



# COMMITTEE *on* APPROPRIATIONS

## CHAIRMAN PATRICK LEAHY

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### SUMMARY

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

**Washington, D.C.** –The Transportation, Housing and Urban Development, and Related Agencies fiscal year 2022 Appropriations bill provides \$81.038 billion in discretionary budget authority – \$5.662 billion more than fiscal year 2021. It delivers on our commitment to bring transportation systems into a state of good repair while expanding capacity to meet the demands of a growing and vibrant economy. It delivers affordable housing opportunities and record level funding for housing development in Native communities.

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

*“This bill is the largest investment in Native housing ever. It also makes record investments to keep families in their homes, lower transportation emissions to protect our planet, and make our roads more resilient and safer for pedestrians.”*

The bill also prevents homelessness through housing vouchers, and expanded services for youth and survivors of domestic violence.

#### **Key Points & Highlights.**

For the Department of Transportation, the bill provides a total of \$102.947 billion in budgetary resources, \$16.239 billion above fiscal year 2021. To mitigate the impact of climate change, this bill will allow \$1.903 billion in critical investments into the resiliency of our transportation systems under the newly authorized PROTECT program to help coastal and other communities prepare for and mitigate the effects of climate change. Another \$1.234 billion will be made available for the new Carbon Reduction program to help reduce the greenhouse gas emissions (GHG) from transportation sources – the largest contributor to GHG emissions in the United States.

For the Department of Housing and Urban Development, the bill provides \$65.653 billion in budget authority for fiscal year 2022, a \$5.32 billion increase in programmatic funding above fiscal year 2021. While over half of that increase is necessary to preserve rental assistance for the more than 5 million HUD-assisted, low-income households to meet market rate rent increases,

the bill provides \$280 million for 32,800 new housing vouchers, \$1.5 billion for new affordable housing production through the HOME program, \$4.8 billion for community and economic development, and over \$1 billion for Native community housing programs – all record levels of annual appropriations not seen within this decade. These critical resources will expand opportunities for affordable housing, essential to so many struggling families to avoid unsafe housing conditions or from falling into homelessness.

### **Department of Transportation**

#### **Federal Aviation Administration (FAA)**

The bill provides \$18.460 billion in budgetary resources, which is \$495 million above the fiscal year 2021 enacted level. This funding level includes \$3.904 billion for Airport Improvement Program (AIP) grants, which supports airport safety, terminal, and noise mitigation projects. The bill retains a strong focus on aviation safety by increasing the FAA’s aviation safety workforce and allowing for full implementation of the Aviation Certification Reform and Accountability Act in the wake of the two devastating Boeing-787 MAX crashes.

#### **Federal Highway Administration**

The bill includes a total of \$60.657 billion for Federal Highway Administration (FHWA) activities. This amount includes: (1) \$57.473 billion in obligation limitation for Federal-aid highway programs, consistent with the Infrastructure Investment and Jobs Act of 2021 (IIJA), and \$11.108 billion more than fiscal year 2021; and (2) \$2.445 billion from the general fund, \$445 million more than fiscal year 2022.

#### **Transit and Rail**

The bill provides more than \$19.583 billion for transit and rail-related activities to develop and expand lower-emission transportation alternatives nationwide.

- For the Federal Railroad Administration, the bill provides \$3.325 billion, \$505 million above fiscal year 2021. Of this amount, Amtrak will receive \$2.331 billion, \$331 million more than fiscal year 2021. This higher level of investment will allow Amtrak to operate all Northeast Corridor (NEC) and National Network routes. When combined with the \$4.4 billion made available in IIJA for capital project to eliminate the \$28 billion deferred maintenance backlog, a total of \$7.7 billion is available for fiscal year 2022, \$4.9 billion more than fiscal year 2021.
- For the Federal Transit Administration, the bill includes nearly \$16.258 billion, of which \$13.355 billion is from the Highway Trust Fund. Of the total amount, \$2.248 billion is allocated to the Capital Investment Grant (CIG) program, \$234 million above fiscal year 2021. When combined with the advanced appropriations in IIJA, a total of \$20.54 billion is available for transit program in fiscal year 2022, \$7.5 billion more than fiscal year 2021.

## **Department of Housing and Urban Development**

### **Expands Affordable Housing Opportunities**

To ease burdens on very low-income households, the bill makes investments to expand rental assistance opportunities as well as the supply of affordable housing. The bill includes:

- A historic annual appropriation of \$280 million for new incremental Section 8 Housing Choice Vouchers to support an additional 32,800 low-income Americans, including families and individuals experiencing or at-risk of homelessness, survivors of domestic violence, veterans at risk of or experiencing homelessness, and youth aging out of foster care.
- \$1.5 billion for the HOME Investment Partnerships Program, \$150 million more than fiscal year 2021 and the highest level of funding provided in the past decade. This level will support the construction of more than 10,000 affordable homebuyer and rental units, the rehabilitation of more than 4,000 owner-occupied homes, and provide rental assistance to over 20,000 low-income individuals.
- \$1.4 billion for the Housing for the Elderly and Housing for Persons with Disabilities programs, of which nearly \$360 million will support new awards of capital advance and rental assistance opportunities to serve an estimated 4,000 additional households.

### **Advancing Housing Opportunities for Native Communities**

To address the severe disparities of substandard and overcrowded housing on tribal lands, the bill makes the largest ever annual appropriation in Native community housing of \$1.028 billion, nearly \$200 million more than fiscal year 2021. These resources will allow Native communities to acquire, construct, or rehabilitate housing and related infrastructure to begin to meaningfully address the production demand for over 65,000 new units necessary just to address overcrowding and the severely physically inadequate housing stock accordingly to the latest HUD assessment of housing needs of American Indians and Alaska Natives in Tribal areas.

### **Makes Critical Investments in Public Housing**

The bill provides \$8.45 billion to help preserve the nation's public housing for 1 million low-income households currently served through the program, \$645 million more than fiscal year 2021. With these funds, public housing authorities will be able to address accrued maintenance needs as well as 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. The bill also makes a historic investment of \$350 million in the Choice Neighborhoods program, \$150 million more than fiscal year 2021, to transform severely distressed HUD-assisted housing and areas with high concentrations of persistent poverty.

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