

**NOMINATIONS OF ADRIANNE TODMAN AND
NURIA FERNANDEZ**

HEARING
BEFORE THE
COMMITTEE ON
BANKING, HOUSING, AND URBAN AFFAIRS
UNITED STATES SENATE
ONE HUNDRED SEVENTEENTH CONGRESS
FIRST SESSION

ON

NOMINATIONS OF:

ADRIANNE TODMAN, OF THE VIRGIN ISLANDS, TO BE DEPUTY SECRETARY,
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

NURIA FERNANDEZ, OF CALIFORNIA, TO BE FEDERAL TRANSIT ADMINISTRATOR

MAY 11, 2021

Printed for the use of the Committee on Banking, Housing, and Urban Affairs



Available at: <https://www.govinfo.gov/>

U.S. GOVERNMENT PUBLISHING OFFICE

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NOMINATIONS OF ADRIANNE TODMAN AND NURIA FERNANDEZ

TUESDAY, MAY 11, 2021

U.S. SENATE,
COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS,
Washington, DC.

The Committee met at 10 a.m., remotely, via WebEx, Hon. Sherrod Brown, Chairman of the Committee, presiding.

OPENING STATEMENT OF CHAIRMAN SHERROD BROWN

Chairman BROWN. The Senate Committee on Banking, Housing, and Urban Affairs will come to order. This hearing is in the virtual format. A few reminders to witnesses and to Senate colleagues and Committee Members. Once you start speaking there will be a slight delay before you are displayed on the screen. To minimize background noise click the Mute button until it is your turn to speak or ask questions.

You should also have one box on your screen labeled Clock, that will show how much time is remaining. For witnesses, you will have 5 minutes for opening statements. For all Senators, the 5-minute clock still applies for your questions. At 30 seconds remaining you will hear a bell to remind you time has almost expired, ringing again when your time has expired.

If there is a technology issue we will move to the next witness or Senator until it is resolved.

To simplify the speaking order process, Senator Toomey and I have agreed to go by seniority for this hearing.

Today we will consider the nomination of two distinguished public servants, Adrienne Todman, to serve as Deputy Secretary of the Department of Housing and Urban Development—welcome—and Nuria Fernandez, to serve as Administrator of the Federal Transit Administration. Welcome to you. Thank you for your desire to continue to serve the public.

Our Government works best when it reflects the country. For the second time since the start of the Biden–Harris administration, our Committee will consider two qualified women of color for senior positions. If confirmed, Ms. Fernandez will be the first woman of color to serve as FTA administrator, and Ms. Todman will be the first Black woman to serve as Deputy Secretary of HUD.

Now we have a once-in-a-generation opportunity to rebuild our country's infrastructure. The investments that HUD and FTA can make have the potential to rebuild and bring down the cost of housing and transportation for workers and their families. These investments will create jobs, grow local communities and neighbor-

hoods, from central Pennsylvania to northwest Ohio and all over the country, that Wall Street and Washington had left on their own for too long.

At previous hearings, this Committee has heard about parents and their children being evicted from their homes in Columbus in the middle of a pandemic. We heard a restaurant worker in Cincinnati who had to spend her day's paycheck on an Uber to get to work because the bus did not run that route on Sundays, and if she missed that work she might lose her job.

These stories are not unique to Ohio. Millions of people pay too much for housing, so many of our houses and apartment buildings are in desperate need of repair. Too many Americans had to turn down a job because there is no affordable way to get to work, or had to miss a doctor's appointment because their car broke down and no bus was running nearby.

We know who is most likely to lose out on opportunities because of outdated infrastructure, the same communities, the same Black and Brown communities, especially, that have been denied investment over and over. Time and again, Federal policies have left them to fend for themselves, instead of offering the pathways to wealth and opportunity. Today's nominees understand the challenges we face, and they are obviously ready.

Adrienne Todman led the National Association of Housing and Redevelopment Officials, where she worked with housing and community development leaders across the country. She also has run Washington, DC's, public housing agency. She has experience implementing national policy from her prior work at HUD. Her experience in running these large public sector organizations will serve her well as Deputy Secretary.

Nuria Fernandez is one of the most experienced and qualified nominees to lead the FTA ever. She had already served the agency as Deputy Administrator and Acting Administrator during the Clinton administration. Before rejoining FTA this year, Ms. Fernandez ran the Santa Clara Valley Transportation Authority. She is an industry expert at delivering complex, high-profile infrastructure projects, and like all the witnesses who we bring in front of this Committee, she understands the dignity of work. High-quality transit is simply not possible without good workers. She has dedicated significant time during her career to ensuring that transit workers have the training they need to safely and efficiently do their work serving the public.

Whether you are in our urban communities, our rural communities, or in Indian country, HUD and FTA have critical roles in helping us make equitable and sustainable infrastructure investments so we can build thriving communities. I look forward to hearing from both Ms. Fernandez and Ms. Todman today, and moving their nominations through this Committee quickly so that they can get to work to serve the American people.

Senator Toomey.

OPENING STATEMENT OF SENATOR PATRICK J. TOOMEY

Senator TOOMEY. Thank you, Mr. Chairman. Ms. Todman and Deputy Administrator Fernandez, welcome to both of you and thank you for your willingness to serve.

President Biden recently reached his 100th day in office, and so I think it is a good occasion to review what he promised and what he has been delivering. President Biden promised to be a unifier who would work across the aisle with both parties. Unfortunately, what he has delivered is a really partisan, classic, tax-and-spend liberal agenda. He has pushed enormous spending plans to achieve the liberal wish list that he had, and he is proposing raising taxes in all sorts of ways, including undoing the 2017 tax reforms that helped create the best economy of my lifetime.

Ms. Todman and Deputy Administrator Fernandez have been nominated for important leadership positions at two agencies, HUD and FTA, that both will play a central role in the Administration's tax-and-spend plans.

Let's consider housing first. After Congress just finished providing more than \$80 billion for housing in response to COVID in 2020, that was on top of the \$50 billion we annual spend on HUD programs alone, not to mention the billions that we spend on other housing programs. And then, of course, there are the tens of billions that we forego in tax revenue to subsidize housing in various ways.

On top of all that, in this past March, the Biden administration pushed through an additional \$32 billion for housing, purportedly in response to COVID. But the Democrats' March spending bill was not about providing COVID relief, and we know that because it made funding available for years after the expected end of the pandemic. For example, CBO estimates that none of the bill's \$5 billion for HUD's homelessness assistance will even be spent in 2021, and that is not surprising since HUD has only spent a fraction of the money that was provided in the March 2020 CARES Act. In fact, as of this May, HUD has only spent 29 percent of these funds.

But amazingly, the Biden administration is now proposing almost a quarter of a trillion dollars more for housing in its so-called infrastructure bill, which is really mostly a multitrillion-dollar expansion of the welfare State with a little bit of infrastructure sprinkled in.

The Administration wants Congress to spend \$40 billion to upgrade public housing projects, places where people generally do not want to live. The Biden administration is also imposing burdensome housing regulations that will stifle economic growth. For example, the Administration keeps extending a nationwide eviction moratorium that lacks both the legal basis and an economic justification.

Just last week, a Federal judge ruled that the moratorium is unlawful, and there is clearly no economic justification for it since Congress has allocated billions and billions of dollars in rental assistance, stimulus checks, unemployment benefits, all to ensure that people could pay their bills. But many small landlords will be harmed by this eviction moratorium, and maybe more importantly, it will make a housing supply less available and more expensive over time.

Democrats have taken a similar approach to transit spending after Congress just finished providing more than \$40 billion for transit in response to COVID in 2020, that on top of the \$12 billion we annually spend on transit. This March, the Biden administra-

tion and congressional Democrats pushed through, on a partisan basis, an additional \$30 billion for transit, purportedly in response to COVID. So that is a total of \$82 billion that Congress spent on transit alone over the course of 1 year.

You might wonder what the annual cost of operating all of the transit agencies in the U.S. combined adds up to. Well, in 2019, it was \$54 billion. My colleagues try to justify the spending by saying that transit systems could collapse from declines in ridership and State and local government revenues, but ridership never dropped to zero, and ridership has increased significantly since the worst days of the pandemic last spring, and these systems are, by definition, local. They serve a city or maybe a metropolitan area. Shouldn't these local jurisdictions and States have any responsibility at all to pay for these systems? Evidently not, according to some of my colleagues.

But remember, the fact is, on the whole, State and local tax collections set an all-time record high in 2020, and then, on top of that, we sent them \$500 billion for COVID relief, and then, 2 months ago, the Democrat spending bill gave them yet another \$350 billion. Now the Biden administration wants yet another \$85 billion for transit as part of this really extraordinary spending binge.

Now let's consider just one measure of how excessive this is. If we pass this Biden proposal, along with the FAST Act reauthorization, and we combine it with the \$82 billion we provided just over the last year, we could have, instead, bought every transit commuter in America a \$30,000 car. That is how much money we are spending.

Given the billions that Democrats have spent and want to spend on housing and transit, I hope we will hear from today's nominees about how they plan to protect taxpayer dollars, protect it from waste and misuse. Both HUD and FTA have important missions. HUD serves many low-income Americans. FTA supports public transportation services for millions of Americans.

We just cannot irresponsibly throw tens and hundreds of billions of dollars in these general directions without reform and oversight. As the Biden administration continues to consider an infrastructure package, it is my hope that it will keep its focus on actual infrastructure and not simply an expansion of the welfare State, as has been proposed.

Thank you, Mr. Chairman.

Chairman BROWN. Thank you, Senator Toomey. I will now introduce our nominees. Ms. Adrienne Todman currently serves as the CEO of the National Association of Housing and Redevelopment Officials. She served as the Executive Director of the DC Housing Authority and several career positions at HUD. She has also served as legislative director for Congressman Ron de Lugo, the first delegate representing the U.S. Virgin Islands. Welcome, Ms. Todman.

Ms. Nuria Fernandez was appointed by President Biden as Deputy Administrator of the FTA this past January. She is now serving as Acting Administrator. This is her second appointment at the FTA. She served as Deputy Administrator starting in 1997, was Acting Administrator from 1999 to 2001. Prior to joining the Administration, Ms. Fernandez was the General Manager and CEO of

the Santa Clara Valley Transportation Authority in greater San Jose, California, starting in 2013, responsible for 2,100 employees. She managed the operation of transit services in the Silicon Valley area. She oversaw the development and construction of a two-phased extension of the BART rail system. She has also held senior leadership roles in the New York, Chicago, and Washington, DC, transit agencies. Welcome, Ms. Fernandez.

Ms. Todman, if you would begin, for 5 minutes. Thank you.

Oh, I am sorry. I need to swear you each in. I apologize. So would you each rise and raise your right hands, even if you are partly out of camera view. Thank you.

Do you swear or affirm the testimony you are about to give is the truth, the whole truth, and nothing but the truth, so help you God?

Ms. TODMAN. I do.

Ms. FERNANDEZ. I do.

Chairman BROWN. Do you agree and testify before any duly instituted Committee of the Senate?

Ms. TODMAN. I will.

Ms. FERNANDEZ. I will.

Chairman BROWN. OK. Thank you. If you would begin,

Ms. Todman.

STATEMENT OF ADRIANNE TODMAN, TO BE DEPUTY SECRETARY, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Ms. TODMAN. Chairman Brown, Ranking Member Toomey, and Members of the Committee, I am deeply honored and humbled to appear before you today as the nominee for Deputy Secretary of Housing and Urban Development. I want to begin by thanking President Biden for the confidence and trust that he has placed in me with my nomination for this position.

I would also like to thank my family for their unwavering support, patience, and love, not just over the past several weeks, but always. And Chairman, I would like to point out that both my husband and daughter are here with me today, and I know that there are multitudes of family, friends, and colleagues who are watching this broadcast right now, and I thank them for their support as well.

I have lived in Washington, DC, for some years, and one of my favorite experiences is the sight of an enthusiastic group of students visiting the Nation's capital for the first time. Their joy and awe remind me of my very first trip to this city as a teenager several decades ago, as part of a week-long education program on the Federal Government. I traveled here from the U.S. Virgin Islands, where I was born and raised, and I recall returning home inspired. That inspiration and my belief in the power of public service led me back to Washington, DC. I spent the early years of my career working in the office of Congressman Ron de Lugo, the delegate from the Virgin Islands, on matters important to families who lived there.

After my tenure on the Hill, I had the great fortune of joining the career staff in the Office of Public and Indian Housing at HUD. There, I helped stand up a new national program designed to revi-

talize distressed public housing units and provide self-sufficiency programs. Following that role, I became a policy aide in the Office of the Assistant Secretary for Public and Indian Housing and later served in the Office of the Secretary, where my experience with HUD programs broadened.

I also have years of experience as a local housing practitioner. During my tenure as Executive Director of the DC Housing Authority, I led efforts to preserve public housing units and expand youth-focused programs. I worked closely with private landlords to improve and streamline the tenant-based voucher program and helped voucher-holders explore a variety of neighborhoods. I worked with homeless service providers and other organizations dedicated to serving vulnerable populations, such as young adults aging out of the foster care system, survivors of domestic abuse, and veterans experiencing homelessness. In addition, I worked with all stakeholders, from developers to lenders to community members, to build and manage new affordable housing units.

While leadership is paramount, sound management is critical. During my tenure at both the District of Columbia Housing Authority and the National Association of Housing and Redevelopment Officials, I worked to strengthen our business systems, ensure sound financial management, and provide staff the resources needed to effectively do their jobs. As a leader and a manager, I emphasized each person's importance to our mission, no matter their role.

My career in Government and the nonprofit sector has been dedicated to improving people's lives and strengthening communities through housing. Sadly, this is out of reach for far too many Americans, particularly people of color. Far too many among us have been denied access to resources and support to realize their aspirations and reach their full potential. The past 14 months of the COVID-19 pandemic have underscored the necessity of having a stable, affordable home, and demonstrated the interconnection between housing, health, and opportunity.

We have a responsibility to confront housing insecurity, and help ensure access to good homes. It is our responsibility to eliminate all forms of housing discrimination, and to build our Nation's housing infrastructure in a way that expands equitable access to housing for all people.

If confirmed, I will focus on immediate housing needs related to the pandemic and longer-term structural housing challenges. If confirmed, I commit to working with the Secretary to ensure that HUD has the staff and tools it needs to administer and provide oversight over programs critical to moving this country and families forward.

If confirmed, it would be my honor to once again serve alongside the staff of HUD in carrying out HUD's very critical mission. I would like to thank you for the opportunity to testify before you today, and I look forward to your questions.

Chairman BROWN. Thank you, Ms. Todman. Acting Secretary Fernandez, welcome.

**STATEMENT OF NURIA FERNANDEZ, TO BE FEDERAL TRANSIT
ADMINISTRATOR**

Ms. FERNANDEZ. Thank you, Mr. Chairman. Good morning. Good morning Chairman Brown, Ranking Member Toomey, Members of the Committee. It is a privilege for me to appear before you today as you consider my nomination for Administrator of the Federal Transit Administration. I am honored and humbled that President Biden and Secretary Buttigieg have entrusted me to serve in this role. Please allow me a moment to recognize someone special. My husband Dan Hall, a native of Cleveland, Ohio, and a Glenville High School graduate of Class of '67, is here with me.

I was born in Panama City, where I took transit buses daily, and came to the United States as a young woman to pursue my engineering degree. I really appreciated the doors this country has opened for me. I chose a career in transit because of its ability to open a world of opportunities to everyone. Public transportation is the greatest equalizer: it allows people to get to jobs, schools, and services, regardless of where they live, if they own a car, or their ability to drive. Yet, to fully achieve that vision for everyone, we still have some miles to travel.

If confirmed, I pledge, first and foremost, to uphold DOT's—and FTA's—primary mission: to improve the safety of public transportation systems. I will work with Secretary Buttigieg to achieve the Biden–Harris administration's goals of beating the COVID–19 pandemic, supporting our economy, providing a greener way to travel, and embracing diversity and inclusion as we strengthen transit's role in connecting people and places.

I step into this role at a time unlike any other in public transportation. The COVID–19 pandemic has highlighted the importance of public transit. During the pandemic, Federal assistance ensured buses, trains, subways, and paratransit services continued to help people get to work, access testing and other medical appointments, and stay connected.

As vaccines became available, transit agencies got creative, with the Port Authority of Allegheny County finding new ways to reach and help at-risk seniors, Mountain Line Transit in Missoula printing a route map showing how to access vaccination clinics by bus, and many rural systems offering dial-a-ride services to get folks to vaccination clinics far from home.

Now, as President Biden's leadership has created the opportunity for more than 200 million shots in arms, our country is reopening. People are resuming daily life, and transit will return to its backbone role of moving our country. Work and commuting schedules may look different, but the need for public transportation to serve our communities remains acute.

The American Jobs Plan will provide a once-in-a-generation investment in infrastructure to make America more competitive and help create 19 million jobs, in part through revitalizing our transit systems. If confirmed, I plan to take this opportunity to work with Congress and our transit partners throughout the country to make our industry the best it can be as we emerge from this national emergency.

My long career in transit has prepared me for this moment. Over 35 years, working at the Federal Transit Administration, the Chi-

cago Transit Authority, the Washington Metropolitan Area Transit Authority here in Washington, DC, the New York State Metropolitan Transportation Authority in New York and, most recently, as General Manager of the Santa Clara Valley Transportation Authority in San Jose, California. I led 2,100 employees and a transit program that served millions who live and work in Silicon Valley.

Under my direction, the Valley Transportation Authority established an Innovation Center to collaborate with tech companies and universities to find new ways to improve mobility. We also set up a human trafficking awareness program for VTA staff that became a model for a State law requiring all California transit agencies to train frontline workers on how to recognize it and how to respond.

