



# WASHINGTON UPDATE

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## **Interim Update - Administration's FY'22 Budget Request**

The Biden Administration has submitted a **partial FY'22 budget request** to Congress. FY'22 begins on October 1, 2021. The portion of the budget request released to date only covers proposed **discretionary** spending. Funding recommendations for most US DOT programs, such as funding from the Highway Trust Fund for the highway formula program and the transit formula programs - referred to as **mandatory** spending, will be released at a later date.

It will ultimately be up to Congress, through the **annual appropriations process**, to pass legislation to fund federal government agencies for the next fiscal year.

Here is a [link](#) to the President's FY'22 Discretionary Budget request. The section about the US DOT budget request begins on page 27 of the document/page 44 of the pdf.

The budget request includes the following **discretionary** funding for US DOT programs:

- \$625 million for a new, yet-unnamed competitive grant program for **passenger rail**;
- \$375 million for Consolidated Rail Infrastructure and Safety Improvement (**CRISI**) rail grants, the same amount funded in FY'21;
- \$2.7 billion for **Amtrak**, a 35 percent increase over FY'21 enacted funding;
- \$2.5 billion for FTA Capital Investment Grants (**CIG**) – New Start, Small Start, and Core Capacity projects - a 23 percent increase over FY'21 enacted funding;
- \$250 million for transit grants for the purchase of low- and no-emission buses through the **Low or No Emission Grant Program**;
- \$110 million for a new Thriving Communities Initiative Pilot program to help communities "improve access to destinations and foster community vibrancy" as a part of the Administration's equity initiative;
- \$1 billion for **BUILD grants** for surface transportation (previously called TIGER grants) – the same amount funded in FY'21



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Funding requested by the Administration for other federal agencies and programs includes:

- \$52 billion for the Department of Homeland Security (DHS) which includes \$1.2 billion for border infrastructure projects such as **modernization of land ports of entry**;
- \$540 million over the FY'21 funding levels for a **FEMA resilient infrastructure community grant program** that includes funding for pre-disaster planning;
- \$1.4 billion in spending for **environmental justice programs** – with the bulk of the money going to EPA;
- \$3.6 billion for **clean and safe drinking water infrastructure improvements**, including building or upgrading water systems;
- \$10 billion for **clean energy research and technology development** at domestic agencies, which would be a 35% increase over current spending;
- \$1 billion to create a new **Advanced Research Projects Agency for Climate**, and for other research to support "high-risk, high-reward solutions for adaptation and resilience against the climate crisis;"
- \$1.7 billion in **energy savings retrofits for schools, homes and federal buildings**;
- \$600 million to federal agencies to buy **new electric vehicles and charging infrastructure**;
- \$6.8 billion for the **Army Corps of Engineers** – an almost 13% cut from the \$7.8 billion in FY'21 funding - the abbreviated proposal includes no specifics about how the cuts would be spread across the Corps' budget lines.

More details about the FY'22 Budget Request will be distributed as they are made available by the Administration.