



# COMMITTEE *on* APPROPRIATIONS

## CHAIRMAN PATRICK LEAHY

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### SUMMARY

#### SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES FISCAL YEAR 2022 APPROPRIATIONS BILL

*Chairman's Mark: October 19, 2021*

**Washington, D.C.** – The fiscal year 2022 Transportation, Housing and Urban Development, and Related Agencies (THUD) Senate Appropriations bill provides \$82.9 billion in discretionary budget authority – \$8.3 billion more than the fiscal year 2021 enacted level. The bill makes key investments in transportation and housing programs that will help reduce homelessness, provide housing stability for nearly 5 million low-income households, and improve the safety and efficiency of our transportation systems. The Department of Transportation would receive \$90.5 billion in total budgetary resources, of which \$29.1 billion is net discretionary budget authority, which is \$3.8 billion more than the fiscal year 2021 enacted level. The Department of Housing and Urban Development (HUD) would receive \$65.4 billion in total budgetary resources, which is \$5.7 billion above the fiscal year 2021 enacted level, and is offset by \$12 billion in receipts from FHA/GNMA for a net funding level of \$53.4 billion.

**U.S. Senator Brian Schatz (D-Hawaii)**, Chair of the Senate Appropriations Transportation, Housing and Urban Development, and Related Agencies Subcommittee, said:

*“Our bill delivers strong funding for transportation and housing programs that will help improve our transportation systems, address homelessness, and provide safe and affordable housing for millions of Americans who need help. It also represents our commitment to building a stronger, more resilient infrastructure system in the face of the climate crisis and worsening natural disasters.”*

#### **Key Points and Highlights:**

**Invests in Infrastructure.** The bill provides over \$66 billion for transportation infrastructure investments. Funding increases are addressed for all modes of transportation. The bill includes:

- \$1.9 billion for the multi-modal RAISE grant program, \$90 million more than fiscal year 2021;

- \$3.2 billion for the FAA’s Facilities and Equipment, \$185 million more than fiscal year 2021. Funding is prioritized to address the FAA’s backlog of facilities and tower repairs, as well as to invest in critical NextGen programs.
- \$603 million for the Airport Improvement program, \$203 million more than fiscal year 2021, for planning, development, and construction projects to improve the safety and capacity of our nation’s airports, including projects to reduce the impact of airport noise.
- \$49.9 billion for the Federal Highway Administration, including \$47.1 billion from the highway trust fund and \$2.8 billion from the general fund. Funding from the general fund is \$839 million more than fiscal year 2021 to address bridge state of good repair needs, the development of Appalachian Development Highway System, Nationally Significant Federal Lands and Tribal Transportation Projects, and Scenic Byways.
- \$220 million for the Federal-State Partnership for State-of-Good-Repair (SOGR), \$20 million more than fiscal year 2021, to fund the replacement, rehabilitation, or repair of major infrastructure assets providing intercity passenger rail service.
- \$552 million for the Consolidated Rail Infrastructure and Safety Improvement (CRISI) program, \$147 million more than fiscal year 2021, which can be used for a broad range of safety and capital projects such as stations or platforms, rail line relocation or improvement, highway-rail grade crossing improvement projects, and planning and environmental work.
- \$240 million for the Port Infrastructure Development program, \$10 million more than fiscal year 2021, to provide planning and capital assistance to improve the efficient movement of commerce around our nation’s congested ports.

**Improves Transportation Safety.** The bill invests in the safety of all modes of transportation, and includes a new \$50 million program for local safety planning and improvements, such as “Vision Zero” plans. In addition, the FAA provides a \$17 million increase for 162 new positions to improve aviation safety oversight, and within the overall \$881 million increase to FAA activities the bill fully funds all air traffic controllers and aviation safety inspectors, as well as the implementation of the Aircraft Certification, Safety, and Accountability Act. Funding for NHTSA’s Vehicle Safety programs are increased by \$26 million, including \$5 million to improve vehicle crash testing in the New Car Assessment Program.

**Reduces Homelessness and Increases Affordability.** The economic impacts of the COVID-19 pandemic have exacerbated the existing and growing affordable housing crisis. Between January 2019 and 2020, an estimated 12,751 people fell into homelessness. This bill focuses efforts to reduce homelessness and increase the supply of affordable housing. Specifically, the bill includes \$3.26 billion for Homeless Assistance Grants, \$260 million more than fiscal year 2021. The bill includes:

- \$2.75 billion is for renewal of 6,500 Continuum of Care (CoC) projects that serve over 750,000 people;
- \$290 million is for the Emergency Solutions Grants program, which will support over 350,000 persons in emergency shelter each year;
- \$107 million is for new targeted projects serving youth experiencing homelessness, including \$25 million for local capacity building to assist communities in improving their youth homelessness systems;

- \$52 million is for new CoC projects serving survivors fleeing domestic violence; and
- \$50 million is for new CoC projects to provide new permanent supportive housing for over 4,000 individuals experiencing chronic and/or unsheltered homelessness.