I take pride in my fiscal management of VTA's transit program, including overseeing Federal grants for capital projects such as extending the Bay Area Rapid Transit's heavy rail, which will connect millions to San Francisco and beyond. And for the past year, I served as Chair of the American Public Transportation Association, which helped reinforce my relationships with transit leaders throughout the country.

If confirmed, I would apply all of those experiences to make sure FTA continues to adhere to its role ensuring safety, accountability, and stewardship of public funds. I look forward to welcoming new technology and building upon FTA's decades of delivering reliable and equitable transportation, and, of course, working with you to ensure our Nation's public transportation system serves everyone, whether they live in rural areas or our suburbs and cities.

I would like to thank the Committee for the opportunity to appear here today, and I welcome your questions.

Chairman BROWN. Thank you, Administrator Fernandez, for those comments.

Let me begin with you, Ms. Todman. In Cleveland, and in older industrial great cities around, particularly the Midwest but really throughout the country, but in Cleveland specifically, 90 percent of the housing was built before lead paint was banned, and it still has consequences for our kids. We know lead paint poisoning has harmful, lifelong effects. Lead-based paint remains the top sources of lead exposure. What can HUD do to protect kids from lead in their homes? How does Congress need to do more to support that, Ms. Todman?

Ms. TODMAN. Mr. Chairman, thank you so much for that question, and I will say I share your deep concern for the impact that lead hazards have, particularly on our young people across the country. We have a responsibility to ensure that lead hazards are mitigated in assisted housing, and, you know, HUD has the tools to do that. So, if confirmed, and I become Deputy Secretary, I will make sure, to your question, to get a good grasp on making sure all the tools are working at full tilt, and make sure that the HUD staff is aware of their responsibilities, and service providers on the ground are aware of theirs. I look forward to working with you on that.

Chairman BROWN. Thank you, and we will be watching. I voted to confirm Secretary Carson. He was a neurologist or a brain surgeon, I believe, and he knew what lead did to the human brain, the developing, very young human brain, and we just didn't see much

action, frankly. And we will be watching and making sure that you live up to those commitments that you and my friend, Secretary Fudge, and President Biden have made on lead.

Administrator Fernandez, Acting Administrator, you touched, near the end of your statement, about what you have done with transit infrastructure in terms of workforce, especially challenging as the industry works to incorporate new technologies like electric and hydrogen buses, you need different mechanic skills, all that. I have heard these workers, will require workers to know computer programming as much as mechanics.

What are the major outstanding needs in the transit workforce in terms of recruitment and retention and training? What should we be doing to address those needs?

Ms. FERNANDEZ. Thank you very much for your question, Mr. Chairman. You know, creating high-quality American jobs is core to the Biden-Harris administration's Build Back Better vision, and a workforce development program is at the center, and it is important to Secretary Buttigieg as well as myself.

So FTA is committed to supporting efforts to recruit and train the next generation of transit workers. As you may know, the American Jobs Plan does have a recommendation to increase the number of technology for transit fleet, and converting that fleet to a low or no emission is going to introduce a series of technologies—battery, electric technology will be one of them. And clearly, making sure that our current workforce has the opportunity to be retrained so that they can be retained, in addition to upskilling and reskilling others that want to be involved with this, is going to be at the center of all the work that we are going to be doing.

On April 15, the FTA announced a \$5 million funding opportunity for a new transit workforce center, and it is going to provide technical assistance to the transit industry to be able to implement the best practices and workforce development.

If confirmed, I will continue to ensure that the Federal Transit Administration supports the needs of our Nation's transit workforce, including supporting the recruiting and retention of this important asset.

Chairman BROWN. Thank you, Ms. Fernandez. In my last minute or so, this question is to both of you, and be brief if you can since time is short.

COVID-19 has been the great revealer in so many ways. It has brought challenges in showing the iniquities and bring them to the forefront, inequities that have persisted for years—structural racism and income and wealth inequality.

Each of you, if you would, what has COVID-19 revealed to you, specifically, Ms. Todman, about housing, and specifically, Ms. Fernandez, about public transportation?

Ms. TODMAN. Thank you, Chairman. We were all told to stay home at the beginning of the pandemic last year, and sadly, many Americans did not have a home to go to, and many Americans, over the course of the pandemic, have suffered from housing insecurity. So, I think that this pandemic has underscored the importance of housing, and affordable housing, for all sectors of our community, including people of color and renters.

Chairman BROWN. Ms. Fernandez.

Ms. FERNANDEZ. Yes. Thank you, Mr. Chairman. In addition to the lack of housing and proximity to public transportation, the pandemic has also highlighted the disparities that communities that have been historically underserved have experienced. We have encountered transit deserts where there were not viable transportation options for individuals that needed to go to vaccination centers or get testing. So there is an opportunity to work closer, and I look forward, if confirmed, to working with the Department of Housing and Urban Development to ensure that there is not only affordable housing in proximity to public transportation, but within FTA that there is high-quality public transit available for all.

Chairman BROWN. Thank you, Administrator Fernandez. Senator Toomey.

Senator TOOMEY. Thank you, Mr. Chairman. Ms. Todman and Ms. Fernandez, thanks for taking the time to chat yesterday. I enjoyed our conversations.

I want to talk a little bit about the downpayment assistance in FHA loans. As you know, these loans require minimal downpayment, generally, but HUD does permit downpayment assistance—DPA, as it is known—which may let borrowers buy homes with no money down.

Downpayment requirement is important for many reasons, and that is why there are important restrictions on the source of funds that comprise the downpayment. In 2008, Congress updated the law and prevented any part of a downpayment for an FHA loan to come from an entity that financially benefits from the transaction. However, HUD's IG has concluded that some DPA programs are still structured in a way that violates the law, because the DPA provider is reimbursed for providing the downpayment, and thereby financially benefits from the transaction.

So, Ms. Todman, last week I sent a letter to the HUD Secretary and the HUD IG, asking them to provide records and to brief my staff to understand why the former HUD Deputy Secretary chose to disregard the HUD IG's findings. My question for you this morning is, will you ensure that HUD provides me with this information that I have requested, and will you also review the former Deputy Secretary's decision, and just notify me of the results of your review?

Ms. TODMAN. Thank you, Senator, for that question. I am aware of the concern that you have raised regarding downpayment assistance, and I commit to you that if I am confirmed and become Deputy Secretary I will be working with the Secretary, the IG, and with career staff to understand some of the underlying issues that you have raised and to ensure that the program is working optimally.

Senator TOOMEY. And you will communicate that to me. This is a reasonable request that I have made, as a Member of the Committee that has jurisdiction and oversight.

Ms. TODMAN. If I am Deputy Secretary, I will commit to communicating with you, Senator.

Senator TOOMEY. OK. Thank you. I appreciate that.

Second topic. HUD is affirmatively furthering the Fair Housing Rule. We discussed this a little bit yesterday. You know, it is my view that the Obama-era rule, which was, you know, we will call

it the AFFH, was overly complex and it placed undue burdens on HUD grant recipients, including cities and public housing agencies. The rule forced HUD grant recipients, in some cases, to hire expensive consultants and to analyze non-housing issues, like education and transportation.

And as we discussed yesterday, under your leadership NAHRO criticized the Obama-era rule for these very reasons. In a 2018 letter about the AFFH rule, NAHRO wrote that, and I quote, “Housing agencies should be able to complete any required assessments without having to hire a consultant,” end quote. The letter went on to say, and I quote, “Housing agencies and other entities should not be forced to complete an analysis on non-housing-related topics, e.g., transportation, education, infrastructure, et cetera,” end quote.

Now we know HUD is expected to revise the rule, and as HUD works to revise this rule, can you commit to us that you will work to avoid replicating the problems that your organization correctly observed with respect to the Obama-era rule?

Ms. TODMAN. Senator, those comments certainly were made in my capacity as the NAHRO CEO. If confirmed, and I become the Deputy Secretary, my job will be to implement the Fair Housing Act, and, of course, affirmatively furthering fair housing is an important and critical component of that Act. You know, AFFH is meant to use data and information so that localities can make strong decisions related to advancing fair housing for all of the protected class under the Fair Housing Act.

So, I will commit to implementing the Fair Housing law and ensuring that localities have information, technical assistance, and the tools they need.

Senator TOOMEY. Yeah, I understand. I just want to point out, you were not incorrect when you observed the problems of imposing this extremely expensive burden on the very clients. And so I hope you will keep that past history in mind.

Very quickly a question for Ms. Fernandez regarding oversight of transit funding. The March 2021 spending bill included a section 3401(b)(7)—this is in the ARP bill—and it provides for \$2.2 billion for transit operators that, and I quote, “as the result of COVID-19 require additional assistance,” end quote. And, Ms. Fernandez, I just would like for you to commit to ensuring that that \$2.2 trillion, in fact, goes, as the law requires, and does not serve as a general, all-purpose subsidy for transit agencies that may have had financial problems that preceded COVID-19.

Ms. FERNANDEZ. Senator, thank you very much for that question, and yes, the \$2.2 billion funding is available only if the transit agency demonstrates additional needs over and above the funding that they have been apportioned. The Federal Transit Administration has the requisite oversight and administrative processes in place to ensure that those funds are distributed appropriately, that applications are reviewed carefully—we have a history of reviewing these types of applications. We will handle that additional funding through a Notice of Funding Opportunity, so it is not just through an application, and disbursement of a request.

So I commit, if confirmed, to ensuring that we consider and that we also provide the oversight that is required for those initial funds.

Senator TOOMEY. No I just—and I will finish, Mr. Chairman, but I just want to underscore that the statute requires that the additional need must be a result of COVID-19. So I hope you will keep that in mind. Thank you, Mr. Chairman.

Ms. FERNANDEZ. Thank you.

Chairman BROWN. Thanks, Senator Toomey. Senator Reed of Rhode Island is recognized.

Senator REED. Thank you very much, Mr. Chairman, and welcome. Ms. Fernandez, you have been here before the Committee, and I have had the opportunity to question you. So let me start where I ended 21 years ago, and ask you a question with respect to transit, obviously. We have done a lot at the Federal level providing capital expenses for transit system, but in order to thrive they need to be able to operate frequently, to have dependable schedules, and some of that requires support in their operating expenses.

Would you be considering providing some operating assistance to transit systems so that they could be actually more economic and more efficient?

Ms. FERNANDEZ. Senator, thank you so much for that question. The public transportation industry has encountered one of its greatest challenges ever through this pandemic. The Federal Transit Administration, through support of Congress and the funding—and thanks very much for approving the three recovery relief bills—has really helped stabilize the industry, and the industry needs to recover but also maintain service, and it needs to be stronger when we emerge from this pandemic.

The challenges encountered, I believe, at this time, are being addressed, but they are not going to be resolved overnight, and that is one of the reasons why, as we look at the funding that has been appropriated three times to support operations of transit systems, those funds will be used over multiple years to ensure that transit agencies can get back on a solid footing and will be able to once again re-emerge stronger as they continue to provide services to all needed communities.

Senator REED. Well, thank you very much. Just another quick question, Ms. Fernandez, and that is, we have worked very hard, and Senator Collins has worked to provide low and no vehicle emission grants to transit systems, so they can buy electric buses and other types of low-emission buses. But can you talk about, quickly, the scale of investment? We have invested some money in the fund, but it is nothing compared to what I think we need.

For a quick example, we have got four or five buses in RIPTA, our Rhode Island system. They have 240 buses that have to be replaced. So can you just give a quick scale issue?

Ms. FERNANDEZ. Yes. Thank you, Senator. The Low or No Emission Program has turned out to be a very popular program. As you may know, we issued a Notice of Funding Opportunity, which closed on April 12. That funding opportunity offered \$180 million, available for transit agencies that wanted to transition into new technologies that were low- or no-emission technology. And we have received over 180 applications that total close to \$1 billion in requests.

So the need is clearly there, and that is one of the reasons why the American Jobs proposals that the President has presented to Congress includes additional \$25 billion for no-emission transition for bus fleets across America.

Senator REED. Thank you so much. Ms. Todman, I am big fan of the Family Self-Sufficiency program. I have seen it working in Rhode Island and working well. And it really gives a transformative effect to families and allows them to move on, buy houses, to do many things.

I hope you are a fan of FSS too. Is that correct?

Ms. TODMAN. I am a huge fan of the Family Self-Sufficiency program, Senator. In fact, I have not been to an FSS graduation where I did not shed a tear for how much hope the families experienced as a result of their experience in the program.

Senator REED. Well, thank you very much, and thank you both for your willingness to serve, and thank you, Mr. Chairman.

Chairman BROWN. Thank you, Senator Reed. Senator Rounds from South Dakota is recognized.

Senator ROUNDS. Thank you, Mr. Chairman. I would like to begin by thanking both of our witnesses for appearing and also for your willingness to serve.

Ms. Todman, I would like to begin with you. During your written testimony you talked at length about your experience in the Office of Public and Indian Housing. I am sure that will serve as a good foundation for your work as Deputy Secretary, if you are confirmed.

As you may know, South Dakota is home to nine federally recognized tribes, so Native American housing issues are critically important to my constituents. Can you discuss how the challenges you encountered while working on Native American housing issues will inform your work as a Deputy Secretary?

Ms. TODMAN. Thank you, Senator. I had the good fortune when I worked at HUD in the Office of Public and Indian Housing, I had some exposure to issues of importance related to Native American housing, so I appreciate this question and your concern.

Additionally, as the CEO of NAHRO, I have also been speaking to our industry colleagues as it relates to not just the quality of housing in Native American communities but also the amount of affordable housing. And so, you have my commitment to work with you and your constituents to ensure the quality and number of affordable housing units are improved.

Senator ROUNDS. I thank you for that, because you are correct in that it is not just the quality. It is the amount of housing that is actually available, and the lack of housing on Native American reservations, where while the families are close to one another, we have literally multiple families living in what was designed to be a single-family house. And so I appreciate that and I do look forward to working with you, should you be confirmed.

I think it is really important that we actually make some strides with regard to working on those reservations where you have a lot of Tribal trust land, and when you have Tribal trust land it is rather challenging sometimes to get the appropriate titles to make it easier to get the financing in place for that housing to occur. So I thank you for that.

Ms. Fernandez, I notice that you have substantial experience working on transit issues in major American cities, and I have no doubt that this experience will serve you well. But it is important not to lose sight of the transportation needs of Americans in small communities as well. What are some of the challenges that you see facing transit systems in rural America?

Ms. FERNANDEZ. Senator, thank you very much for that question. The number of rural and small-town public transit agencies have increased over the past two decades because of demographics. The demand for public transportation has gone up, because the demographics have essentially become older, more challenged, and in need of mobility services.

The challenge that I see is that rural communities do not have the vast mobility choices that you would find in suburban and urban areas. So the first thing would be to focus on what are the needs of the community. If the community is aging in place, they are going to require access to grocery shopping and getting health care. Paratransit services would be needed for those who are disabled. There are a large number of veterans who live in rural America that have signed up for VA health care, and they will need access to get to those health care clinics.

So the focus would be on ensuring that transit in rural America continues, and that the rural operators continue to get the funding that they need, and technical assistance, so they can put those dollars into operations and replacing their fleet, if confirmed, that is an area that I will be working very closely with our Federal Transit Administration staff to make sure that that happens.

Senator ROUNDS. Thank you. And Ms. Todman, I have got one more question for you. I am sure you are aware of the challenges that the Federal Housing Administration within HUD has when it comes to meeting its broad mission. One idea for how to reform the FHA comes from Carol Galante, President Obama's former FHA Commissioner, and it involves turning the FHA into an independent, Government-chartered corporation to give it the autonomy it needs to accomplish its goals. Do you think that approach might be something that Congress should consider?

Ms. TODMAN. Senator, what I would commit to do is to understand some of the area where you believe FHA programs are underperforming. I will sit down with the Secretary and the career staff. I think that there is probably room for improvement in the Administration of the programs. I would not submit that the solution you stated is necessarily the only approach, but certainly I am open to hearing about all the options that are available for improvement, and I share your concern that home ownership, as secured by FHA, is something we look forward to perfecting.

Senator ROUNDS. Thank you. Mr. Chairman, my time has expired. Thank you.

Chairman BROWN. Thank you, Senator Rounds. Senator Menendez from New Jersey is recognized.

Senator MENENDEZ. Thank you, Mr. Chairman. Ms. Fernandez, as you know, the Gateway program is a series of projects including the Portal North Bridge and the new Hudson River tunnels that would modernize a 10-mile segment of track that is the linchpin of

the Northeast Corridor, a section of the country that generates 20 percent of GDP for the entire Nation.

I believe that Gateway is the single most important transportation project in the country, and we have to move quickly to get it done. I appreciate that the President and the Administration have consistently highlighted the importance of Gateway, and the Federal Railroad Administration has already committed to completing the environmental review process by the end of the month. But I think FTA has a vital role to play here as well.

Do you agree that Gateway is a project of national significance?

Ms. FERNANDEZ. Senator, thank you. Yes, I agree that the Gateway is a project of national significance. The Hudson Tunnel, which is part of the Gateway program, is an essential link.

Senator MENENDEZ. OK. And would you commit to working with the project sponsors and the congressional delegations in the coming [inaudible] to get the Gateway project underway?

Ms. FERNANDEZ. If confirmed, I commit to working with the project sponsors as they take all the necessary steps to complete the requirements for receipt of funding.

Senator MENENDEZ. Thank you. Ms. Todman, under the last Administration, HUD relocated key multifamily housing staff from its office in Newark to the New York regional office. This, combined with the fact that HUD has never had a Region 2 administrator from New Jersey, going back at least a quarter of a century, troubles me, because it suggests that HUD is not prioritizing New Jersey's housing needs. And as a former mayor, I know that this presents a significant challenge for residents, landlords, and property managers. New York and New Jersey have very different housing needs and challenges.

