



Policy Update

July 14, 2022

FY23 Appropriations – House Appropriations Committee Approves all 12 FY23 Spending Bills, but a Continuing Resolution (CR) is Inevitable. As part of the twelve bills the Committee approved, the FY23 Transportation, HUD, and Related Agencies (THUD) appropriations bill on July 1. The bill mostly reflects what the THUD Subcommittee approved June 23. The bill passed by a vote of 32-24. The Senate has not moved any appropriation bills, and Congress will leave DC at the end of the July for six weeks, which leaves very few legislative days for Congress to send the President spending bills for his signature. We will know more about the duration of the CR in September.

According to the Committee press release *“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 the funding in the IJJA – Highway Trust Fund (HTF) and Advanced Appropriations. The lion’s share of the USDOT budget is provided from trust funds like the HTF and the Airport and Airway Trust Fund.

The bill includes the following amounts for USDOT programs:

- \$775M for National Infrastructure Investments (RAISE/TIGER/BUILD), equal to FY22.
- \$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.
 - \$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 IJJA) \$55M for Healthy Streets Program (AMPO requested the full \$100M authorized under the IJJA) and several other programs).
- \$3.8B for the Federal Railroad Administration, an increase of \$501M above FY22. This includes:
- \$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.

Notice of Proposed Rulemaking (NPRM) for the National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure. Last week, AMPO posted an alert regarding the NPRM. Comments must be received on or before 90 days after the date of publication in the Federal Register (has not been noticed yet). FHWA proposes to amend its regulations on national performance management measures to establish a method for the measurement and reporting of GHG emissions associated with transportation under Title 23, U.S.C. The proposed rule would require State DOTs and MPOs that have NHS mileage within their State geographic boundaries and metropolitan planning area boundaries, respectively, to establish declining targets that reduce CO2 emissions generated by on-road mobile sources relative to a reference year defined as calendar year 2021, that align with the Administration’s target of net-zero emissions, economy-wide, by 2050. AMPO will provide additional information once the NPRM is published. AMPO plans to submit comments and will be coordinating with its members to develop AMPO’s comments. We strongly encourage you to read the NPRM and submit your own comments as well.

USDOT/FTA Announced Funding to Modernize Ferry Service and Connect Rural Communities. This funding is to improve and expand ferry service in communities across the country, as well as accelerate the transition to zero emission transportation. The Federal Transit Administration (FTA) is making available nearly \$300 million through three competitive grants. The three grant programs, available through a combined [Notice of Funding Opportunity \(NOFO\)](#), include:

- [FTA's Ferry Service for Rural Communities Program](#), a new program that provides competitive funding to states to ensure basic essential ferry service is provided to rural areas. For Fiscal Year 2022, \$209 million is available.
- [FTA's Electric or Low-Emitting Ferry Pilot Program](#), a new program that provides competitive funding for electric or low-emitting ferries and associated infrastructure that reduce greenhouse gas emissions by using alternative fuels or on-board energy storage systems. For Fiscal Year 2022, \$49 million is available.
- [FTA's Passenger Ferry Grant Program](#), which funds capital projects that support existing passenger ferry service, establish new ferry service, and repair and modernize ferry boats, terminals, and related facilities and equipment in urbanized areas. For Fiscal Year 2022, \$36.5 million is available and of that, \$3.25 million is set aside to support low or zero-emission ferries.

Thriving Communities Initiative (TCI) – USDOT is establishing a Thriving Communities Initiative to provide technical assistance and capacity building resources to improve and foster thriving communities through transportation improvements. Included is a new online portal, the [DOT Navigator](#) to access technical assistance resources available across the Department. The DOT Navigator is a new one-stop shop to access the array of resources that are designed to provide technical assistance and help grantees navigate the grant application, transportation planning, project delivery, funding and financing, and implementation processes. The DOT Navigator includes a set of fact sheets and information to help those new to federal grant programs understand key requirements, gain tips for successful applications, and better navigate commonly required processes and terminology. Over the coming months, the site will continue to be built out to improve user interface, enable search functions, and provide additional helpful resources. The DOT Navigator does not itself provide technical assistance but makes it easier to find available resources and contacts.

Congress provided \$25 million to launch DOT's Thriving Communities program in FY2022, and an additional \$5 million for HUD to offer complementary technical assistance as part of the program to improve the coordination of housing and transportation planning to advance residents' access to opportunity, spur economic development, and increase housing supply. The President's FY2023 budget requests an additional \$110 million to grow the program. USDOT and HUD plan to separately issue their notices of funding availability in the Fall to select technical assistance and capacity building providers. Award announcements by DOT and HUD are expected to be made in late 2022.

UPCOMING HEARNINGS

The House Committee on Transportation and Infrastructure will conduct a hearing on: Implementing the Infrastructure Investment and Jobs Act Tuesday, July 19, 2022, at 10am. Should additional information be released we will provide it to you.

[Grants | US Department of Transportation](#)

[Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)

[Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)

[Bipartisan Infrastructure Law Grant Programs | US Department of Transportation](#)