 M	\$72.4 M
• Fair Housing Assistance Program	\$24.3 M	\$24.3 M	\$24.3 M	\$23.5 M
Lead Hazard & Healthy Homes	\$145 M	\$130 M	\$130 M	\$8.2 M

FY 2018 TRANSPORTATION REPORT LANGUAGE

House: Noise and Community Outreach

The Committee is encouraged by the additional measures the FAA is taking to enhance outreach to communities affected by new flightpaths. The Committee recommendation includes an additional \$2,000,000 to support the FAA’s ongoing efforts to address community noise concerns. Of this total, \$250,000 is provided to help the FAA develop better tools for effective engagement with local communities. The remaining \$1,750,000 is provided to advance FAA’s operational procedure concepts. The Committee encourages the FAA to improve the development of flight procedures in ways that will reduce noise through procedure modification and dispersion to reduce the impact on local communities. The funding provided should be used for methods that can produce measurable results. The FAA should give high priority to evaluating where increased noise levels disrupts homes and businesses, and threatens public health, and should provide all necessary resources to regional offices to work with local communities to meet this objective.”

House: Airport Public Private Partnerships

The FAA has invested in an innovative and timely program authorized by the Title 49 United States Code § 47134, to establish a public private partnership program for local airports. Never has there been a time for greater emphasis on the need for private investment alongside the Federal government to expedite and fund projects which are vital to the National Airspace System. Projects which have been preliminarily accepted and or will be approved have been chosen because they are innovative (conform with the intent of the “Pilot Program”), will leverage considerable private capital, lower the traditional Federal investment for public use infrastructure, and create new jobs for America. To fulfill the intent of this program, the Committee directs FAA to expedite final processing and provide the highest priority funding for any project in this program that meets the criteria above.

House: Highly Automated Commercial Vehicle Research and Development Program (FMSCA)

The Committee recognizes the rapid pace at which vehicle technology is developing, and is interested in validating the safety of these new technologies. As automated safety features continue to advance, it is imperative that DOT has a clear understanding of new technologies and related cybersecurity issues. Understanding how technology advances are evolving and converging will ensure that businesses, consumers, regulators, and other stakeholders are best able to navigate and implement new vehicle capabilities. To forward this understanding, the Committee recommendation provides \$100,000,000

for a highly automated commercial vehicle research and development program dedicated to research and demonstrations of highly autonomous vehicle (HAV) technologies and advanced driver automation systems (ADAS). ADAS applications include forward collision warning, pedestrian/cyclist collision warning, headway monitoring warning, lane departure warning, intelligent high beam control, and speed limit indicator systems. No less than \$11,000,000 shall be for direct expenditures on HAV research activities and related contracts and no less than \$1,500,000 shall be for ADAS research activities and related contracts.

In addition to direct research and development activities, the Secretary shall solicit applications for autonomous vehicle project grants to test the feasibility of deployment through geographically contained demonstrations including but not limited to demonstrations of commercial freight corridors, commercial bus service, and ridesharing programs. In reviewing applications, the Secretary shall give priority to applicants that (1) evaluate HAV or ADAS technologies related to commercial motor vehicle and ridesharing applications, (2) include or are coordinated with research underway at designated automated vehicle proving grounds, (3) provide for the gathering and sharing of critical safety data with the government and other key stakeholders, or (4) evaluate HAV or ADAS applications that benefit transportation-challenged populations including the elderly, individuals with disabilities, and children.

House: Automated Vehicles (NHTSA)

The Committee is aware of the Department of Transportation's January 19, 2017 designation of ten AV proving ground pilot sites. The intent was to form an initial network of proving grounds focused on the advancement of AV technology. The Committee encourages DOT to support the development of these ten proving grounds and to promote the creation and sharing of best practices for the safe conduct of testing and operations, which will accelerate the pace of safe AV deployment. Several, highly-qualified sites were not included in the initial designation. Without a comprehensive network of experienced proving sites, the goal of establishing a community of practice to develop and share information around safe testing, demonstration, and deployment of AV technology may take much longer. Therefore, the Committee directs the Secretary to evaluate whether DOT should designate additional proving grounds among those that responded to and met the criteria listed in the Department's December 19, 2016 solicitation of proposals for designation and report to the Committee within 60 days after enactment of this Act on its findings.

Senate: Autonomous Vehicles

The Committee recommendation includes \$10,100,000 for vehicle electronics and emerging technologies to support the development of autonomous vehicles and automated technologies. These technologies may prevent 94 percent of the roadway fatalities that are caused by human error while improving mobility options for rural America. The Committee remains concerned with cybersecurity in autonomous vehicles and urges the Department to continue to address this risk in the next update of the Federal Automated Vehicles Policy.