And so we look for HUD to have boots on the ground that are familiar with New Jersey's unique needs. How would you ensure that the Newark office has the staff that it needs and that New Jersey remains a priority at HUD?

Ms. TODMAN. Senator, thank you. You should know that staffing at HUD is one of my top priorities, should I be confirmed, and I commit to you to understanding more about how those decisions may have impacted performance, particularly for your constituency. I will work with the Secretary and other staff at HUD to make sure that performance is improved. I will make sure that your constituency in New Jersey receives the attention they deserve, if I am confirmed.

Senator MENENDEZ. Thank you. I have raised this issue with the Secretary, and I think she has a good understanding of it as well.

Let me ask you, during your time working in public housing, was it your experience that the areas in which public and affordable housing were located also had access to good jobs, schools, and economic opportunities?

Ms. TODMAN. Sadly, not often, Senator.

Senator MENENDEZ. And that is, in fact, one of our challenges. As families move further away from job centers in search of more affordable housing, one would expect their transportation costs to increase. So doesn't this mean that Congress and HUD should look to take transportation access into account when designing affordable housing policy?

Ms. TODMAN. You know, Senator, transit-oriented development has been something that has been top of mind for many people in the industry, and I know for the staff at HUD, as well. So, I certainly commit to you to take a look at HUD's programs, ensure that topics like transit-oriented development is taken into consideration. I agree with you. I listened to Ms. Fernandez' testimony. There are far too many people, including lower-income families, who have the greatest transportation burden, and so we want to make sure that we can bring to bear HUD's resources to alleviate that.

Senator MENENDEZ. I appreciate hearing that answer, because that is why I am introducing the Livable Communities Act, which would create a grant program to incentivize the coordinated development of affordable housing and transit so that we can expand access to better economic opportunities, and upon your confirmation I look forward to working with you.

Finally, as part of the American Rescue Plan, my provision providing \$100 million for housing counseling was included. I appreciate the Chairman's help in that regard. How can HUD best utilize housing counseling programs to ensure that homeowners and renters can stay in their homes, and how do we ensure that the 40 percent of counseling funds set aside for low-income and minority communities are distributed to counselors that serve those at-risk families in a timely manner?

Ms. TODMAN. Thank you, Senator. Counseling is very critical to ensuring that families are making smart decisions for themselves. I believe that those funds were directed to an entity outside of HUD. So, what I can commit to you is making sure that HUD is doing its part in informing families about access to those funds and doing everything we can with our housing programs to make sure families are making smart decisions.

Senator MENENDEZ. Well, thank you. I look forward to supporting both of you. Thank you, Mr. Chairman.

Chairman BROWN. Thank you, Senator Menendez. Senator Tester from Montana is recognized.

Senator TESTER. Thank you, Mr. Chairman, and I want to thank Senator Toomey also, and I want to thank the two witnesses that are here today.

As I listened to the opening statements by both the Chairman and the Ranking Member, there is a lot we would agree on, certainly some things we do not agree on. But I think there is one thing for certain, whether you come from a rural State like Montana or you come from more urban areas in this country—affordable, accessible housing is an incredible challenge. And I think it is a challenge that, quite frankly, is having economic detriment to this country.

I can tell you there are communities that cannot recruit new businesses because there is no place for the folks to live. There are businesses that cannot expand because there is no place for folks to live. And this is not only in places where there are millions of people that live, but also in places where there are just a few thousand people that live.

And so this is a huge issue, and I know that the President is trying to address this through his infrastructure bill, and I agree, I

believe housing is infrastructure. I think the challenge is how do we get it built, how do we maximize those tax dollars so that we get the largest number of affordable houses, workforce housing houses, however you want to put it, built in this Nation, whether it is in a rural State like Montana or rural areas of this country, or whether it is in more urban areas.

And so, Ms. Todman, I would like to get your opinion on that. How would HUD like to have these dollars directed? I will just tell you, I personally do not think it is the smartest thing in the world for us just to build housing as the Federal Government. I think how we get the most houses built is by leveraging dollars with private sector entities, whether that is through buying down loans, or through the tax code, or whatever.

I am interested to know what your vision is, though, about how best we can get housing built. And, by the way, if you disagree with me, that is fine. I am still going to vote for you, OK? So just tell me what your vision is.

Ms. TODMAN. Thank you for that question, Senator. I have had the great privilege of visiting your State during my tenure as the NAHRO CEO, so I understand the deep concerns that are there about rural housing.

You know, HUD has many tools in its toolkit, particularly the HOME program, that can be leveraged in ways to also incorporate private sector funding, as you discussed.

So what I commit to do is perhaps visiting Montana again and hearing more from the individuals there in the rural parts of your State about the hardships they are facing, and maybe hardships that they are facing applying HUD programs. And so, I commit to you to learn more and to expand that education into action.

Senator TESTER. Well, you are certainly invited to Montana. I look forward to it. Your predecessor actually did come out and visited Indian country. I know Senator Rounds has already touched on Indian country. Indian country housing is just significantly more of a challenge, and, quite frankly, it should not be, but it is for a number of reasons.

And as long as I am on the issue, and we will talk about veterans too, since I chair that Committee, what are your plans as far as making resources available to veterans, to Native Americans, both in remote areas and in urban areas?

Ms. TODMAN. Senator, you will be pleased to know that I have vast experience in HUD's veterans' program. Their partnership with Veterans Affairs is priceless. I know that the Secretary and the Secretary of Veterans Affairs very recently reaffirmed their commitment to ensure that veterans who are homeless are able to be assisted through the VASH program. And so, you have my commitment to make sure that the VA medical centers and the housing agencies in your State are aware of the best practices to use that program.

And I am also aware that there has been some expansion, or talk of expansion anyway, of having Native American communities have access to VASH as well. So, you have my commitment on this issue, sir.

Senator TESTER. Last and not least, senior housing. It is a huge problem. We have got people who have spent their lifetime building

this Nation that now oftentimes have no places livable to live. What are your thoughts on senior housing?

Ms. TODMAN. Senator, the Section 202 program at HUD is a very critical one to aiding the expansion of senior housing, and I have had the great pleasure of building senior housing myself, with partners. So, you have my commitment on that point. You know, we are facing a silver tsunami, as you will, and so I know that this is a growing constituency of individuals who need access, not just to housing but to housing that has appropriate universal features so that they live with dignity.

Senator TESTER. I appreciate that. You know, as we talk about that infrastructure bill I would tell you that hopefully you will get confirmed and confirmed quickly, so that we can utilize your knowledge in this development. So thank you. Thank you, Mr. Chairman.

Chairman BROWN. Thank you. Silver tsunami—I must admit I had never heard that term, so thank you.

Senator Moran from Kansas is recognized.

Senator MORAN. Chairman Brown from Ohio, thank you for the recognition. It is a pleasure to be with you. I want to raise a couple of questions with Nuria Fernandez. Good morning.

Ms. FERNANDEZ. Good morning.

Senator MORAN. First of all, I want to highlight efforts that we have made over a long period of time to make sure that there is an understanding about the importance of transit in rural America. I think too often it is stereotyped as something that is urban or suburban, and the needs of rural citizens are significant in trying to get to the grocery store, to get to the doctor, to see family, and the distances are significant and in create significant handicaps. In many instances, we are different in the way that we approach transit, but huge important.

But I want to focus on one topic related to transit, and it is the comparison between electric vehicles and natural gas or renewable natural gas vehicles. Electric buses can cost up to twice as much as renewable natural gas buses. Infrastructure costs, it is an additional \$250,000 per electric bus for charging infrastructure, and batteries are not made generally in the United States, and involve rare minerals that are often located in places that are challenging and politically unstable.

So I am trying to see if there is an opportunity for a more balanced approach between electric vehicles and renewable natural gas vehicles in the program. There is the Low and No Emissions bus program, which was created to accelerate the movement away from fleets using diesel and gasoline, but it is my understanding that no grant has ever been given to a non-electric vehicle. And the result of that, I think, is that without this cost-benefit analysis, we have transit authorities that are unable to move toward electric, and yet are not moving toward renewable natural gas.

So I think the outcome of that is that we are using costlier buses, perhaps with zero emissions, but no movement toward less-costly and more practical buses that have very low emissions. And so what I was interested in hearing, if you want to dispute my premise or describe to me your theory on how this program could or should be administered in your tenure at the Federal Transit

Authority. Is there not room, and is there not value to low-emission buses using renewable natural gas, often generated from farm waste and other natural kind of circumstances, or is this a no-emission, electric-bus-only administration?

Ms. FERNANDEZ. Senator, thank you very much for your question. I share your concern that there is a need for a transition into a technology that reduces greenhouse gases. The Federal Transit Administration, over the course of the past few years, through the Low or No Emission grant program, has made opportunities available for transit systems to apply for grants that can demonstrate that the projects that they are pursuing, and applying their technology to their fleets, are going to provide the least amount of damage to the environment.

If confirmed, I commit to working with you to identify further opportunities around the type of technologies that can ensure the Biden–Harris administration’s drive to reduce greenhouse gases, improve our climate, and combat the change that is affecting all life on Earth, can be achieved.

Senator MORAN. Ms. Fernandez, I welcome that, and would welcome a conversation with you whenever you are available to further discuss this topic. My encouragement would be that there be a cost-benefit analysis that helps determine where priorities should lie. And I know that a number of major transit authorities in the country are moving to purchase renewable natural gas buses. And again, I would be happy to hear further from you. Thank you for the opportunity to raise this topic with you this morning.

Ms. FERNANDEZ. I look forward to that conversation, Senator, if confirmed. Thank you.

Chairman BROWN. Thank you, Senator Moran. Senator Cortez Masto from Nevada is recognized.

Senator CORTEZ MASTO. Mr. Chairman, thank you. Thank you to the Ranking Member as well. Congratulations on your nominations.

Ms. Fernandez, let me start with you. In 2018, the Regional Transportation Commission of Washoe County completed their 4th Street/Prater Way Bus Rapid Transit project ahead of schedule and under budget. And then in March of this year, they also completed the Virginia Street Bus Rapid Transit Extension Project early and under budget. My colleagues and I from Nevada have written to you, urging the approval of RTC’s request to utilize its project cost savings to further enhance these two projects, for bus enhancements at the downtown Reno 4th Street station, and additional bus lanes and accessible sidewalks in the Virginia Street project corridor.

Can you please speak to your position on allowing local agencies like the Regional Transportation Commission in northern Nevada, to utilize their leftover funding on other aspects of their projects?

Ms. FERNANDEZ. Senator, it is always great news when projects are delivered within the agreed upon schedule and under budget, and I will take this opportunity to applaud the successful completion of the two Reno Bus Rapid Transit projects. I know that they have already retained their share of the cost savings, and if confirmed, I will commit to carefully considering such requests from the project sponsors.

Senator CORTEZ MASTO. Wonderful. That is great news. Thank you, and I hope you consider them in a favorable way. That benefits continued improvements in northern Nevada.

Let me move on. Transit remains a critical tool to address climate change and serve the workforce, and there is a need for flexibility and creativity in how we provide that. I introduced the bipartisan Moving First Act, to create more smart communities, as well as the Better Plan Act, to enhance coordination between metropolitan planning organizations, local land use agencies, and housing stakeholders to align transportation plans with local housing goals and employment centers.

In your view, Ms. Fernandez, what other ways can the FAST Act reauthorization be shaped to bring higher-density housing, particularly for the workforce, into existing transit corridors to increase ridership and lower housing costs?

Ms. FERNANDEZ. Senator, as you know, colocating affordable housing in corridors where there is existing transportation investments not only removes the burden of cost of travel and housing for individuals with low income, but it also provides access to better opportunities, having that connection.

The Department is currently reinvigorating a partnership with the U.S. Department of Housing and Urban Development, to identify ways where we could provide affordable housing choices near high-quality transit. If confirmed, I look forward to continuing that collaboration and building a stronger partnership with HUD, so that we can ensure that transit, public transportation and affordable housing are integrated.

Senator CORTEZ MASTO. Thank you, and I look forward to that partnership as well.

Ms. Todman, let me address an issue that has not come up yet, which is youth homelessness. Nevada is third in the Nation for the total number of unaccompanied youth experiencing homelessness, and the highest rate of unsheltered, unaccompanied homeless youth. With the help of HUD dollars, centers like the Shannon West Homeless Youth Center in Las Vegas and the Cares Complex in Washoe County have given young Nevadans at risk of homelessness a place to stay and receive wraparound services to help them succeed.

If confirmed, what measures can HUD take, in both the short term and long term, to address youth homelessness?

Ms. TODMAN. Thank you for that question, Senator, and I truly share your concern about youth homelessness. You know, some of our youth that are homeless today became homeless as a result of aging out of the foster care system, and I was very pleased to see HUD, over the past several years, improved access to the voucher program for those young individuals.

I commit to you to continuing to be very steadfast on this issue. No youth in this country should experience homelessness: we just need to find ways to address their situation. And I commit to you to learning more about what is causing youth homelessness in your State and see where HUD's tools can address it.

Senator CORTEZ MASTO. Thank you. Thank you again, both of you, and congratulations.

Ms. TODMAN. Thank you.

Chairman BROWN. Thanks, Senator Cortez Masto. Senator Van Hollen from Maryland is recognized.

Senator VAN HOLLEN. Thank you, Mr. Chairman, and congratulations to both of you on your nominations, and thank you for your willingness to serve, if confirmed.

Ms. Todman, if I could start with a housing question. I support President Biden's American Jobs Plan, and I support the need to expand housing on the supply side. But I do not think that should come at the expense of expanding access to affordable housing through vouchers.

And, Mr. Chairman, I would like to put in the record a recent report from the Center on Budget and Policy Priorities entitled "More Housing Vouchers: Most Important Step to Help More People Afford Stable Homes".

Chairman BROWN. Without objection, so ordered.

Senator VAN HOLLEN. So, Ms. Todman, last Congress Senator Todd Young and I introduced and passed bipartisan legislation to establish a pilot program for housing choice voucher mobility demonstration. And we got it funded, and all the evidence from around the country indicates that providing families with the opportunity to get a voucher to move to higher areas of opportunity is an important way to help lift people out of poverty. And so we have introduced bipartisan legislation to establish 500,000 family stability and opportunity vouchers, and I just want to get your thoughts on how you see these kind of vouchers as being a very important tool, as part of the American Jobs Act, to increase affordable housing.

Ms. TODMAN. Senator, thank you for your interest in the voucher program and certainly on mobility issues. The voucher program is a really important program, for so many reasons, and not just enhancing housing security but also to address some of the points that you have raised: making sure that families have access to good schools and strong community amenities, by using their voucher to move to other neighborhoods.

I know that HUD, I think very recently, perhaps as recently as last week, did announce the first round of mobility grants to housing agencies across the country, and if I am confirmed as Deputy Secretary, I commit to you that I will continue the work that HUD is doing, but also learn ways that we can expand access to mobility options. And some of that is achieved by using the existing voucher program and providing technical assistance on how vouchers can be used for mobility efforts.

So, I agree with you, vouchers are really critical in the housing ecosystem, and I commit to working with you.

Senator VAN HOLLEN. I appreciate that, and I do think we need to take a quantum jump forward when it comes to the housing affordability vouchers, and especially those with the wraparound services for families and the mobility component.

Ms. Fernandez, let me just ask you a couple of questions on the transit fund, which obviously is essential to getting people to and from work. One of the things we have also experienced, both before COVID and after COVID, have been increased assaults on some transit drivers. So I introduced legislation last year, and I am planning on reintroducing it, to address that issue, and just looking for

your commitment to work with us to address the issue of driver safety when it comes to transit.

Ms. FERNANDEZ. Senator, thank you for that very important question. The safety of transit workforce is an issue that has remained front and center since I rejoined the Federal Transit Administration. Frontline workers are public servants that are doing a public service.

In the year of the pandemic there have been several steps that the Federal Transit Administration has taken as a result of the CDC and TSA orders requiring masks. This mask requirement will ensure that not only the passengers but the operators remain safe. We have also made available a training series on operator assault and de-escalation because we anticipated that with the mask requirement there may be an increase in the number of riders challenging operators, and we want to make sure that the frontline workers are safe.

I think that as a Nation, as we evolve from this pandemic, the emphasis on ensuring that those who are doing so much good for the movement of public transportation—that is, the frontline workers—are safe, are protected, and that we continue to provide all resources necessary to ensure their safety.

Senator VAN HOLLEN. Thank you, and I will submit for the record my next question, but just to the Chairman and Ranking Member, I do want to pursue the reality that right now the Federal share for highways to States is much more generous than the Federal share for transit programs. But in areas like Baltimore city, where much of our road system has been built out, we need to modernize it. But that unfair match, comparing highways to transit systems, is something I hope we will address. Thank you.

Chairman BROWN. Thank you, Senator Van Hollen. Note taken of that.

Senator Smith from Minnesota is recognized.

Senator SMITH. Thank you, Chair Brown and Ranking Member Toomey, and thank you also to our panelists today, Ms. Todman and Ms. Fernandez. I am so grateful to have had the chance to visit with you earlier and also so grateful for your willingness to serve our country. And I look forward to getting you into these very important jobs as quickly as possible, because we have a lot of work to do.

I also just want to note that my colleague, Senator Rounds, earlier was talking about the importance of supporting rural transit, and also the importance of addressing the crisis of housing on Tribal land. And I want to just associate myself with his comments, and I look forward to working with both of you and Senator Rounds on the Housing Subcommittee on those really important issues, to both of our States and to really the whole country.