Under the Tenant-based Rental Assistance program, \$75 million is available for new incremental vouchers with supportive placement assistance to facilitate low-income families with children to move to higher opportunity neighborhoods, and \$30 million is for new family unification vouchers. An additional \$50 million is made available through HUD-VASH to provide an estimated 4,650 new incremental rental vouchers for veterans experiencing homelessness, as well as continued support to improve coordination and expand flexibility in the provision of case management and supportive services.

To expand the development of affordable housing, \$1.45 billion is provided for the HOME Investment Partnership program, to construct nearly 10,000 new rental and homebuyer units and to provide rental assistance to over 19,000 low-income renter households. This level of funding is \$100 million more than fiscal year 2021.

**Preserves Affordable Housing through Rental Assistance Programs.** The bill includes over \$51 billion for HUD rental assistance programs that provide housing assistance for nearly 5 million vulnerable households – more than half of whom are elderly or persons with disabilities. The bill includes:

- \$27.7 billion for tenant-based Section 8 vouchers, \$1.9 billion more than fiscal year 2021;
- \$8.8 billion for public housing, \$1.032 billion more than fiscal year 2021, including a historic \$851 million increase for capital funds to address accrued maintenance needs and priority capital improvements, including remediation of housing-related health hazards and energy efficiency and resiliency improvements to make sure tenants live in safe and sanitary conditions;
- \$13.97 billion for project-based Section 8 rental assistance, \$505 million more than fiscal year 2021; and
- \$1.183 billion for Housing for the Elderly and Housing for Persons with Disabilities, \$101 million more than fiscal year 2021.

**Addresses Climate Change.** The bill provides \$300 million for a new grant program to improve the resiliency of transportation infrastructure vulnerable to current and future weather events and natural disasters, including sea level rise, coastal erosion, extreme weather, earthquakes, and flooding. It also advances the Administration’s key priorities necessary to address climate change, including \$50 million increase for FAA research to advance Sustainable Aviation Fuels (SAFs), \$11 million to provide for a Zero Emission Vehicle (ZEV) fleet for the Department of Transportation, \$132 million for Low and No Emission Vehicle program, and \$18 million for ZEV research for transit systems.

**Bill-wide Investments in Equity.** The bill includes program increases supporting low-income and historically disadvantaged communities. The bill includes:

- \$85 million is included for HUD’s Office of Fair Housing and Equal Opportunity, a \$12.4 million increase from fiscal year 2021. These funds will support fair housing enforcement, outreach, and assistance activities to combat the adverse impacts of discrimination and prejudice in the mortgage, rental, and sales market against members of marginalized groups;
- \$1 billion for Native American and Native Alaskan housing programs, \$175 million more than fiscal year 2021 and a historic high, to address the dire housing conditions and severe overcrowding in Indian Country, as well as authorizing the extension of the Native American Housing and Self Determination Act through fiscal year 2023;
- \$400 million is for HUD’s Office of Lead Hazard Control and Healthy Homes, \$60 million more than fiscal year 2021 in order to remediate lead-based paint from over 25,000 low-income households;
- \$20 million for transit technical assistance and grants to areas of persistent poverty or disadvantaged communities to expand mobility in underserved communities;
- \$35 million set-aside in the RAISE program for technical assistance, cooperative agreement or grants to assist with the capacity building, planning and administration of eligible projects, as well as reduce cost-share requirements;
- Up to \$7.5 million for the FAA’s Minority Serving Institutions intern program to facilitate a pipeline of diverse candidates for the FAA’s future workforce.

**Accelerating Disaster Response and Recovery.** The CDBG-DR program was first deployed by Congress in 1993. Since then, nearly \$90 billion has been appropriated for CDBG-DR and allocated to almost every State. Despite being a major component of the Federal long-term disaster recovery framework for almost three decades, the CDBG-DR program lacks permanent authorization, which creates confusion and frustration for disaster-impacted communities and survivors. Due to the lack of predictable funding and program regulations, implementation of CDBG-DR funds is uneven and slow, taking anywhere from 8 months to multiple years to reach impacted households.

The Reforming Disaster Recovery Act included in title V will accelerate assistance to disaster-impacted communities by: (1) creating a Long-Term Disaster Recovery Fund to make funding more predictable; (2) permanently authorizing CDBG-DR, which will allow HUD to issue regulations in a way that supports resilience, reduces administrative burden, and reduces conflicts between Federal agency requirements; and (3) quickly supporting grantee capacity following major disasters.

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