The Committee is also concerned that low-level automated vehicles could lead to complacent and unresponsive drivers. The Committee encourages NHTSA to include guidance on driver education and advance driver notification specifications for low-level automated vehicles in the next update of the Federal Automated Vehicles Policy. The Committee is also concerned about the impact of advanced driver automation systems on driver cognition, specifically driver fatigue and situational awareness. The Committee directs NHTSA to work collaboratively with industry and academia to conduct research on the relationship between driver automation technologies and cognitive response. Since several automation systems with near-term deployment opportunity involve commercial vehicles, the

Committee recommends this research initially focus on the trucking industry and include real-world simulation on closed test tracks where possible.

The Committee is also concerned about the impacts of highly automated vehicles on the economy and labor market for professional drivers. GAO has initiated a study on the labor displacement impact, but while that study is being conducted, coordination between DOT and the Department of Labor could help adjust Federal labor programs and proactively ease transitions for displaced workers. The Committee directs DOT to coordinate with relevant Federal agencies and keep the Committee informed on such coordination.

House: Full Funding Grant Agreements

The Committee directs FTA to continue to advance eligible projects into Project Development, Engineering, and Construction through the Capital Investment Grant evaluation, rating, and approval process. Specifically, the Committee directs the Secretary to allow a project to enter into project development when the applicant satisfies the requirements; to advance a project into project engineering when that project satisfies the requirements; to negotiate a construction grant with the project sponsor for every project that receives a medium rating or higher, submit the notification to Congress promptly after conclusion of the negotiation of the construction grant agreement, and execute the construction grant agreement within 45 days of providing such notification to Congress if the project continues to meet the requirements; to enter into a full funding grant agreement for any new fixed guideway capital project and core capacity improvement project that has met the requirements immediately after completion of the 30-day notice period for such projects; and enter into a grant agreement for any small start project that has met the requirements immediately after completion of the 10-day notice period for such projects.

The Committee directs FTA to continue to update this Committee on the status of projects that are in the current funding pipeline, and assist those project sponsors who seek to enter into and advance through the funding pipeline of the Capital Investment Grant process.

Senate: Full Funding Grant Agreements

The Committee recommendation includes \$1,007,910,000 to cover the cost of the 11 existing FFGAs for New Starts projects and \$200,000,000 to cover the cost of the two existing FFGAs for Core Capacity projects in fiscal year 2018, which shall be distributed consistent with the proposed schedule of Federal funds for each FFGA. The Committee recommendation includes \$149,900,000 to complete funding for previously funded Small Starts projects that do not have a signed agreement. The Committee's recommendations also includes for new projects that received at least a "medium" overall rating in the fiscal year 2018 annual report: \$454,000,000 for New Starts FFGAs, \$145,700,000 for Core Capacity FFGAs, and \$168,400,000 for Small Starts grant agreements.

- *Project Pipeline.* In addition to providing funding for this program for the projects described above, the Committee directs the Secretary to continue to advance eligible projects into project development and engineering in the capital investment grant evaluation, rating, and approval process pursuant to 49 U.S.C. 5309 and section 3005(b) of the FAST Act in all cases when projects meet the statutory criteria. The Committee also directs the Secretary to pro-

House: Natural Gas Vehicle Safety

Encourages the DOT Secretary to assess new developments and advances with respect to natural gas vehicles, and directs the Secretary to oversee implementation of new safety regulations for liquefied

natural gas (LNG) fuel tanks and fuel systems on commercial motor vehicles, to revise and update regulations for compressed natural gas (CNG) cylinders and to issue guidelines on the ability of bus manufacturers to deploy transit buses that have roof-top mounted CNG cylinders, and to clarify through guidance that rules restricting alternative fuel vehicle access to bridges and tunnels should not be any more restrictive than those addressing gasoline and diesel fueled vehicles.

Senate: President's Infrastructure Initiative

"The President's request" includes \$200,000,000,000 to leverage \$1,000,000,000,000 in new investment in the Nation's physical infrastructure. This proposal is expected to include policy, regulatory, and legislative proposals, ranging from changes to existing programs, to the creation of new programs and initiatives to reshape how the Federal government invests, permits, and collaborates on infrastructure. To date, no such proposal has been submitted to the Committee. While the Committee fully supports additional spending for our Nation's infrastructure, it strongly disagrees with the Administration's assertion that providing Federal dollars for infrastructure has created, "an unhealthy dynamic in which State and local governments delay projects in the hope of receiving Federal funds." Without Federal investment in infrastructure, particularly in our Nation's highway network and transit systems, the ability to move freight across the country and the free movement of people between States with vastly differing abilities to fund infrastructure would be compromised. The Committee is also concerned that the Administration does not realize that State and local governments, through the statewide transportation improvement program planning process, already determine the "right level-and type-of infrastructure investment needed for their communities." More troubling is the fact that the budget request assumes that after fiscal year 2020, highway trust fund outlays will be at levels that are supported with existing tax receipts, resulting in an outlay reduction of \$95,000,000,000 over fiscal years 2021-2027. The Administration's approach is dangerously close to support for devolution of Federal funding provided by the Highway Trust Fund, an idea the Committee strongly opposes.