Ms. Fernandez, I would like to talk with you a little bit, follow-ups on a discussion that you and I had when we spoke, having to do with the role of public transportation in a COVID world, now that COVID has changed so much of what we used to think of as normal commuting patterns. You know, I believe that public transit is absolutely essential to making Americans' lives work, and it is interesting, I think, how, with COVID, it has had an impact on what we have called the "rush hour."

You know, the rush hour used to be, we think of transit as serving people, commuters, moving to and fro from work at the beginning and the end of the day. But, of course, COVID has showed us how essential transit is to essential workers who might not keep regular 9-to-5 hours, and how essential it can be to people who maybe are working at home and rely on transit to run errands or get to health care, get to school, so many other kind of not regular 9-to-5 work-related issues.

So I want to just ask you to talk a little bit about this issue. How do you think—and let me just also say this is, of course, an issue in suburbs and cities, but it is also an issue in small towns and rural places all over the country, as you and I discussed. So could you just talk a little bit about how you think transit, our thinking about transit needs to evolve in a world that has been shaped by COVID?

Ms. FERNANDEZ. Thank you very much for your question, Senator. As you know, the Administration is committed to building and maintaining a public transportation system that meets the essential mobility needs of the Nation's communities, whether it is large, medium, or small. And the COVID pandemic has really taught us that even when the office workforce is able to work from home, transit is going to still be vital, because there are so many more people who cannot do their work from home. There are so many people who are going to continue to need access to health care, to school, and to jobs, and that need runs the gamut across our Nation.

I am also confident that we are going to build back better and stronger and make transit safe and convenient so that riders will return, and ridership will grow. If confirmed, I will ensure that the Federal Transit Administration continues to work toward aiding the transit industry's recovery from the COVID pandemic impacts, to ensure that we have a transit system that is responsive to this new normal, this new reality that we are going to be facing and recognizing that its vitality and its criticality is something that is always going to be necessary. Transit is that connection to opportunity that people really have depended on.

Senator SMITH. Thank you very much. I really appreciate your comments, and I also appreciate your operating experience, which I think will bring exactly the right kind of attitude, implementation attitude to your role. So I think you clearly understand that transit is about connecting people to opportunity and access, not only to jobs but also to school, to health care, to groceries, to healthy food, to all of the things that they need to make our lives work. So thank you so much.

And I look forward to having you join me in Minnesota once you are confirmed, so that we can talk more about these issues, and maybe touch on some of these issues around rural transit that I know are so important.

Mr. Chair, I just have a couple of seconds left. I want to quickly turn to Ms. Todman and just say you and I also spoke about my worries about what will happen when we see these eviction moratoria expanding and the intense pressure that this is going to put on renters. And in just a few minutes, could you talk a little bit about the importance of the Emergency Rental Assistance Program

and what we need to do to protect Americans who are facing a potentially very steep cliff.

Ms. TODMAN. Absolutely. I think the Emergency Rental Assistance Program is critical to making sure that people are able to stay in their homes. I know that the Treasury Department, just last week, released the second round of funding, which is promising, and I am hopeful that States and localities are able to get those funds into the hands of families and landlords as quickly as possible.

Senator SMITH. Thank you. I look forward to working with you on that very closely. Thank you, Mr. Chair.

Chairman BROWN. Thank you, Senator Smith. Senator Warnock from Georgia is recognized.

Senator WARNOCK. Thank you so very much, Mr. Chairman. In recent years, I have seen enthusiasm for expanded public transportation options and service in the Atlanta region and across Georgia. This year, for the very first time, the Georgia State Legislature included a direct appropriation for Atlanta's transit system, MARTA. It was not a lot of money but it was an important symbolic step. And last year, State lawmakers also provided a dedicated funding stream for public transportation that is expected to generate \$40 million annual for transit projects. In a State like Georgia, this is a big win for communities. It is a big win for the environment and for equity.

Ms. Fernandez, the Capital Investment Grant Program is the main source, as you know, of Federal funding for transit construction and expansion. It was a critical tool for expanding public transportation networks. If confirmed, how would you ensure this program better serves regions that have not historically prioritized big public transportation investments?

Ms. FERNANDEZ. Thank you for your question, Senator. The Capital Investment Grant Program is a program that does just that: it extends existing routes and also adds new service to areas that are either currently underserved or areas that do not have easy access to public transit.

If confirmed, I look forward to working with you to better understand some of the opportunities that the Atlanta area is pursuing, but also to ensure that through the American Jobs Plan that the President has proposed there is going to be additional funding, \$85 billion in funding, to address the state of good repair in addition to modernizing transit systems and expanding into areas that are not currently being served.

Senator WARNOCK. Thank you. In addition to funding, are there updates to the Capital Investment Grant Program that we should consider that could help more cities and regions expand the reach of their public transportation networks, changes such as providing more flexibility for the types of projects that can enter the CIG pipeline?

Ms. FERNANDEZ. Senator, the Federal Transit Administration provides technical assistance to all grant recipients, and there is opportunity for communities that are interested in applying for a capital investment grant to work with the Federal Transit Administration and for our regional offices to be in contact with those

community and project sponsors. I would highlight the number of areas that are available to them for consideration.

Senator WARNOCK. Thank you. So if confirmed, will you commit to work with me to ensure that this program works as well for Georgia projects like topping I-285 bus rapid transit, and the Clifton Corridor as it does, say, in California?

Ms. FERNANDEZ. Yes, absolutely, Senator.

Senator WARNOCK. Thank you so much. If confirmed, I look forward to working with you on these and other projects.

I want to turn now to Ms. Todman. Let's see, I have got about a minute-and-a-half left. I have long been an advocate for safe and secure public housing. I actually grew up in public housing. I know the role that it plays, personally, in providing a stable living environment for low-income communities. Housing is so important. It provides the stability for a whole range, for the education of children, following health care protocols, et cetera. So I want to do everything I can to expand safer public housing options so that we are doing our part.

Sadly, under the previous leadership, the Department of Housing and Urban Development, HUD, made it clear that it wanted to eliminate public housing by proposing deep cuts to communities that are home to millions of working families. So I am hopeful that if confirmed you will work with Secretary Fudge to improve, modernize, and expand public housing.

Ms. Todman, if confirmed, what is your plan of preserving, improving, and modernizing public housing, and will you commit to expanding more public housing options for marginalized communities?

Ms. TODMAN. You know, Senator, public housing is in my heart. You probably know that I ran a large housing authority and was responsible for a number of units of public housing, and it is so important that the young people who live in public housing can see themselves living safely and growing up to be a Senator just like you, sir.

So, you have my commitment to bring all of the tools that HUD has together to ensure that our children who live in public housing have quality homes. And, you have my commitment to explore other opportunities to expand low-income affordable housing, not just in Georgia but across the country.

Senator WARNOCK. And so you believe that housing is infrastructure?

Ms. TODMAN. Housing is infrastructure, sir.

Senator WARNOCK. Thank you so much, and I look forward to working with you.

Chairman BROWN. Thank you, Senator Warnock. Is Senator Sinema—I see her name. Is she asking questions?

Senator SINEMA. I am, sir.

Chairman BROWN. OK. Senator Sinema, you are recognized, from Arizona.

Senator SINEMA. Well, thank you, Mr. Chairman, and thank you to our witnesses for being here today.

Ms. Fernandez, good morning. I have two questions for you. My first question is about the small transit-intensive cities, or STIC program. The STIC program is a successful FTA program that re-

wards high transit performance by providing funds to small, urban transit providers. The populations of these communities are between 50,000 and 200,000, and the resources are based on meeting at least one of six measurable performance criteria.

The STIC program is important to a number of cities in Arizona, including Flagstaff and their Mountain Line transit system that regularly surpasses all of the performance criteria. I have been working on a bill with Senator Moran to further improve the STIC program and incentivize high transit performance. What are your thoughts about the STIC program and efforts to further strengthen the program?

Ms. FERNANDEZ. Senator, thank you so much for highlighting a very important program. I believe that all programs that the Federal Transit Administration provides funding for that can help with mobility, can help with connectivity, getting people to where they need to go from where they are, are significant to the continued development and growth of our economy. It is a very important program. If confirmed, I do intend to work with the Federal Transit Administration staff so that we can identify opportunities and coordinate with transit agencies that apply for funding through this program.

Senator SINEMA. Well, thank you. My second question is about the Tribal Transit Program. Last year, the Yavapai-Apache Nation in Arizona received FTA grant funding to expand transit service to help Tribal residents access jobs, health care, and essential services. Grants like these can make a real difference in Tribal communities, which are some of the most transit-challenged in the Nation.

So I have introduced a bipartisan bill with Senator Thune, the Tribal Transportation Equity and Transparency Improvement Act, to address a number of areas of transportation improvement on Tribal lands. We also should be looking at opportunities to expand Tribal transit support through the FTA.

Could you tell me, what are your plans to improve transit options on Tribal lands?

Ms. FERNANDEZ. Senator, the FTA programs that support Tribal nations are some of our most important programs. We recognize the challenges that Tribal reservations experience such as the distances that they have to travel to get to essential services. Clearly the opportunities to not only stay engaged with the Tribal nations, but work with them to identify options to their on-demand services, possibly expand their regional transportation systems. Those will be front and center as we talk about the importance of connecting Tribal nations, and rural communities, to essential needs and services, as you mentioned, grocery shopping, health care, which is one of the principal requests that we have seen in high demand through the on-demand services, is connection to health care.

Senator SINEMA. Thank you. Thank you very much. Mr. Chairman, that is all I have for now, so I yield back. Thank you.

Chairman BROWN. Thank you, Senator Sinema. Thank you all for testifying. Thank you both for testifying. Thanks to my colleagues for joining us. I ask for consent of the Committee to enter letters of support received by the Committee for nominees into today's hearing record. Hearing no objection, so ordered.

I would like to echo a couple of comments and then we will close. I would like to echo Senator Tester's concern about the importance of addressing the housing and transit needs of seniors. I will have a question for the record that I will send to each of you in the next few minutes.

For Senators who wish to submit questions to the record, those questions are due by the close of business this Friday, May 14th. For our nominees, please submit your responses to questions for the record by noon on Monday, May 17th. Once you are in these jobs we will not require the turnaround to be quite that fast, but we obviously want to move on your nominations.

So thank you again, to both of you, and to Senator Toomey, thank you, and with that the hearing is adjourned. Thank you.

[Whereupon, at 11:28 a.m., the hearing was adjourned.]

[Prepared statements, biographical sketches of nominees, responses to written questions, and additional material supplied for the record follow:]

PREPARED STATEMENT OF CHAIRMAN SHERROD BROWN

Today we'll consider the nominations of two distinguished public servants: Adrienne Todman to serve as Deputy Secretary of the Department of Housing and Urban Development, and Nuria Fernandez to serve as Administrator of the Federal Transit Administration.

Thank you for your desire to continue to serve the public.

Our Government works best when it reflects the country. For the second time since the start of the Biden–Harris administration, our Committee will consider two qualified women of color for senior positions.

If confirmed, Ms. Fernandez will be the first woman of color to serve as FTA Administrator, and Ms. Todman will be the first Black woman to serve as Deputy Secretary of HUD.

Now we have a once in-a-generation opportunity to rebuild our country's infrastructure.

The investments that HUD and FTA can make have the potential to rebuild and bring down the cost of housing and transportation for workers and their families. And these investments will create jobs and grow local economies in neighborhoods and communities that Wall Street and Washington have left on their own for too long.

At previous hearings, this Committee has heard about parents and their children being evicted from their homes in Columbus in the middle of a pandemic. We heard about a restaurant worker in Cincinnati who had to spend her entire day's paycheck on an Uber to get to work, because the bus didn't run that route on Sundays.

These stories aren't unique to Ohio.

Millions of people pay too much for housing. So many of our houses and apartment buildings are in desperate need of repair.

Too many Americans had to turn down a job because there is no affordable way to get to work, or had to miss a doctor's appointment because their car broke down and no bus was running nearby.

And we know who is most likely to lose out on opportunities because of our outdated infrastructure—it's the same Black and Brown communities that have been denied investment over and over.

Time and time again, Federal policies have left them to fend for themselves, instead of offering the pathways to wealth and opportunity.

Today's nominees understand the challenges we face. And they're obviously ready.

Adrienne Todman led the National Association of Housing and Redevelopment Officials, where she worked with housing and community development leaders across the country. She has also run Washington, DC's, public housing agency and has experience implementing national policy from her prior work at HUD. Her experience running these large, public-sector organizations will serve her well as Deputy Secretary of HUD.

Nuria Fernandez is one of the most experienced and qualified nominees to lead the FTA ever. In fact, she has already served the agency as its Deputy Administrator and Acting Administrator during the Clinton administration.

Before rejoining FTA this year, Ms. Fernandez ran the Santa Clara Valley Transportation Authority. She is an industry expert at delivering complex, high-profile infrastructure projects, and like all of the witnesses we bring in front of this Committee, she understands the dignity of work. High quality transit wouldn't be possible without its workers. She has dedicated significant time during her career to ensuring that transit workers have the training they need to safely and efficiently do their work, serving the public.

Whether you are in our urban communities, rural communities, or in Indian Country, HUD and FTA have critical roles in helping us make equitable and sustainable infrastructure investments so we can build thriving communities.

I look forward to hearing from both Ms. Fernandez and Ms. Todman today, and moving their nominations through this Committee quickly, so they can get to work serving the American people.

PREPARED STATEMENT OF SENATOR PATRICK J. TOOMEY

Mr. Chairman, thank you.

Ms. Todman and Deputy Administrator Fernandez, welcome to you both.

President Biden recently marked his first 100 days in office. It's a good occasion to review what he promised and what he has delivered. He promised to be a unifier who would work across the aisle. Unfortunately, what he has delivered is classic tax and spend liberalism.

He has pushed wasteful spending plans to achieve liberal wish lists, and he has proposed raising taxes to pay for these plans, including increasing capital gains taxes and undoing the 2017 tax reforms that helped create the best economy of my lifetime.

Ms. Todman and Deputy Administrator Fernandez have been nominated for leadership positions at two agencies—HUD and FTA—that play a central role in the Administration’s tax and spend plans.

Let’s consider housing. After Congress just finished providing more than \$80 billion for housing in response to COVID in 2020—on top of the \$50 billion we annually spend on HUD programs alone, not to mention the billions we spend on other housing programs and the tens of billions more we forgo in tax revenues to subsidize housing—this March the Biden administration pushed through an additional \$32 billion for housing purportedly in response to COVID.

But the Democrats’ March spending bill was not about providing COVID relief. We know this because it made funding available for years after the expected duration of the pandemic. For example, CBO estimates that none of the bill’s \$5 billion for HUD homelessness assistance will even be spent in 2021. That is not surprising since HUD has only spent a fraction of the money it was provided in the March 2020 CARES Act. In fact, as of this May, HUD has only spent 29 percent of those funds.

Amazingly, the Biden administration is now proposing almost a quarter-of-a-trillion dollars more for housing in its so-called infrastructure bill, which is really a multitrillion-dollar welfare plan, with a bit of infrastructure sprinkled in. The Administration wants Congress to spend \$40 billion to upgrade public housing projects—places where people do not want to live.

Research shows that moving families out of housing projects and integrating them in communities deconcentrates poverty and decreases violent crime. But rather than focusing on sensible alternatives, the Biden administration wants to keep families in housing projects.

The Biden administration is also imposing burdensome housing regulations that will stifle economic growth. For example, the Administration keeps extending a nationwide eviction moratorium that lacks both a legal basis and an economic justification. Just last week, a Federal judge ruled the moratorium is unlawful.

There is clearly no economic justification for it since Congress allocated billions of dollars in rental assistance, stimulus checks, and unemployment benefits to ensure people could pay their bills. Small landlords are harmed by the eviction moratorium and its extension only drives up housing costs by restricting housing supply.

Democrats have taken a similar approach to transit spending. After Congress just finished providing more than \$40 billion for transit in response to COVID in 2020—on top of the \$12 billion we annually spend on transit—this March the Biden administration and Congressional Democrats pushed through on a partisan basis an additional \$30 billion for transit purportedly in response to COVID. That’s a total of \$82 billion that Congress spent on transit over the course of one year.

What is the annual cost of operating all of the transit agencies in the U.S. combined? In 2019, it was \$54 billion.

Democrats tried to justify this spending by saying that transit systems would collapse from declines in ridership and State and local government revenues. But ridership did not drop to zero and ridership has increased since the worst days of the pandemic last spring.

These systems are by definition local. They serve a city or maybe a metropolitan area. Should the local jurisdictions and States where these systems reside have any responsibility to pay for these systems? Evidently not, according to my colleagues.

The fact is, on the whole, State and local tax collections set a new record in 2020. Plus, in 2020, we sent more than \$500 billion to States and local governments for COVID relief. And this March, the Democrat spending bill gave them another \$350 billion.

Now the Biden administration wants another \$85 billion for transit as part of a wasteful, multitrillion-dollar welfare and infrastructure bill. Let us consider how excessive this is. If we pass the Biden bill, along with the FAST Act reauthorization, and combined it with the \$82 billion we provided over the last year, we could, based on 2019 Census data, buy every transit commuter in America a \$30,000 car.

Given the billions Democrats have spent and want to spend on housing and transit, I hope we will hear from today’s nominees about how they plan to protect taxpayer dollars from waste and misuse.

Both HUD and FTA have important missions. HUD serves many low-income Americans. FTA supports public transportation services for Americans. We cannot just irresponsibly throw money at these agencies without oversight and reforms.

As the Biden administration continues to consider an infrastructure package, it is my hope that it will keep its focus on actual infrastructure and not the welfare plan that's actually proposed.

