



Policy Update 7/22/22

On July 20 the US House of Representative passed HR 8294, a mini-bus appropriations bill for FY23 that includes Transportation, Housing and Urban Development, Agriculture, Rural Development, Energy and Water Development, Financial Services and General Government, Interior, Environment, Military Construction, and Veterans Affairs. The House voted 220-207 to approve the \$405 billion package. The bill provides funding of \$90.9 billion, an increase of \$9.9 billion – more than 12 percent – above 2022. This includes an increase of \$8.9 billion for the Department of Housing and Urban Development and \$837 million for the Department of Transportation. In total, the bill provides \$168.5 billion in total budgetary resources, an increase of \$11.5 billion above 2022. Total budgetary resources include spending from several transportation trust funds, like the HTF.

The bill also includes:

- \$775M for National Infrastructure Investments (RAISE/TIGER/BUILD), equal to FY22. \$30M is reserved for projects in historically disadvantaged communities or areas of persistent poverty.
- \$100M is included for a program created last year to spur Thriving Communities nationwide. This initiative seeks to invest in historically marginalized communities to ensure that more communities have clean, and affordable transportation options, including high-quality transit, equitable neighborhood revitalization, and other enhancements to improve neighborhood quality of life and address climate change.
- \$61.3B for the Federal Highway Administration for formula programs funded from the Highway Trust Fund that improve the safety and long-term viability of our nation’s highway systems.
 - \$1.8B for discretionary highway programs and projects (\$1.28B for earmarks, \$100M Safe Street & Roads for All, \$100M ADHS, \$30M National Scenic Byways, \$100M Active Transportation Infrastructure Investment Program (**AMPO requested the full \$200M authorized under the IIJA**) \$55M for Healthy Streets Program (**AMPO requested the full \$100M authorized under the IIJA and several other programs**)).
 - Active Transportation and Healthy Streets were not funded in FY22. AMPO will continue to support full funding of these programs.
- \$17.5B for the Federal Transit Administration
 - \$13.6B for Transit Formula Grants to expand bus fleets and increase the transit state of good repair.
 - \$3.012B for Capital Investment Grants, an increase of \$764 million above the FY22 enacted level.
 - \$646M for Transit Infrastructure Grants (earmarks), to assist transit agencies in purchasing low and no emission buses, improving urban and rural ferry systems, adopting innovative approaches to mobility, and carrying out local projects, an increase of \$142M above FY22.

Leaders on the Appropriation Committees in both chambers will continue to work toward a bipartisan funding deal on overall FY23 totals for defense and non-defense programs. However, an agreement is not expected to be struck before the midterm elections in November, which will force Congress to pass a continuing resolution (CR) in September that will keep federal government spending at FY22 levels.

A CR will not impact the level of funding provided in the IIJA attributed to the advanced appropriations.

A list of earmarks can be found in the committee report that accompanies the bill beginning on page 182. The list is provided again beginning on page 307 with the inclusion of the names of Representatives. The committee report can be found by clicking [here](#).