Senate: Rural Infrastructure

Congress cannot ignore the country's infrastructure needs by supporting the Administration's proposed 13 percent cut to the Department's programs. Deteriorating infrastructure already costs the economy close to \$200,000,000,000 a year. To simply catch up, our infrastructure needs require direct Federal investments in our transportation networks and communities because we cannot fix a problem of this magnitude with private-public partnerships alone. In particular, investments in infrastructure in rural America are vital for growing the economy, increasing exports, and expanding markets.

The Committee believes that our Federal infrastructure programs must benefit communities across the country and recognizes the importance of providing set-asides when possible for small towns, rural communities, Tribal lands, and underserved populations is necessary to balance the needs of all 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.

Senate: TIGER

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 and within the timeframes outlined in the bill.

The Committee continues to believe that the National Infrastructure Investments program is integral to the economic success of communities throughout the country. The criteria to be used for these grants shall be the criteria from the fiscal year 2016 Notice of Funding Opportunity.

- *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 has 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 and land based 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 to, or expansion of, ports.

Senate: Resilient Infrastructure

The Committee directs the FHWA to submit a report to the House and Senate , Committees on Appropriations that includes recommendations for States, MPOs, and cities to plan for and develop resilient Federal-aid highways that are contextually sensitive, and provide cost-effective solutions to improving shoreline protections for existing highways not later than 12 months after the date of enactment of this act. The Committee further directs FHWA to expand its technical assistance and training workshops to help coastal States, MPOs, and cities to revise their practices in all phases of transportation planning and asset management, project planning and development, and operations with the goal of improving the resiliency of our coastal highways and reducing the life-cycle costs for these natural disaster prone roadways.

Senate Truck Size and Weight

FHWA's April 2016 "Truck Size and Weight Limits Study" revealed data limitations that hampered efforts to conclusively study the effect of changing the size and weight of various truck configurations. While there are inadequate performance data from the operational use of these vehicles in a number of States, the Committee is aware of ongoing efforts between the Department, the NAS, and the Transportation Research Board to develop a Comprehensive Truck Size and Weight Research Plan. The Committee is also aware of an ongoing study to synthesize and compare past work, empirical

models, and current legal operation of twin 33-foot trailers, LCVs, and other configurations. Should the Department find that there is a lack of available data, the Committee directs the Department to work with the State departments of transportation to establish best practices for data collection relating to truck configurations. The Department is directed to incorporate those practices and begin accumulating such data to supplement the ongoing Research Plan. The Committee directs the Secretary to finalize the Research Plan within one calendar year of the enactment of this act, and to submit a report on the results of this effort

to the House and Senate Committees on Appropriations within 30 days of completion. The Committee further directs the Secretary to submit a report on the status of this effort to the House and Senate Committees on Appropriations no later than 180 days after the enactment of this act.

Senate: Surface Transportation System Funding Alternatives Program

The Committee directs the Secretary for issue an annual .Notice of Funding Opportunity [NOFO] each fiscal year for which funding is provided, consistent with section 6020 of the FAST Act, and encourages the Secretary to provide no less than \$3,000,000 to eligible applicants that partner with municipal governments to pilot revenue collection mechanisms that utilize shared ride electric and automated vehicles. The Committee is aware of concerns that the timing of the NOFO and application deadlines have not been aligned with State legislative calendars, and that the obligation deadline unnecessarily limits the period for which planning activities are eligible. Therefore, the Committee directs the Secretary to modify the NOFO deadline to align with State legislative calendars and to extend the amount of time for pilot planning and predevelopment activities from the current 18 months to no less than 24 months.

House: Transportation Project Delays

The Committee notes the significant increase in transportation project development timelines from planning and design to completion of construction. Analyses from the Department of Transportation and independent organizations show major highway projects currently take between 10 and 20 years to complete, twice their duration 40 years ago. Transportation projects are frequently delayed by untold design changes, environmental regulations, right-of-way issues, utility coordination, outdated construction methodologies, inadequate workforce development practices, and poor project management execution. Unnecessarily long project timelines increase project costs, introduce programmatic inefficiencies, encourage superfluous design changes, and ultimately obstruct the delivery of desperately needed infrastructure in the United States. The Committee supports the Department's efforts to research and implement accelerated and integrative project management and collaborative development strategies to compress project timelines and enhance stakeholder participation. It recommends relying on proven applied transportation research institutions to achieve these objectives. The administrative burden on compliance of every action that triggers the National Environmental Policy Act (NEPA) has held up countless federally funded projects including projects to build our nation's infrastructure. The Committee encourages the Secretary to use all existing authorities to implement Executive Order 13766 in order to accelerate infrastructure projects funded in fiscal year 2018.