PREPARED STATEMENT OF ADRIANNE TODMAN

TO BE DEPUTY SECRETARY, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MAY 11, 2021

Chairman Brown, Ranking Member Toomey, and Members of the Committee, I am deeply honored and humbled to appear before you today as the nominee for Deputy Secretary of Housing and Urban Development.

I want to begin by thanking President Biden for the confidence and trust he has placed in me with my nomination for this position.

I would also like to thank my family for their unwavering support, patience, and love not just over the past several weeks, but always.

I have lived in Washington, DC, for some years, and one of my favorite experiences is the sight of an enthusiastic group of students visiting the Nation's capital for the first time. Their joy and awe remind me of my very first trip to this city as a teenager several decades ago as part of a weeklong education program on the Federal Government. I traveled here from the U.S. Virgin Islands—where I was born and raised—and I recall returning home inspired. That inspiration and my belief in the power of public service led me back to Washington, DC, after college. I spent the early years of my career working in the office of Congressman Ron de Lugo, the delegate from the Virgin Islands, on matters important to families who lived there.

After my tenure on the Hill, I had the great fortune of joining the career staff in the Office of Public and Indian Housing at HUD. There, I helped stand up a new national program designed to revitalize distressed public housing units and provide self-sufficiency programs. Following that role, I became a policy aide in the Office of the Assistant Secretary for Public and Indian Housing and later served in the Office of the Secretary, where my experience with HUD programs broadened as I worked with leaders from each programmatic area.

I also have years of experience as a local housing practitioner. During my tenure as Executive Director of the District of Columbia Housing Authority, I led efforts to preserve public housing units and expand youth-focused programs. I worked closely with private landlords to improve and streamline the tenant-based voucher program, and helped voucher-holders explore a variety of neighborhoods. I worked with homeless service providers and other organizations dedicated to serving vulnerable populations, such as young adults aging out of the foster care system, survivors of domestic abuse, and veterans experiencing homelessness. In addition, I worked with all stakeholders—from developers to lenders to community members—to build and manage new affordable housing units.

While leadership is paramount, sound management is critical. During my tenure at both the District of Columbia Housing Authority and the National Association of Housing and Redevelopment Officials, I worked to strengthen our business systems, ensure sound financial management, and provide staff the resources needed to effectively do their jobs. As a leader and a manager, I emphasized each person's importance to our mission, no matter their role.

My career in Government and the nonprofit sector has been dedicated to improving people's lives and strengthening communities through housing. I have spoken with people across the country—in urban, suburban, and rural communities alike—and they all want the same thing: a fair shot. A fair shot to provide for their families, to secure a safe and stable home, and to get ahead.

Sadly, this is out of reach for far too many Americans, particularly people of color. Far too many among us have been denied access to resources and support to realize their aspirations and reach their full potential.

The past 14 months of the COVID-19 pandemic have underscored the necessity of having a stable, affordable home, and demonstrated the interconnection between housing, health, and opportunity.

We have a responsibility to confront housing insecurity and help ensure access to good homes. It is our responsibility to eliminate all forms of housing discrimination. And it is our responsibility to build our Nation's housing infrastructure in a way that expands equitable access to housing for all people.

If confirmed, I will focus on immediate housing needs related to the pandemic and longer-term structural housing challenges to serve America's diverse communities in a way that is inclusive, equitable, and effective.

If confirmed, I commit to working with the Secretary to ensure that HUD has the staff and tools it needs to administer and provide oversight over programs critical to supporting families and moving the country forward. My actions would be guided by my years of management and housing experience and by the invaluable expertise of the Department's career staff. HUD's staff works every day to meet the housing needs of families and individuals throughout the country. If confirmed, it would be my honor to once again serve alongside them in carrying out HUD's mission to create strong, sustainable, inclusive communities and quality affordable homes.

Thank you for the opportunity to testify before you today. I look forward to your questions.

STATEMENT FOR COMPLETION BY PRESIDENTIAL NOMINEES

Name:

(Last) Todman (First) Adrienne (Other)

Position to which nominated: Deputy Secretary, U.S. Department of Housing and Urban Development

Date of nomination: March 25, 2021

City of Residence: Washington, D.C.

Education*:	Institution	Dates Attended	Degrees Received	Dates of Degree
	George Washington University	1994-1995		
	Smith College	1988-1991	B.A.	5/1991
	University of the Virgin Islands	1987-1988		

*Nominees should provide information for all institutions attended, whether or not the nominee was granted a degree by the institution

Honors and awards: List below all scholarships, fellowships, honorary degrees, military medals, honorary society memberships and any other special recognitions for outstanding service or achievement.

- D.C. Building Industry Association, Public Sector Partner Award, 2016
- National Association of Housing and Redevelopment Officials, Professional of the Year (Herman Award), 2016
- Women of Influence, *HousingWire*, 2015
- Executive Director of the Year, NARSAAH, 2011
- Urban Land Institute, Impact Award, 2015
- DASH (District Alliance for Safe Housing) Portal Award, 2013
- D.C. Apartment and Office Building Association Tribute, 2011
- Jack Kemp Workforce Housing Award
- Secretary's Distinguished Service Award, HUD, 1998
- Superior Accomplishment Award, HUD, 1997
- Excellence in Performance Award, HUD, 1996

Memberships: List below all memberships and offices held in professional, fraternal, business, scholarly, civic, social, charitable and other organizations.

- | Organization | Office Held (if any) | Dates of Membership |
|--|----------------------------------|------------------------|
| Smith College Board of Trustees: | Trustee | (2019-current) |
| ○ Ex Officio: Alumnae Association of Smith College | | (2019-current) |
| • CYC Community Chest: | President-designate of the Board | (January 2021-current) |

- Masters Series of Distinguished Leaders: (current)
- Housing and Development Law Institute: Board, ex-officio as NAHRO CEO, (2017-current)
- Virgin Islands Association: Member (current)
- Council of Large Public Housing Authorities: Vice-President of the Board (2015-2017)
- National Housing Conference: Trustee (2012-2013)
- D.C. Promise Neighborhood Initiative: Board member (2013-2018)
- Alumnae Association of Smith College: Board member (2005-2009)
- Smith Club of Washington, President: (2002-2005)

Employment record: List below all positions held since graduation from college including the title or description of job, name of employer, location of work, and inclusive dates of employment.

National Association of Housing and Redevelopment Officials
 CEO
 Washington, DC
 June 2017-Current

D.C. Housing Authority
 Washington, DC
 Executive Director, December 2010-May 2017
 Interim Executive Director, October 2009-November 2010
 Deputy Executive Director, November 2008-September 2009
 Deputy Chief of Staff, 2003-October 2008

Housing Consultant
 Washington, DC
 Provided consulting services to housing agencies: February 1999-January 2003

U.S. Department of Housing and Urban Development
 Washington, DC
 Special Assistant to the Secretary, April 1998-January 1999
 Special Assistant to the Assistant Secretary, Public and Indian Housing, June 1997-March 1998
 Program Specialist, Public and Indian Housing, May 1995-June 1997

Office of Congressman Ron de Lugo
 Washington, DC
 Legislative Aide and Legislative Director, August 1991-January 1995

Government Experience: List any experience in or direct association with Federal, State, or local governments including any advisory, consultative, honorary or other (including part-time) service or positions.

Name of Government Entity	Position	Dates of Service
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D.C. Housing Authority
Washington, DC

Executive Director, December 2010-May 2017
Interim Executive Director, October 2009-November 2010
Deputy Executive Director, November 2008-September 2009
Deputy Chief of Staff, 2003-October 2008

U.S. Department of Housing and Urban Development
Washington, DC

Special Assistant to the Secretary, April 1998-January 1999
Special Assistant to the Assistant Secretary, Public and Indian Housing, June 1997-March 1998
Program Specialist, Public and Indian Housing, May 1995-June 1997

Office of Congressman Ron de Lugo
Washington, DC

Legislative Aide and Legislative Director, August 1991-January 1995

Published writings: List the titles, publishers and dates of books, articles, reports and other published materials you have written. The list should include any publicly accessible publications on the internet in the past ten years, including appropriate URLs for any posts on blogs you maintained or contributed to, and URLs for any other significant internet-based postings during that same period. If available, provide the Committee with **one digital copy** of each of the writings you list.

NAHRO's member-only publication, the *Monitor*, includes a message from the CEO. These messages are not publicly accessible; however, I have attached the date and titles of the messages I authored. (Attachment A)

Speeches and presentations: List all of the formal speeches and presentations (e.g., PowerPoint) you have delivered during the past ten years which are on topics relevant to the position for which you have been nominated, including dates. If available, provide the Committee with **one digital copy** of each formal speech and presentation. If text is no longer available, list the date, place, and organization or group to whom you made the speech or presentation.

- "Mixed-Income Development and Finance: What is the Impact on Community Design and Resident Interaction." HUD's Office for Policy Development and Research and the Council of Large Public Housing Authorities, Washington, DC: March 16, 2011.

- “The Role of Public Housing Agencies in Preventing and Ending Homelessness.” US Interagency Council, Washington, DC: August 11, 2011.
https://www.usich.gov/resources/uploads/asset_library/phawebinarreformatted_v2.pdf
- “Housing Policies in the U.S. and Korea: Balancing Affordability with Financial Viability.” The Wilson Center, Washington, DC: July 24, 2013.
- “Public Housing Did Not Fail and the Role It Must Play in Interrupting Poverty.” Harvard University, Department of Sociology, Cambridge, MA: March 24, 2014.
- “Affordable Housing: \$2B Economic Impact.” DC Building Industry Association, Washington, DC: November 12, 2015.
- “Housing for Tomorrow.” The Atlantic, Washington, DC: December 2, 2015.
- “Housing, Hamilton, and a Path to Success.” TEDxJHU, John Hopkins University, Baltimore, MD: May, 2016. <https://youtu.be/AJgV7fnKi-s>
- “How Changing Rent Subsidies Could Impact D.C.” The Kojo Nnamdi Show, Washington, DC: July 20, 2016.
- “Impact 5000: Serving Children in Public Housing in DC.” Urban Institute, Washington, DC: January 18, 2017.
- “2017 NAHRO Summer Conference: Strengthening Our Foundation.” National Association of Housing and Redevelopment Officials, Indianapolis, IN: July 17, 2017.
- “2017 NAHRO National Conference & Exhibition: Building Bridges to the Future.” National Association of Housing and Redevelopment Officials, Pittsburgh, PA: October 28, 2017.
- “VAHCDO 2017 Legal & Policy Seminar.” Virginia Association of Housing and Community Development Officials, Richmond, VA: November 30, 2017.
- “2018 NAHRO Washington Conference: Innovate 2018: IMPACT.” National Association of Housing and Redevelopment Officials, Arlington, VA: April 23, 2018.
- “National Outlook on Housing and Community Development.” Mountain Plains/ Colorado NAHRO 2018 Conference on Housing and Homelessness, Vail, CO: May 16, 2018.
- “80th Anniversary Celebration.” The Greenville Housing Authority, Greenville, SC: September 27, 2018.
- “2018 NAHRO National Conference & Exhibition: Innovate: IMPLEMENT.” National Association of Housing and Redevelopment Officials, Atlanta, GA: October 26, 2018.
- “Opening Plenary – What’s Happening in Washington?” 2019 PAHRA Capitol Conference. Washington, DC: January 15, 2019.
- “2019 Washington Conference: Connect to Purpose.” National Association of Housing and Redevelopment Officials, Arlington, VA: April 7, 2019.
- “A Framework Forward: Solutions for a New Housing Paradigm, Opening Lunch and Welcome” MAHRA/MARC NAHRO Conference, Washington, DC: May 29, 2019.
- “2019 Summer Conference: Connect to Results.” National Association of Housing and Redevelopment Officials, Boston, MA: July 12, 2019.
- “2019 NAHRO National Conference & Exhibition: Connect to Partners.” National Association of Housing and Redevelopment Officials, San Antonio, TX: October 11, 2019.
- “Income Volatility, Housing Instability, and Housing Assistance.” NYU Furman Center, New York City: December 5, 2019.
- “NAHMA Annual Communities of Quality Awards Luncheon keynote remarks.” National Affordable Housing Management Association, Washington, DC: March 9, 2020.
- “Update from Industry Leaders: Affordable Rental Housing, NCSHA 2020 Legislative Conference” National Council of State Housing Agencies, Washington, DC: March 9, 2020.

- “2020 Online Summer Conference.” National Association of Housing and Redevelopment Officials, Online: July 23-24, 2020.
- “2021 Solutions for Housing Communications.” National Housing Conference online convening. March 18, 2021.

Public statements: List all public statements you have made during the past ten years which are on topics relevant to the position for which you have been nominated, including dates. Whenever possible, provide the Committee with finding aids (such as citations, internet URLs, etc.) for each statement.

1. Testimony before the U.S. House of Representatives
 - a. Witness, House Committee on Financial Services: April 2015.
 - b. Witness, House Committee on Financial Services: April 2018.
 - c. Witness, House Committee on Financial Services: April 2019. <https://democrats-financialservices.house.gov/UploadedFiles/HHRG-116-BA00-Wstate-TodmanA-20190430.pdf>
2. Testimony before the Council of the District of Columbia
 - a. February 23, 2011 DCHA Oversight Hearing
 - b. May 3, 2011: DCHA Budget Hearing
 - c. February 13, 2012: DCHA Oversight Hearing
 - d. April 18, 2012: DCHA Budget Hearing
 - e. October 26, 2012: Public Oversight Roundtable
 - f. February 12, 2013: New Community Initiative Hearing
 - g. March 1, 2013: DCHA Oversight Hearing
 - h. April 22, 2013: DCHA Budget Hearing
 - i. October 22, 2013: Committee on Economic Development
 - j. February 19, 2014: DCHA Oversight Hearing
 - k. April 30, 2014: DCHA Budget Hearing
 - l. February 26, 2015: DCHA Oversight Hearing
 - m. April 15, 2015: DCHA Budget Hearing
 - n. February 24, 2016 : DCHA Oversight Hearing
 - o. April 21, 2016: DCHA Budget Hearing
 - p. March 20, 2017: DCHA Oversight Hearing

Social media usernames: Please provide a list of all of your currently active social media usernames (e.g., Facebook, Instagram, Twitter, etc.), and any usernames for any inactive accounts you have used within the previous ten years.

- Twitter: @nahroceo and @AdrienneTodman
- Facebook: AdrienneTodman
- Instagram: todmandc

Political affiliations activities: List memberships and offices held in and services rendered to all political parties or election committees during the last ten years.

List all public offices, if any, for which you have been a candidate in the past ten years.

Name of Office	Elected/Appointed Candidate Only	Year(s) Election Held or Appointment Made	Terms of Service (if applicable)
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(None)

Political contributions: Itemize all political contributions which exceed \$200 or which aggregate to over \$200 in a calendar year to any individual, campaign organization, political party, political action committee or similar entity during the last ten years and identify specific amounts, dates, and names of recipients.

- 2020: Biden for President and Biden Victory Fund: \$1,700
- 2018: Scanlon for Congress: \$250
- 2016: Hillary for America and Hillary Victory Fund: \$2,432.69
- 2014: Citizens for Eleanor Holmes Norton: \$250
- 2014: ActBlue: \$200
- 2012: Obama for America: \$750
- 2011: Obama for America: \$1,000

Qualifications: State fully your qualifications to serve in the position to which you have been named.
(attach sheet)

Future Employment relationships: 1. Indicate whether you will sever all connections with your present employer, business firm, association or organization if you are confirmed by the Senate.

Yes.

2. As far as can be foreseen, state whether you have any plans after completing government service to resume employment, affiliation or practice with your previous employer, business firm, association or organization

None.

3. Has anyone made a commitment to employ you after you leave government service?

No.

4. Do you expect to serve the full term for which you have been appointed?

Yes.

Potential conflicts of interest: 1. Describe any financial arrangements or deferred compensation agreements or other continuing dealings with business associates, clients or customers who will be affected by policies which you will influence in the position to which you have been nominated.

In connection with the nomination process, I have consulted with the Office of Government Ethics and HUD's Office of Ethics and Appeals to identify potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of my ethics agreement.

2. List any investments, obligations, liabilities, or other relationships which might involve potential conflicts of interest with the position to which you have been nominated.

In connection with the nomination process, I have consulted with the Office of Government Ethics and HUD's Office of Ethics and Appeals to identify potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of my ethics agreement.

3. Describe any business relationship, dealing or financial transaction (other than tax paying) which you have had during the last ten years with the Federal Government, whether for yourself, on behalf of a client, or acting as an agent, that might in any way constitute or result in a possible conflict of interest with the position to which you have been nominated.

In connection with the nomination process, I have consulted with the Office of Government Ethics and HUD's Office of Ethics and Appeals to identify potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of my ethics agreement.

4. List any lobbying activity during the past ten years in which you have engaged in for the purpose of directly or indirectly influencing the passage, defeat or modification of any legislation at the national level of government or affecting the administration and execution of national law or public policy.

I have never qualified as a registered lobbyist. In my role as the CEO of NAHRO, I have provided testimony before Congress, educated Congressional staff on the impact of legislative proposals, and advocated for resources that support affordable housing and community development.

4. Explain how you will resolve any conflict of interest that may be disclosed by your responses to the items above.

In connection with the nomination process, I have consulted with the Office of Government Ethics and HUD's Office of Ethics and Appeals to identify potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of my ethics agreement.

**Tax compliance
and bankruptcy:**

1. In the past ten years, have you and your spouse (if applicable) filed and paid all taxes (federal, state, and local) as of the date of your nomination? Indicate if you filed as 'married filing separately.'

Yes, we have filed and paid taxes. Our 2020 taxes were not filed as of the date of my nomination. My spouse and I file "married filing separately."

