



COMMITTEE *on* APPROPRIATIONS

CHAIRMAN PATRICK LEAHY

For Immediate Release:

December 12, 2022

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SUMMARY

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES FISCAL YEAR 2023 APPROPRIATIONS BILL

Washington, D.C. –The Transportation, Housing and Urban Development, and Related Agencies fiscal year 2023 Appropriations bill provides \$90.955 billion, which is \$9.917 billion more than fiscal year 2022. To meet the demands of a growing economy and improve the efficiency of our transportation systems, the bill provides the Department of Transportation a total of \$106.349 billion in budgetary resources, \$3.402 billion above fiscal year 2022. To help communities respond to the growing crisis of access to affordable housing and homeownership, the bill provides the Department of Housing and Urban Development \$72.143 billion in programmatic funding for fiscal year 2023, a \$6.489 billion increase above fiscal year 2022. An additional \$3.8 billion is available to help communities’ recovery from major disaster events.

Senator Schatz, Chair of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Subcommittee, said:

“This bill directly addresses America’s housing crisis by supporting the construction of nearly 10,000 new rental units, funding a new ‘Yes In My Backyard’ grant program to incentivize more affordable housing, and making the largest-ever investment in Native community housing. It also provides critical funding to repair bridges, help communities recover from major disasters, and expand workforce development programs across the country.”

Key Points & Highlights –

Aviation: The bill increases funding for aviation safety by \$94 million and provides 223 new positions, to continue the FAA’s efforts with implementation of the Aviation Certification, Safety, and Accountability Act (ACSAA) in order to remedy the FAA’s certification and inspection programs in the wake of the Boeing 737 accidents that claimed the lives of 346 people. In addition, the bill increases funding for the air traffic organization by \$340 million and includes up to 1,500 new air traffic controllers to help reduce airline flight delays as air traffic continues to surge.

Roads and Bridges: The bill includes a total of \$62.9 billion for the Federal Highway Administration (FHWA), an increase of \$2.3 billion compared to fiscal year 2022. Of this total,

\$58.765 billion is from the highway trust fund to meet the Infrastructure Investment and Jobs Act obligations for Federal-aid highway programs and \$3.418 billion from the general fund, which includes \$1.145 billion to reduce the backlog of structurally deficient bridges.

Workforce Development: Workforce challenges have caused disruptions to the revived mobility demands in a post-pandemic environment. The bill provides \$32.5 million for workforce development programs across the transportation industry to help address critical workforce training needs, including training for pilots and the aviation maintenance workforce.

Access to Affordable Housing and Homeownership: The bill increases the supply of affordable housing, invests in communities' surrounding needs, and eases burdens on very low-income households. This includes:

- \$1.5 billion for the HOME Investment Partnerships Program, which will lead to the construction of nearly 10,000 new rental and homebuyer units and sustain the record level of investment from fiscal year 2022;
- \$6.39 billion for the Community Development Block Grant formula program and related local economic and community development projects that benefit low- and moderate-income areas and people, an increase of \$1.55 billion compared to fiscal year 2022;
 - Within the account, the bill provides \$85 million for a new “Yes In My Back Yard” grant program to incentivize affordable housing production;
- \$225 million to empower manufactured housing residents and communities to preserve and revitalize this source of low-and middle-income housing that makes up 15 percent of all housing in rural communities;
- \$3.63 billion for Homeless Assistance Grants, a \$420 million increase from fiscal year 2022, which will serve over 1 million people experiencing homelessness each year through a wide variety of service and housing interventions;
 - Within the account, the bill maintains efforts to expand assistance to special populations including: \$52 million for survivors of domestic violence; \$107 million for homeless youth; and \$75 million for new permanent supportive housing for people experiencing homelessness, more than a third of which is provided for small states;
- \$1.435 billion for the Housing for the Elderly and Housing for Persons with Disabilities programs, of which nearly \$258 million will support new awards of capital advance and rental assistance opportunities to serve an estimated 2,910 additional households; and
- \$130 million for new incremental Section 8 Housing Choice Vouchers to support over 11,700 additional low-income households, 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.

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 \$1.02 billion, a historic high. 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 needed to address overcrowding and the severely physically inadequate housing stock.

Disaster Recovery: In addition to the amounts described above, the bill provides \$803 million for the Federal Highway Administration Emergency Relief Program to reimburse states for costs to repair damaged roads and bridges from eligible disasters and \$3 billion for the Community Development Block Grant Disaster Recovery Program (CDBG-DR) to help communities recover from major declared disasters. Since the CDBG-DR program was first deployed in 1993, Congress has appropriated over \$95 billion for this program, and it has become a major component of the Federal long-term disaster recovery framework over the last three decades. Despite this needed investment, the program lacks a permanent authorization which creates confusion and frustration for disaster-impacted communities and delays the ability for communities to coordinate with FEMA and respond in a timely manner. The Committee will continue to work to enact a permanent authorization for this program in order to reduce the administrative burden on grantees, improve the efficiency of the program, reduce conflicts between Federal agency requirements, and assist state and local governments' capacity following a major disaster.

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