Senate: Transportation Project Delays

The Committee directs FHWA to identify opportunities to eliminate unnecessary regulations and streamline burdensome regulations to ensure FHWA is a good steward of taxpayer resources that support the construction of physical infrastructure. FHWA should identify areas where more autonomy

can be given to State, local, and tribal jurisdictions, which have an understanding of the needs and challenges in building and maintaining infrastructure.

Senate: Positive Train Control

The Committee is encouraged by the efforts of commuter railroads to develop and implement positive train control [PTC] and encourages the Department to make certification a priority and to provide the necessary technical assistance to commuter railroads as they move toward full implementation. The Committee remains concerned that implementation of PTC may be slowed or impaired by conflicting government requirements at the Federal, State, and local levels with regards to permits and historical and environmental preservation requirements. In order to implement PTC in as timely a manner as possible to meet the deadline for implementation on December 31, 2018, the Committee encourages the Secretary to exercise discretion and provide flexibility to recipients in administering grants authorized by section 3028 of the FAST Act. Specifically, the Committee encourages the Secretary to allow recipients to use grant funds for non-construction purposes, such as the installation of on-board locomotive apparatuses, back office server technology, and other core functionalities of PTC. The Department may provide this flexibility to grant recipients, to the extent allowed by current law, even if construction-related PTC work is delayed due to permitting requirements, uncompleted National Environmental Policy Act [NEPA] clearances, or uncompleted historic preservation clearances.

Additionally, grant recipients should not be disqualified from receiving grant funds for any pre-award expenditures as the timing of grant awards is frequently incompatible with project schedules necessary to meet mandated completion milestones.

FY 2018 HUD REPORT LANGUAGE

House: Veterans Affairs Supportive Housing (VASH)

The Committee provides no less than \$577,000,000 within the voucher renewal appropriation to renew over 90,000 eligible VASH vouchers and to continue the effort to eliminate homelessness among our nation's veterans. Since 2008, the Committee has provided more than \$500,000,000 in targeted funding to increase the number of VASH vouchers available to address veterans' homelessness and billions of dollars in additional funding have been made available to renew VASH vouchers. Communities across the country have been able to use these resources to make tremendous strides in addressing veterans' homelessness. According to the Department of Veterans Administration, a number of diverse communities across the country have been able to announce an end to veteran homelessness. These successes are the result of hard work, and effective collaboration, and are aspirational for the rest of the country. However, since 2010, veterans' homelessness has only declined by 36 percent nationally. For this reason, the Committee directs the Department to use existing authority to recapture HUD-VASH voucher assistance from Public Housing Authorities (PHAs) that voluntarily declare that they no longer have a need for that assistance or have mismanaged their allotted vouchers, and to reallocate vouchers to PHAs with an identified need. The Committee expects HUD to expedite this process. The Committee encourages the Department to prioritize, as part of this reallocation, PHAs that project-base a portion of their HUD-VASH vouchers in high-cost areas. The Committee directs the agency to report to Congress on its plan to implement this section within 120 days of enactment of this Act. (Allocates up to \$577 million to renew VASH vouchers currently in use)

House: Property Assessed Clean Energy (PACE) Loans

The Committee includes bill language prohibiting funds from being used to purchase, guarantee, or insure any mortgage on properties that have a PACE loan in a first lien position—superior to the FHA

loan. PACE loans are issued by state or local governments for energy efficiency improvements; are attached to the property, as opposed to the borrower; and often secured by an assessment or tax. Interest rates on these loans are significantly higher than typical mortgage rates, lines of credits, and even some credit cards.

House: Affirmatively Furthering Fair Housing (AFFH)

A number of communities and local organizations have expressed concern that the guidance provided by HUD regarding compliance with the new AFFH rule is vague, and the communication with stakeholders regarding requirements and compliance is lacking. In fiscal year 2017, the Committee directed HUD to address these concerns, and continue to refine the tools and resources available to stakeholders to comply with the new rule. The Committee directs HUD to submit a report 90 days after enactment of this Act summarizing activity taken in fiscal year 2017 and plans for fiscal year 2018 to make compliance with this rule more transparent.

House: U.S. Interagency Council on Homelessness

The Committee recommends \$570,000 for the shut-down costs of the United States Interagency Council on Homelessness. This is \$3,030,000 below the fiscal year 2017 enacted level and the same as the budget request. (Embraces the Trump proposal to eliminate the U.S. Interagency Council on Homelessness, which coordinates the federal response to homelessness across 19 federal agencies and which is credited with helping to reduce homelessness across the country).