2. In the past ten years, have you been required to make any back tax payments? If so, indicate if you have made any back tax payments and provide full details.

No.

3. Has a tax lien or other collection procedure(s) been instituted against you or your spouse (if applicable) by federal, state, or local authorities? If so, provide full details.

No.

4. In the past ten years, have you or your spouse (if applicable) ever been the subject of any audit, investigation, or inquiry for federal, state, or local taxes? If so, provide full details.

No.

5. Were all your Federal, State, local, and other tax returns and tax liabilities of any kind current (filed and paid when due) as of the date of your nomination? If not, provide details.

2020 taxes were not yet filed as of the date of my nomination.

6. Have you ever filed for bankruptcy? If so, provide details.

No.

**Civil, criminal and
investigatory
actions:**

1. Have you ever been the subject of a complaint or been investigated, disciplined, or otherwise cited for a breach of ethics for unprofessional conduct before any court, administrative agency (e.g. an Inspector General's office), professional association, disciplinary committee, or other ethics enforcement entity at any time? If so, provide details, regardless of outcome.

No.

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority for a violation of any Federal, State, county or municipal law, regulation, or ordinance, other than a minor traffic offense? If so, provide details.

No.

3. Have you ever been involved as a party in interest in any administrative agency proceeding, or civil litigation other than a divorce proceeding? If so, provide details.

No.

4. Have you ever been convicted (including pleas of guilty or nolo contendere) of any criminal violation other than a minor traffic offense? If so, provide details.

No.

Other information: Please advise the Committee of any additional information, favorable or unfavorable, which you believe should be considered in connection with your nomination.

N/A

Public records search: Do you consent to allow Committee staff to conduct a public records search on you using appropriate search tools? (including Westlaw, Lexis, etc.)

Yes.

The undersigned certifies that the information contained in the public statement to the Committee is true and correct.

Signed:  Date: 4/21/21

Statement of Qualifications
Adrianne Todman

My qualifications to serve as HUD's Deputy Secretary are based on my decades of public service, leadership in the affordable housing and community development industry, management of large, complex organizations, and my unrelenting belief in people. I am hopeful that my experience shaping national and local housing policy, as a housing practitioner, and as a manager will be an asset to the department.

Over 30 years ago, as a student at Smith College, I made the decision to major in government because I believed in the power of public service. Since graduation, I have spent my career working in the executive and legislative branches of the federal government, implementing programs and designing policy at the local level, and supporting housing practitioners across the country.

I spent the early years of my career working in the office of Congressman Ron de Lugo on matters important to families living in the U.S. Virgin Islands, where I was born and raised.

After my tenure on the Hill, I had the great fortune of joining the career staff in the Office of Public and Indian Housing (PIH) at HUD in 1995. First, I helped stand up a new national program designed to revitalize distressed public housing units. I then took on the role of policy aide to the PIH Assistant Secretary and worked with staff in each major PIH program area — public housing, the Housing Choice Voucher Program, Native American housing programs, and resident supportive service programs. I then moved to the Office of the Secretary where my experience with HUD programs broadened as I worked with leaders from each programmatic area. I thoroughly enjoyed my years at HUD and, if I am confirmed as Deputy Secretary, I commit to working with the Secretary to ensure that HUD has the staff and tools it needs to administer and provide oversight to programs that are critical to moving the country forward and supporting families.

I would also bring years of experience as a local housing practitioner and a national affordable housing leader. My experience from these roles includes work that I believe will be valuable to HUD, if I have the honor of being confirmed.

I served as the Executive Director of the DC Housing Authority where I administered over 8,000 public housing units and over 13,000 vouchers, among several other responsibilities. This work included preserving public housing units utilizing a variety of federal programs, as well as public-private partnerships. I have worked closely with private landlords to improve the administration of the voucher program and to increase access to units in amenity-rich communities. I have worked closely with homeless service providers, and other organizations dedicated to vulnerable populations, such as young adults aging out of the foster care system, victims of domestic abuse, and homeless veterans. In addition, I worked with all stakeholders — from developers to lenders to community members — to build new affordable housing units.

I am most proud of the initiatives I spearheaded to support families as they sought to meet their education goals, find a better job, improve their community, or become a homeowner.

Most recently, I have served as the CEO of the National Association of Housing and Redevelopment Officials where I have helped to lead national policy efforts to preserve and build affordable housing, enhance existing development tools, expand self-sufficiency programs, encourage local solution-making, and streamline implementation of federal programs.

While leadership is vital, sound management is critical. During my tenure at both DCHA and NAHRO, I worked with my team to strengthen our business systems. This included ensuring our expenditures did not exceed our revenue and that staff had access to the tools they needed to get their jobs done. Also, each organization achieved unqualified opinions each audit year with no deficiencies nor material weaknesses identified for either organization at the end of my term. As a leader and a manager, I emphasized each person's importance to our mission no matter their role, whether they worked directly with families or members, managed finances, or answered the telephone.

If confirmed, I look forward to bringing my knowledge and years of experience in service to HUD and my country.

Adrianne Todman's Questionnaire

Attachment A

Published writings: List the titles, publishers and dates of books, articles, reports and other published materials you have written. The list should include any publicly accessible publications on the internet in the past ten years, including appropriate URLs for any posts on blogs you maintained or contributed to, and URLs for any other significant internet-based postings during that same period. If available, provide the Committee with **one digital copy** of each of the writings you list.

NAHRO's *Monitor* includes a CEO message each issue. This member-only newsletter is not publicly accessible; however, I have listed the date and titles below for the CEO messages that I authored.

- 3-15-21 – One Year
- 1-15-21 – The Transition
- 11-30-2020 - Goodbye, 2020
- 10-31-2020 – What Comes Next?
- 09-30-2020 - Be Alert!
- 08-31-2020 - With Passion and Prejudice
- 07-31-2020 - Housers At Work
- 06-30-2020 - Homeownership: Building Generational Wealth and Resiliency
- 05-31-2020 - Hope Needs Action
- 04-31-2020 - New Challenges Bring New Opportunities
- 03-31-2020 - Together
- 02-29-2020 - NAHRO Navigates for Impact
- 01-31-2020 - NAHRO Navigates
- 12-15-2019 - It's About You
- 11-15-2019 - Recognizing Excellence
- 10-15-2019 – Connections
- 09-15-2019 - Here We Go Again? Let's Hope Not!
- 08-15-2019 - Housing Authorities Making an Impact
- 07-15-2019 - Unforgettable Moments in Boston
- 06-15-2019 - Remember, It's Your Choice
- 05-15-2019 - Telling Your Stories
- 04-15-2019 - Fair Housing Month: When Silence Is Not Golden
- 03-15-2019 – Women as Leaders
- 02-15-2019 - Time to CONNECT
- 01-15-2019 - 2019 Hot Topics
- 11-30-2018 - Public Housing Repositioning
- 10-31-2018 - Fighting for You
- 09-30-2018 - Housers, Roar!

- 08-31-2018: We Left Our Hearts in San Francisco. Now, We're Leaving on a Midnight Train to Georgia! The Federal Government's Place in Public Housing
- 07-31-2018 - What I Learned
- 06-30-2018 - Dialogue
- 05-31-2018 - #4Mind4Body
- 04-30-2018 - Making an IMPACT
- 03-31-2018- America's Promise
- 02-28-2018 - Game On!
- 01-31-2018 - Shaping a Dynamic and Responsive NAHRO
- 06-30-2017 - I am Listening, and I Will Act
- 07-31-2017 - Charting New Course
- 08-31-2017 - Stay Strong!
- 09-30-2017 - Mother Necessity
- 10-31-2017 - Industry Excellence
- 11-30-2017 - Thank you, Steve. Congrats, Sunny. Welcome President Richie

PREPARED STATEMENT OF NURIA FERNANDEZ

TO BE FEDERAL TRANSIT ADMINISTRATOR

MAY 11, 2021

Chairman Brown, Ranking Member Toomey, Members of the Committee, it is a privilege for me to appear before you today as you consider my nomination to be Administrator of the Federal Transit Administration.

I am honored and humbled that President Biden and Secretary Buttigieg have entrusted me to serve in this role. Please allow me a moment to recognize someone special, my husband Dan Hall, a native of Cleveland, Ohio and a Glenville High School graduate, Class of '67.

I was born and raised in Panama City, where I took transit buses daily, and came to the United States as a young woman to pursue my engineering degree. I appreciate the doors this country has opened for me. I chose a career in transit because of its ability to open a world of opportunities to everyone. Public transportation is the greatest equalizer: it allows people to get to jobs, schools and services, regardless of where they live, if they own a car or their ability to drive. Yet, to fully achieve that vision for everyone, we still have some miles to travel.

If confirmed, I pledge first and foremost to uphold DOT and FTA's primary mission to improve the safety of public transportation systems. I will work with Secretary Buttigieg to achieve the Biden-Harris administration's goals of beating the COVID-19 pandemic; supporting our economy; providing a greener way to travel; and embracing diversity and inclusion as we strengthen transit's role in connecting people and places.

I step into this role at a time unlike any other for public transportation. The COVID-19 pandemic has highlighted the importance of transportation. During the pandemic, Federal assistance ensured buses, trains, subways, and paratransit services continued helping people get to work, access testing and other medical appointments, and stay connected. As vaccines became available, transit agencies got creative, with the Port Authority of Allegheny County finding new ways to reach and help at-risk seniors, Mountain Line Transit in Missoula printing a route map showing how to access vaccination clinics by bus, and many rural systems offering dial-a-ride services to get folks to vaccination clinics far from home.

Now, as President Biden's leadership has created the opportunity for more than 200 million shots in arms, our country is reopening. People are resuming daily life, and transit will return to its backbone role moving our country. Work and commuting schedules may look different, but the need for public transportation to serve our communities remains acute.

The American Jobs Plan will provide a once-in-a-generation investment in infrastructure to make America more competitive and help create 19 million jobs, in part through revitalizing our transit systems. If confirmed, I plan to take this opportunity to work with Congress and our transit partners throughout the country to make our industry the best it can be as we emerge from this national emergency.

My long career in the transit industry has prepared me for this moment. Over 35 years, I have worked at FTA, the Chicago Transit Authority, the Washington Metropolitan Area Transit Authority here in Washington, DC, New York State Metropolitan Transportation Authority in New York and, most recently, as General Manager of Santa Clara Valley Transportation Authority (VTA) in San Jose, California. At VTA, I led 2,100 employees and a transit program serving more than two million people who live and work in Silicon Valley.

Under my direction, VTA established an Innovation Center to collaborate with tech companies and universities to find new ways to improve mobility. We also set up a human trafficking awareness program for VTA staff that became a model for a State law requiring all California transit agencies to train frontline workers on how to recognize it and how to respond. I take pride in my fiscal management of VTA's transit program, including overseeing Federal grants for capital projects such as extending the Bay Area Rapid Transit's heavy rail, which will connect millions to San Francisco and beyond. For the past 2 years, I served as Chair of the American Public Transportation Association, which helped reinforce my relationships with transit leaders throughout the industry.

If confirmed, I would apply all of those experiences to make sure FTA continues to adhere to its role ensuring safety, accountability, and stewardship of public funds. I look forward to welcoming new technology and building upon FTA's decades of delivering reliable and equitable transportation. And, of course, working with you to ensure our Nation's public transportation system serves everyone, whether they live in rural areas or our suburbs and cities.

I would like to thank the Committee for the opportunity to appear before you today, and I welcome your questions.

Memberships: List below all memberships and offices held in professional, fraternal, business, scholarly, civic, social, charitable and other organizations.

Organization	Office Held (if any)	Dates of Membership
Mineta Transportation Institute	Chair/Member	01/2007 – 01/2021
American Public Transportation Assn	Chair/Member	09/2016 – 01/2021
Transportation Research Board	Executive Committee	01/2019 – 01/2021
Transportation Learning Center	Board Member	01/2019 – 01/2021
Silicon Valley Creates	Board Member	10/2016 – 01/2021
SPUR	Board Member	01/2017 – 01/2019
Rotary Club of San Jose	Member	08/2017 – 01/2021
Alpha Kappa Alpha Sorority	Member	11/1980 – Present
Conference of Minority Transportation Officials	Member	03/1989 - Present
California Transit Association	Executive Committee	01/2014 - 01/2021
Women's Transportation Seminar	Member	10/1987 – Present
Knight Foundation Community Advisory Committee	Advisory Member	10/2019 – 01/2021

Employment record: List below all positions held since graduation from college including the title or description of job, name of employer, location of work, and inclusive dates of employment.

1982- 1983 A) **Gatun Locks, Panama Canal Company - Panama, R.P.** -Civil Engineer, Engineering Division
 B) **U.S. Navy, Rodman Naval Base. Panama, R.P.** -Civil Engineer, Maintenance Division
 1983 - 1989 **City of Chicago Department of Public Works, Chicago, IL** - Civil Engineer, Construction Management Division; O'Hare Development Program Office
 1989 - 1993 **Chicago Transit Authority, Chicago, IL** - Senior Vice President, Department of Capital Planning, Engineering and Construction
 1993 -1994 **U.S. Department of Transportation, Washington, D.C.** - Special Assistant, Office of the Assistant Secretary for Budget & Programs
 1994-1997 **Washington Metropolitan Area Transit Authority, Washington, DC** - Senior Vice President, Department of Design and Construction
 1997 - 1999 **U.S. Department of Transportation, Washington, DC** - Deputy Administrator, Federal Transit Administration
 1999 - 2001 **U.S. Department of Transportation, Washington, DC** -Acting Administrator, Federal Transit Administration
 2001 - 2006 **Earth Tech (A Tyco Company), Alexandria, VA** - Senior Vice President, Major Programs
 2006-2008 **Chicago Department of Aviation, Chicago, IL** - Commissioner of Aviation
 2008 -2011 **CH2M-Hill, Chicago, IL** - Senior Vice President, Urban Programs
 2011 -2013 **New York State Metropolitan Transportation Authority (MTA), New York, NY** -Chief Operating Officer
 2013 -2021 **Santa Clara Valley Transportation Authority, San Jose, CA** -General Manager/CEO
 2021 - Present **U.S. Department of Transportation, Washington, DC** -Deputy Administrator, Federal Transit Administration

Government List any experience in or direct association with Federal, State, or local governments

Experience: including any advisory, consultative, honorary or other (including part-time) service or positions.

Name of Government Entity	Position	Dates of Service
Panama Canal Company	Civil Engineer	1982
U.S. Navy, Rodman Naval Base	Civil Engineer	1983
City of Chicago DPW	Civil Engineer	1983-1989
Chicago Transit Authority	Senior Vice President	1989 - 1993
U.S. Department of Transportation	Special Assistant	1993-1994
WMATA	Senior Vice President	1994-1997
USDOT Federal Transit Administration	Deputy Administrator	1997 - 1999

	Acting Administrator	1999 - 2001
New York State MTA	Chief Operating Officer	2011-2013
Santa Clara VTA	General Manager/CEO	2013-2021
USDOT Federal Transit Administration	Deputy Administrator	2021

Published writings: List the titles, publishers and dates of books, articles, reports and other published materials you have written. The list should include any publicly accessible publications on the internet in the past ten years, including appropriate URLs for any posts on blogs you maintained or contributed to, and URLs for any other significant internet-based postings during that same period. If available, provide the Committee with **one digital copy** of each of the writings you list.

Below is the most up-to-date list of publications – to the best of my ability. If additional publications are identified following the submission of this questionnaire, I will promptly let the Committee know. *All digital copies of publications are attached or included via a link.*****

ARTICLES & BOOKS

- A. 2021: A Look Ahead_PT_01-08-2021
- B. Surging Into a New Year with New Innovations_PT_01-13-2021
- C. It is all About Advocating for Our Continued Success_PT_03-09-2020
- D. Public Transit Must Shape a Better Future through the Lens of Racial Equity_PT_06-29-2020
- E. Opportunity and Courage: Shaping Public Transportation's Future_PT_10-19-2020
- F. Working Together, We Make Our Industry Better_PT_10-28-2019
- G. Book: **Boots on the Ground, Flats in the Boardroom**, by Grace Crunican and Elizabeth Levin. CreateSpace Independent Publishing. 2015. I was a contributing writer. September 2015. <https://www.amazon.com/Boots-Ground-Flats-Boardroom-Transportation/dp/1516903617>
- H. How Can Women Be Role Models in the Transportation Sector_PT_02-25-2019
- I. How VTA and its Partners Pulled Off a Super Day_03-18-2016
- J. APTA Celebrates ADA's 30th Anniversary_PT_07-27-2020
- K. Women's Equality Day_PT_08-28-2020
- L. BLOG: We Stand Up Against Racism_06-23-2020
- M. Creative Ways to Improve Mobility_PT_11-16-2018
- N. Rail Insider: Transit Outlook 2020_Progressive Railroading Magazine-December 2019
https://www.progressiverailroading.com/passenger_rail/article/Transit-Outlook-2020-Funding-election-concerns-color-expectations--59242

Speeches and presentations: List all of the formal speeches and presentations (e.g., PowerPoint) you have delivered during the past ten years which are on topics relevant to the position for which you have been nominated, including dates. If available, provide the Committee with **one digital copy** of each formal speech and presentation. If text is no longer available, list the date, place, and organization or group to whom you made the speech or presentation.

Below is the most up-to-date list, to the best of my ability, of speeches and presentations during the past ten years relevant to the position for which I have been nominated. If additional speeches or presentations are identified following the submission of this questionnaire, I will promptly let the Committee know. ***All digital copies of formal speeches and presentations are attached ***

SPEECHES

- 1) November 18 2020_Virtual Conference_Canadian Urban Transit Association
Repositioning Transit in the Post-COVID World - Digital remarks
- 2) November 11 2020_Virtual Conference_UITP_Key Lessons Learned from COVID's Impact
- 3) November 5 2020_Webinar_American Public Transportation Association (APTA) - 2020 Election
Outcomes: Transit Impacts at the Federal, State and Local Levels
- 4) October 28 2020_Virtual Conference_APTA Rail-Volution - **Opening Remarks**
- 5) July 28 2020_Conference Call_APTA Media Call-The Urgency of COVID-19 Emergency Funds for
Public Transit
- 6) September 9 2020_Conference Call_APTA Media Launch Event- **Health and Safety Commitments
Program**
- 7) September 15 2020_Virtual Session_National League of Cities - **What happens if Funding for Federal
Transportation Programs Expire?**
- 8) October 21 2015_Slide Presentation in San Jose, CA_American Public Works Association of Silicon
Valley (APWA)_**Overview of VTA**
- 9) May 10 2016_Slide Presentation_Santa Clara County Cities Managers Association - **2016 Economic
Forum_Overview of VTA**
- 10) July 20 2020_Virtual Presentation_Association of Latin American Metros (ALAMYS)_ **Impacto del
COVID-19 en el Transit Urbano en California, Virtual Presentation (Slides)**
- 11) May 20 202_Virtual Presentation_Rotary Club of San Jose - **Restoring Confidence in Public Transit
(Slides)**
- 12) December 3 2020_Webinar_USDOT - **2020 Human Trafficking**

Public statements: List all public statements you have made during the past ten years which are on topics relevant to the position for which you have been nominated, including dates. Whenever possible, provide the Committee with finding aids (such as citations, internet URLs, etc.) for each statement.

NONE TO MY KNOWLEDGE.

Social media usernames: Please provide a list of all of your currently active social media usernames (e.g., Facebook, Instagram, Twitter, etc.), and any usernames for any inactive accounts you have used within the previous ten years.

LinkedIn: <https://www.linkedin.com/in/nuriafernandez1>
 Facebook: <https://www.facebook.com/nuria.fernandez.1069>
 Instagram: <https://www.instagram.com/nuriafernandez15>
 Twitter: <https://www.twitter.com/NuriaFernandez8>

Political affiliations activities: List memberships and offices held in and services rendered to all political parties or election committees during the last ten years.

List all public offices, if any, for which you have been a candidate in the past ten years.

Name of Office	Elected/Appointed/Only	Year(s) Election Held or Appointment Made	Terms of Service (if applicable)
	N/A	N/A	N/A

Political contributions: Itemize all political contributions which exceed \$200 or which aggregate to over \$200 in a calendar year to any individual, campaign organization, political party, political action committee or similar entity during the last ten years and identify specific amounts, dates, and names of recipients.

01/26/2016	DSCC	\$250
10/14/2016	DSCC	\$150
09/24/2016	Mike Honda for Congress	\$250
05/05/2018	DNC	\$100
09/29/2018	DNC	\$100
10/31/2018	DNC	\$100
11/09/2018	DNC	\$5
05/18/2020	Biden for President	\$500
08/17/2020	Biden for President	\$500
08/29/2020	Biden for President	\$250
09/06/2020	Biden for President	\$25
08/21/2020	Biden Victory Fund	\$2800
09/04/2020	Biden Victory Fund	\$25
09/09/2020	Biden Victory Fund	\$120
10/04/2020	Biden Victory Fund	\$1000

10/06/2020	Biden Victory Fund	\$250
10/11/2020	Biden Victory Fund	\$50
03/18/2020	DSCC	\$100
08/13/2020	DSCC	\$100
08/16/2020	DSCC	\$100
08/20/2020	DSCC	\$50
09/23/2020	DSCC	\$25

Qualifications: State fully your qualifications to serve in the position to which you have been named.(attach sheet)

Nuria I. Fernandez – Qualifications

I am the descendant of immigrants from Portugal, Jamaica, Barbados and St. Lucia who traveled to Panama in the late 1800s to help construct the Panama Canal. Transportation is in my blood, and for most of my life, public transportation has been my lifeline. While growing up in Panama, transit made it possible for me to get to school and work, go to church, or visit with friends. My passion for this industry is fueled by the people it serves, the development it spurs, and the connections it makes possible in rural, suburban and metropolitan areas. During my 35+ years in the transportation industry, I have been committed to helping millions of Americans who depend on public transportation and those who choose to use it, have a safe, available, accessible travel experience. I believe transit transforms lives by providing access to jobs, school and other opportunities.

For the past seven years, I was the General Manager/CEO of the Santa Clara Valley Transportation Authority (VTA) in the heart of Silicon Valley. At VTA, I managed an annual operating budget of \$500 million, 2,100 employees and a capital program investing in safe routes to school and cross-modal transportation infrastructure: highways, expressways, interchanges, light rail, heavy rail and bus transportation. Under my watch, my agency created and oversaw a network of mobility solutions to keep the 2 million residents of Silicon Valley moving.

My leadership experience in the transportation field has been multimodal, serving in high-level positions at some of the world's busiest transportation systems. Prior to working at VTA, I worked as Chief Operating Officer of the New York Metropolitan Transportation Authority (MTA); managed the operations and expansion of both Chicago's O'Hare and Midway International Airports; delivered multi-billion-dollar capital programs at the Chicago Transit Authority; and managed rail extensions at the Washington Metropolitan Area Transit Authority. I also worked at the U.S. Department of Transportation, providing high-level policy and program expertise at USDOT and leading the Federal Transit Administration. In addition, I worked in senior level positions at Top 10 design

engineering firms in the U.S.

Throughout my career, I have built and empowered teams to lead with safety as a compass, to be stewards of the environment, to create opportunities for innovation, to design systems for people with different abilities, to develop a skilled workforce and to embrace diversity and inclusion.

This past year, I led VTA through the recovery and restoration of transit service during the pandemic. While we were challenged by uncharted territory, we continued to do what transit does best -- delivering essential service so workers could get to jobs, people could travel to medical appointments and other services and our communities could remain connected. Building back ridership and maintaining a strong and committed workforce depends on keeping transit operating systems reliable and workers and riders safe and healthy.

I am honored to be nominated by President Biden to be the Administrator of the Federal Transit Administration and join Secretary Pete Buttigieg's leadership team at USDOT. I believe my professional, technical and operational experience at the highest levels in this industry, previous service at USDOT and other levels of government and the private sector, have prepared me, if confirmed, to serve as Federal Transit Administrator.

Future Employment relationships: 1. Indicate whether you will sever all connections with your present employer, business firm, association or organization if you are confirmed by the Senate.

I am currently employed by the U.S. Department of Transportation.

2. As far as can be foreseen, state whether you have any plans after completing government service to resume employment, affiliation or practice with your previous employer, business firm, association or organization

I retired from the Santa Clara Valley Transportation Authority.

3. Has anyone made a commitment to employ you after you leave government service?

NO

4. Do you expect to serve the full term for which you have been appointed?

YES

Potential conflicts of interest: 1. Describe any financial arrangements or deferred compensation agreements or other continuing dealings with business associates, clients or customers who will be affected by policies which you will influence in the position to which you have been nominated.

My arrangements are fully described in Part 3 of my Public Financial Disclosure report.

2. List any investments, obligations, liabilities, or other relationships which might involve potential conflicts of interest with the position to which you have been nominated.

In connection with the nomination process, I have consulted with the Office of Government Ethics and the Department of Transportation's Designated Agency Ethics Official to identify any potential conflicts of interest. Any potential conflicts of interest will continue to be resolved in accordance with the terms of an ethics agreement that I have entered into with the Department's Designated Agency Ethics Official and that has been provided to this Committee. I am not aware of any potential conflicts of interest.

3. Describe any business relationship, dealing or financial transaction (other than tax paying) which you have had during the last ten years with the Federal Government, whether for yourself, on behalf of a client, or acting as an agent, that might in any way constitute or result in a possible conflict of interest with the position to which you have been nominated.

In connection with the nomination process, I have consulted with the Office of Government Ethics and the Department of Transportation's Designated Agency Ethics Official to identify any potential conflicts of interest. Any potential conflicts of interest will continue to be resolved in accordance with the terms of an ethics agreement that I have entered into with the Department's Designated Agency Ethics Official and that has been provided to this Committee. I am not aware of any potential conflicts of interest.

4. List any lobbying activity during the past ten years in which you have engaged in for the purpose of directly or indirectly influencing the passage, defeat or modification of any legislation at the national level of government or affecting the administration and execution of national law or public policy.

The American Public Transportation Association (APTA) is a trade association that advocates for federal funding, policies and programs in support of public transportation agencies across the U.S. I was a member of the American Public Transportation Association from 1989 - 2021 and served on its Board of Directors from 2016-2021. I held the position of VICE CHAIR (2018 - 2019) AND then BOARD CHAIR (2019 - 2021).

5. Explain how you will resolve any conflict of interest that may be disclosed by your responses to the items above.

In connection with the nomination process, I have consulted with the Office of Government Ethics and the Department of Transportation's Designated Agency Ethics Official to identify any potential conflicts of interest. Any potential conflicts of interest will continue to be resolved in accordance with the terms of an ethics agreement that I have entered into with the Department's Designated Agency Ethics Official and that has been provided to this Committee. I am not aware of any potential conflicts of interest.

**Tax compliance and
bankruptcy:**

1. In the past ten years, have you and your spouse (if applicable) filed and paid all taxes (federal, state, and local) as of the date of your nomination? Indicate if you filed as 'married filing separately.'

YES, we have filed under the designation of "Married filing Jointly" and have paid all taxes owed through Tax Year 2020.

2. In the past ten years, have you been required to make any back tax payments? If so, indicate if you have made any back tax payments and provide full details.

In 2018, my employer notified me that they had under-reported my 2016 wages and proceeded to issue a "Corrected Wage and Tax Statement", W-2c. The corrected wages resulted in the following back tax payments and interest:

Federal

2016 Amended Federal Individual Tax Return additional payment: \$3,830

2016 Federal Interest payment: \$142.21

State

2016 Amended California Individual Income Tax Return additional payment: \$1,079

2016 CA Franchise Tax Board Interest payment: \$39.92

3. Has a tax lien or other collection procedure(s) been instituted against you or your spouse (if applicable) by federal, state, or local authorities? If so, provide full details.
NO
4. In the past ten years, have you or your spouse (if applicable) ever been the subject of any audit, investigation, or inquiry for federal, state, or local taxes? If so, provide full details.
NO
5. Were all your Federal, State, local, and other tax returns and tax liabilities of any kind current (filed and paid when due) as of the date of your nomination? If not, provide details.
YES
6. Have you ever filed for bankruptcy? If so, provide details.

NO

**Civil, criminal and
investigatory
actions:**

1. Have you ever been the subject of a complaint or been investigated, disciplined, or otherwise cited for a breach of ethics for unprofessional conduct before any court, administrative agency (e.g., an Inspector General's office), professional association, disciplinary committee, or other ethics enforcement entity at any time? If so, provide details, regardless of outcome.

NO

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority for a violation of any Federal, State, county or municipal law, regulation, or ordinance, other than a minor traffic offense? If so, provide details.

NO

3. Have you ever been involved as a party in interest in any administrative agency proceeding, or civil litigation other than a divorce proceeding? If so, provide details.

NO

4. Have you ever been convicted (including pleas of guilty or nolo contendere) of any criminal violation other than a minor traffic offense? If so, provide details.

NO

Other information: Please advise the Committee of any additional information, favorable or unfavorable, which you believe should be considered in connection with your nomination.

From 1999-20011 served in the capacity of Acting Administrator of the Federal Transit Administration. In 2000, I was nominated by President Clinton to become Administrator of the FTA. That year I appeared before Chairman Phil Gramm, Ranking Member Paul Sarbanes and members of the Senate Committee on Banking, Housing, and Urban Affairs for my confirmation hearing. The confirmation hearing concluded but no action was taken on my nomination before the end of the Clinton Administration in January, 2001.

Public Records search: Do you consent to allow Committee staff to conduct a public records search on you using appropriate search tools, including Westlaw, Lexis, etc.?)

YES

The undersigned certifies that the information contained in the public statement to the Committee is true and correct.

Signed: Kevin J. Linn Date: 4.26.21

**RESPONSES TO WRITTEN QUESTIONS OF CHAIRMAN BROWN
FROM ADRIANNE TODMAN**

Q.1. *America's Communities Are Aging Rapidly.* Nationally, birth-rates are at historical lows, and over the next decade it is expected that 77 million people will be 65 years or older. In my State of Ohio by 2025, more than 1 in 4 Ohioans will be 60 years of age and older.

What types of housing and transit challenges do we face if we fail to account for an aging population in the design of our communities? And what types of housing and transit infrastructure investments do we need to make in rural and urban areas to help communities become more accessible and livable for our increasingly aging population?

A.1. Among the many housing challenges and shortages that America is facing today, we also have a significant lack of housing to meet our Nation's demographic shifts as a growing portion of our population will be 65 and older. Today's medical advances also mean that people will be living longer. Our Nation's housing inventory is not prepared to meet the needs of this growing aging population, and it is not prepared in three ways.

As people retire, their incomes drop. Many homeowners become renters. Those currently renting may no longer be able to afford the same rents. There are not enough rental housing units, let alone affordable rental units to meet the needs of our aging population. First, we need a significant expansion of affordable rental housing for seniors through HUD's Section 202 program as well as through additional low-income housing and rental vouchers. These investments need to be paired with access to reliable transportation options, so that older adults have access to health care, shopping, and the transportation mobility required to age with dignity.

Second, as older adults live longer, we want them to be able to live with dignity and independence in a safe environment of their own within their communities. But our Nation's housing stock is not physically designed with the types of modifications that seniors need to age in place. Few existing units are accessible and have the features that prevent injuries. Ventilation systems in our public and HUD-assisted housing are in need of upgrade to improve air quality. We need to invest in more housing that is affordable and accessible to seniors, such as through HUD's Section 202 program, as well as make funding available to upgrade our public housing inventory to allow low-income seniors to age in place.

And finally, in order to help older adults age in place as long as possible, we need to be more intentional about how to coordinate the kind of homecare services and wrap-around supports that provide the care to stay in their homes. If confirmed, I would be interested in strengthening the coordination between HUD and HHS to integrate Medicaid and Medicare-financed Home and Community Based Services in HUD-assisted housing for older adults.

Q.2. Nationwide, the Black home ownership rate is nearly 30 percentage points lower than the White home ownership rate. The gap is almost as large for Latino households, and there is a 14 percent gap in the home ownership rates for Asian and White households.

How can HUD help to narrow these gaps and expand equitable access to affordable home ownership?

A.2. If confirmed, reducing the home ownership and wealth gaps that have persisted for decades would be a priority of mine. Facts will be our guide, and I would collect and review the evidence and work to identify agency actions we can take to address harmful legacy policies that have contributed to the gaps. Short term, I would work with Secretary Fudge to ensure that the FHA continues to be a consistent source of credit supporting home ownership for Black, Indigenous, and People of Color (BIPOC) households, and work across the housing system to promote and advocate for policy changes that help break down barriers to help more families purchase their first home.

I would also want to see a healthier flow of financing to low-cost housing markets that have affordable housing for sale, like those in and around Cleveland, where access to smaller mortgage loans could help people get started on the path to home ownership. One way to do that would be to expand the footprint of lending institutions that do FHA lending, especially large national and regional banks that have pulled back in recent years. It would also be important to strengthen HUD's housing counseling network and programs to help renters who are ready to become homeowners prepare, as would making sure HUD's counseling services are reaching the communities that need it most.

If confirmed, I would encourage HUD to take a comprehensive approach to improving downpayment assistance programs to help those families who need Federal support in order to buy their first home because they do not have access to savings or parents whose wealth can transfer to help. I would also work to broaden and improve our Nation's affordable housing stock, including finding ways to expand factory built and manufactured housing as an affordable housing solution for suburban and rural areas.

Q.3. In August 2011, President Obama issued an Executive order establishing a coordinated, Government wide initiative to promote diversity and inclusion in the Federal workforce. The Executive order reads, in part, that "Attaining a diverse, qualified workforce is one of the cornerstones of the merit-based civil service To realize more fully the goal of using the talents of all segments of society, the Federal Government must continue to challenge itself to enhance its ability to recruit, hire, promote, and retain a more diverse workforce. Further, the Federal Government must create a culture that encourages collaboration, flexibility, and fairness to enable individuals to participate to their full potential." The order required each agency to establish an agency-specific diversity, equity, and inclusion strategic plan with specific objectives.

Will you commit to work on establishing a system for reporting regularly on HUD's progress in implementing an agency-specific diversity, equity, and inclusion strategic plan and in meeting the objectives under the plan?

A.3. If confirmed, I would review HUD's current Diversity, Equity, and Inclusion (DEI) Strategic plan and work with the Secretary and HUD's Office of Diversity and Inclusion to revise it as necessary to align with the vision laid out by President Biden. I would

also ensure HUD employment practices are monitored and evaluated on the basis of diversity, equity, and inclusion, and I would ask HUD's Director of the Office of Departmental Equal Employment Opportunity and HUD's head of Administration to meet regularly with my office to report on our progress.

Q.4. Will you commit to working with senior officials on transparency on workplace policies, salaries, and benefits?

A.4. If confirmed, I would work with Senior HUD officials on transparency on workplace policies, salaries, and benefits.

Q.5. What are some short- and long-term strategies for addressing disparities in participation in the Housing sector?

A.5. The COVID-19 crisis, coupled with the economic downturn, has further intensified an already dire affordability crisis. If confirmed, reducing the home ownership and wealth gaps that have persisted for decades would be a priority of mine. Facts will be our guide, and I would collect and review the evidence and work to address harmful legacy policies that have contributed to the gaps.

As I shared in my response to Question 2 above, I would work with the Secretary to ensure that the FHA continues to be a consistent source of credit supporting home ownership for BIPOC households, and work across the housing system to promote and advocate for policy changes that help break down barriers to help more families purchase their first home.

I would also want to work with HUD staff to ensure that HUD programs are proactively targeting disparities in the rental market. This includes advancing policies aimed at addressing disparities in populations more likely to experience homelessness, more likely to face source of income discrimination, less likely to secure housing assistance, and more likely to experience housing insecurity. In addition, I would work to broaden and improve our Nation's affordable housing stock, including finding ways to expand factory built and manufactured housing as an affordable housing solution for suburban and rural areas.

Q.6. Will you commit to implementing and requiring diversity, equity, and inclusion training for all employees within your purview? What is your plan for implementing these trainings?

A.6. If confirmed, I commit to working with the Office of Departmental Equal Employment Opportunity, the Office of Administration, and the Office of General Counsel to work with HUD's Office of Diversity and Inclusion to deliver diversity, equity and inclusion related events and activities, specifically, DEI trainings, for the entire workforce.

Q.7. Will you commit to implementing and requiring implicit bias training for managers within your purview? What is your plan for implementing these trainings?

A.7. Yes. It is my understanding that HUD has provided these trainings in the past for all HUD employees, and I will ask the relevant offices to analyze the content of these trainings and continue to strengthen them as appropriate during my tenure at HUD.

Q.8. Please describe how you view the role of the Deputy Secretary in appropriately serving Black, Indigenous and People of Color

(BIPOC)? How do you view the HUD's role in furthering racial equity?

A.8. As I stated in my testimony, my career in Government and the nonprofit sector has been dedicated to improving people's lives and strengthening communities through housing. I have spoken with people across the country—in urban, suburban, and rural communities alike—and they all want the same thing: a fair shot. A fair shot to provide for their families, to secure a safe and stable home, and to get ahead. Sadly, this is out of reach for far too many Americans, particularly people of color.

If confirmed, I would work with Secretary Fudge to advance HUD's mission, and to implement President Biden's Executive Action on advancing equity, through the delivery of HUD's programs, which are central to furthering equity, particularly for people with low and moderate incomes.

Renters should also have the opportunity to grow their incomes and build savings. I, like the President, am committed to expanding access to Federal rental assistance and improving program implementation so that people have true choice in where they live. Too often BIPOC who receive assistance live in communities that have experienced under or disinvestment. I am committed to investing in local communities so that all people have access to strong schools, healthy housing, and strong community support services.

Q.9. Please list at least 3 specific areas of focus/priorities for advancing racial equity, diversity, and inclusion at HUD. What specific measures will you use to evaluate success in these areas, and over what period of time?

A.9. Advancing equity, diversity, and inclusion is a top priority of mine, and if confirmed, would be a focus of my work as Deputy Secretary. First, as the Deputy Secretary I would focus on improving staff morale and HUD's internal dedication to diversity, equity, and inclusion (DEI) efforts. Second, I would work with the Secretary and other officials on HUD's enforcement of the Fair Housing Act to combat discriminatory practices that prevent too many people from having equal access to housing. Finally, we know that there are a disproportionate number of BIPOC, people with disabilities, and LGBTQ people among those experiencing homelessness. I am committed to advancing policies and practices that reduce homelessness among these populations.

Q.10. HUD has outside advisory councils and task forces comprised of industry leaders, academics, nonprofits, and other stakeholders. They serve as volunteers but have significant influence being appointed by and working closely with you. Should your agency be judged by its success in populating these groups with more diverse advisors on these councils and task forces, and if so, over what period of time?

A.10. If confirmed, I would work diligently to seek out participants and stakeholders in line with the law and with the President's Executive orders.

Q.11. What specific measures will you use to evaluate the HUD's success in understanding and addressing the needs of BIPOC? Will

you work with senior officials to regularly report to Congress on the progress being made on these measures?

A.11. If confirmed, I look forward to working with Congress on this particular issue and would welcome an ongoing conversation on HUD's progress. As Secretary Fudge has said, first and foremost we must prevent evictions, foreclosures, and homelessness due to the pandemic and economic crisis which has disproportionately impacted BIPOC. We also need to improve home ownership for BIPOC. I would work with the Secretary to look for ways to implement downpayment assistance for families and apply an equity lens to loan qualification criteria and appraisals, among other strategies

Q.12. An agency's budget reflects its values and goals. How do you plan to identify and recommend resources for internal and external efforts to advance diversity, equity and inclusion as part of the agency's annual budget process? How will you work to ensure sufficient financial support for the agency-specific diversity, equity, and inclusion strategic plan to ensure you are able to meet the objectives established under that plan in a reasonable time period?

A.12. If confirmed, I would work with the Secretary to ensure we request sufficient staff resources to allow the Department to fully execute its mission and partner with our grantees to enhance their capacity. I would ensure that the Department's DEI Strategic Plan is all encompassing and would hold leaders across the agency accountable for meeting the goals set forth. Within the resources that Congress provides, I look forward to working with you and other partners, if confirmed, to identify how HUD can further prioritize and expand diversity, equity, and inclusion.

RESPONSES TO WRITTEN QUESTIONS OF SENATOR TOOMEY FROM ADRIANNE TODMAN

Q.1. *Congressional oversight.* Please provide your philosophy on how HUD will approach and respond to Congressional information requests (both for documentary information and oral testimony), if you are confirmed.

A.1. I recognize and respect Congress' role in conducting oversight. If confirmed, I would ensure HUD responds to Congressional requests for information, consistent with appropriate law and regulations.

Q.2. If confirmed, do you intend to respond to information requests differently depending on who is making the Congressional information request (whether it's the chair of the Congressional Committee, the Ranking Member, or another Member of Congress)? Please answer "yes" or "no." If your answer is "yes," please explain.

A.2. If confirmed, I will work to ensure HUD's responds in a timely manner to all to Congressional requests for information, including from both Chairs and Ranking Members, consistent with applicable law and regulations.

Q.3. Will you commit that, if confirmed, you will respond in a timely manner and fully comply with all information requests from me? Please answer "yes" or "no." If your answer is "no," please explain.

A.3. If confirmed, I would ensure HUD responds to Congressional requests for information, consistent with appropriate law and regulations.

Q.4. Will you commit that, if confirmed, you will make yourself and any other HUD employee expeditiously available to provide oral testimony (including but not limited to briefings, hearings, and transcribed interviews) to the Committee on any matter within its jurisdiction, upon the request of either the Chairman or Ranking Member? Please answer “yes” or “no.” If your answer is “no,” please explain why.

A.4. If confirmed, I would ensure HUD responds to Congressional requests for oral testimony, consistent with appropriate law and regulations.

Q.5. Do you believe that HUD may assert any privileges or other legal justifications to withhold information (whether records or oral testimony) from Congress? Please answer “yes” or “no.”

If you answered “yes” to Question 5, please list every such privilege or other legal justification and provide the legal basis for why you believe HUD may use such privilege or legal justification to withhold information from Congress.

A.5. If confirmed, I will consult with the agency’s legal counsel to ensure HUD responds to Congressional requests for records and oral testimony, in a matter that is consistent with appropriate law and regulations.

Q.6. In an effort to be open and transparent with Congress and the public, will you commit not to assert any such privilege or legal justification against Congress that you listed above? If not, why not? If so, please identify all such privileges or legal justifications that you will commit to not assert against Congress.

A.6. If confirmed, I will consult with the agency’s legal counsel to ensure HUD responds to Congressional requests for records and oral testimony, in a matter that is consistent with appropriate law and regulations.

Q.7. *Policy Review.* The HUD Deputy Secretary is responsible for resolving policy disagreements that cannot be resolved among HUD’s Assistant Secretaries and other HUD Principals. Will you commit to providing any HUD Principals whose disagreements cannot be resolved an opportunity to be heard?

A.7. An important role of the Deputy Secretary is to resolve differences among Assistant Secretaries concerning proposed directives. If confirmed, I plan to fulfill the duties the position, including working to hearing and resolving policy disagreements between Assistant Secretaries, office heads, and equivalent HUD Principals about policy matters not satisfactorily addressed at the HUD Principal level.

Q.8. Do you intend to hear arguments between disputing HUD Principals and agree to accept any evidence offered by those HUD Principals that may support their positions?

A.8. If confirmed, I would hear arguments and review evidence, consistent with applicable law and regulations, as I worked to resolve policy disagreements among between Assistant Secretaries,

office heads, and equivalent HUD Principals about policy matters not satisfactorily addressed at the HUD Principal level.

Q.9. Will you transmit a written decision to disputing parties within HUD and commit to addressing all arguments raised by them in your written decisions?

A.9. If confirmed, I will ensure that HUD take steps to resolve disputes in a way that is clear, transparent, and follows all applicable guidance, regulations and laws, including guidance on when written decisions are appropriate.

Q.10. *Collaboration With HUD's Office of Inspector General (OIG).* Please provide your philosophy on how HUD will support and address OIG audits and investigations, if you are confirmed.

A.10. HUD's Office of the Inspector General serves a valuable role that includes recommending policies for activities designed to promote economy, efficiency, and effectiveness and the prevention and detection of fraud and abuse in HUD's programs and operations. If confirmed, I would fulfill the duties of my position, including my duty to communicate with the Office of the Inspector General, to the best of my ability and in conformity with all applicable laws.

Q.11. The HUD Deputy Secretary is charged with providing a written decision that becomes the management decision responding to OIG recommendations when OIG does not concur with the decision of lower levels of authority in HUD and an impasse occurs.¹ If confirmed, will you commit to providing OIG and relevant HUD program offices an opportunity to be heard when you are asked to provide a management decision?

A.11. I believe HUD's Office of the Inspector General serves a critical role, including through the recommendations OIG makes to the agency with regards to suggested improvements of HUD's operations and compliance with laws and regulations. If confirmed, I would work to resolve disputes about OIG recommendations in accordable with all applicable laws, regulations and guidance, including any guidance around ensuring input from relevant entities, including HUD program offices.

Q.12. Do you intend to hear arguments between OIG and the HUD program office whose management decision OIG cannot concur with and will you agree to accept any evidence offered by OIG and HUD program offices that may support their positions?

A.12. If confirmed, I would consider and evaluate the input and concerns of the OIG, Assistant Secretaries, office heads, and equivalent HUD Principals. I am committed to ensuring that HUD is run in a way that is fair, transparent and equitable, which means listening to HUD program offices.

Q.13. Do you commit to addressing all arguments raised by the disputing parties within HUD in your management decisions?

A.13. If confirmed, I would carefully consider and evaluate the concerns and arguments of Assistant Secretaries, office heads, and equivalent HUD Principals as appropriate. I am committed to hear-

¹ HUD, "Audit Management Systems Handbook 2000.06 Rev-4" §5-5, available at <https://www.hud.gov/sites/documents/20006CFOH.PDF>.

ing from all parties in any dispute and will carefully consider the arguments of all parties in my management decisions.

Q.14. *Opportunity for Comment on Regulations and Sub-Regulatory Guidance.* In 2018, when you were NAHRO’s CEO, you testified before the House Financial Services Committee and appended a comment letter from NAHRO to your testimony that said “HUD stakeholders [should] have the opportunity to comment on the rules that affect them.”² The comment letter goes on to say that “[b]y publishing guidance, HUD lowers transparency by issuing rules created by unelected officials without input from the public.” As HUD Deputy Secretary, will you require your staff to seek comment from the public—including industry stakeholders, housing advocates, and families affected by HUD’s policies—before publishing those rules?

A.14. If confirmed, I would direct HUD to seek comments from the public in a manner consistent with the Administrative Procedures Act.

Q.15. Under what circumstances will you accept “issuing rules created by unelected officials without input from the public?”

A.15. If confirmed, I would direct HUD to seek community and stakeholder input in the development of policies in a way that is consistent with the Administrative Procedures Act.

Q.16. How will you ensure public feedback or comments are thoughtfully considered for policies that will be implemented prior to solicitation of that feedback or comment?

A.16. If confirmed, I would direct HUD to seek community and stakeholder input in the development of policies in a way that is consistent with the Administrative Procedures Act.

Q.17. *Affirmatively Furthering Fair Housing (AFFH).* When you were NAHRO’s CEO, NAHRO argued in a 2018 comment letter about AFFH that entities should not have to analyze “non-housing related topics (e.g., transportation, education, infrastructure, etc.).” Do you agree with this statement? If not, under what circumstances would it be appropriate for HUD to require such analysis?

A.17. The comment you referenced was made by NAHRO on behalf of its members. If confirmed as Deputy Secretary, I would work with Secretary Fudge to implement the Fair Housing Act. As Secretary Fudge has said, HUD will commit to giving very careful consideration to all options relating to the AFFH process.

Q.18. NAHRO argued in the same 2018 comment letter that entities should not have to “complete analyses of areas outside of their own jurisdiction” Do you agree with this statement? If not, under what circumstances would it be appropriate for HUD to require such analysis?

A.18. The comment you referenced was made by NAHRO on behalf of its members. If confirmed as Deputy Secretary, I would work with Secretary Fudge to implement the Fair Housing Act. As Sec-

²“HUD’s Role in Rental Assistance: An Overview and Review of Legislative Proposals”, Hearing Before the Subcomm. on Hous. and Insurance of the H. Comm. on Fin. Serv., 115th Cong. (Apr. 25, 2018).

retary Fudge has said, HUD will commit to giving very careful consideration to all options relating to the AFFH process.

Q.19. NAHRO's 2018 AFFH comment letter also argued that housing agencies should not have to hire a consultant to complete the AFFH process. Do you agree with this position? If not, why?

A.19. The comment you referenced was made by NAHRO on behalf of its members. If confirmed as Deputy Secretary, I would work with Secretary Fudge to implement the Fair Housing Act. As Secretary Fudge has said, HUD will commit to giving very careful consideration to all options relating to the AFFH process.

Q.20. In addition, NAHRO's 2018 AFFH comment letter argued that HUD should approve an AFFH plan if the entity at issue, like a public housing agency, made a "good faith effort to comply with the AFFH process and submits a fair housing assessment." As HUD Deputy Secretary, will you evaluate the possibility of including such a safe harbor in any revisions to HUD's disparate impact rule?

A.20. The comment you reference was made with respect to an AFFH rulemaking, not a disparate impact rulemaking. If confirmed as Deputy Secretary, I will work with Secretary Fudge to implement the Fair Housing Act, including the disparate impact doctrine, consistent with the law.

Q.21. Is it ever appropriate for HUD to tell localities precisely where to place new housing? If so, under what circumstances?

A.21. Determining the location of new housing is primarily a local function. HUD's involvement in such decision-making is limited to certain circumstances. For example, it is well established that, under the Fair Housing Act, a locality may not refuse to permit housing to be built in a particular location for a discriminatory reason. If HUD receives an allegation that such discrimination has occurred, it is obligated to investigate and determine whether evidence supports such an allegation.

Q.22. Can you promise that any potential revisions to AFFH will reduce the burden on localities when compared to the 2015 AFFH rule?

A.22. If confirmed as Deputy Secretary, I would work with Secretary Fudge to implement the Fair Housing Act. As Secretary Fudge has said, HUD will commit to giving very careful consideration to all options relating to the AFFH process and will carefully consider the burdens that an AFFH process may place on localities.

Q.23. We may disagree about what the content of a final AFFH rulemaking should look like, but I hope we agree that the outcome should come from a process that maximizes stakeholder input. Will you commit that before making any revisions to HUD's AFFH regulations, you will receive extensive community and stakeholder input on any potential revisions, including how HUD's AFFH rule can respect local autonomy and avoid overly burdening localities?

A.23. If confirmed as Deputy Secretary, I would work with Secretary Fudge to implement the Fair Housing Act. I understand that Secretary Fudge has committed that HUD will seek community

and stakeholder input in the development of new AFFH regulations.

Q.24. *Disparate Impact.* In 2019, while you were CEO of NAHRO, your organization filed a comment letter arguing that HUD should provide a housing authority an affirmative defense to disparate impact claims under the Fair Housing Act if its policy is “a reasonable approach and in the housing authority’s sound discretion.” The comment letter quoted the U.S. Supreme Court’s decision in *Texas Department of Housing and Community Affairs v. Inclusive Communities (Inclusive Communities)* that disparate impact liability should not “second-guess . . . approaches a housing authority should follow” and that the Fair Housing Act “does not decree a particular vision of urban development.” As HUD Deputy Secretary, will you provide such an affirmative defense in any revisions to HUD’s disparate impact rule?

A.24. The comment you referenced was made by NAHRO on behalf of its members. If confirmed as Deputy Secretary, I would work with the Secretary, who has said she will adhere to the Supreme Court’s ruling in *Inclusive Communities*.

Q.25. Do you agree that HUD’s disparate impact rule should allow for an affirmative defense to disparate impact claims under the Fair Housing Act?

A.25. If confirmed as Deputy Secretary, I would work with the Secretary, who has said she will adhere to the Supreme Court’s ruling in *Inclusive Communities*.

Q.26. Will you commit that any revisions to HUD’s disparate impact rule will follow the U.S. Supreme Court’s dictate in *Inclusive Communities* that “disparate-impact liability [should not] be so expansive as to inject racial considerations into every housing decision?”

A.26. If confirmed as Deputy Secretary, I will work with the Office of the General Counsel and the Secretary to ensure that any actions HUD takes related to disparate impact are consistent with the Supreme Court’s caselaw, including the ruling in *Texas Department of Housing and Community Affairs v. Inclusive Communities*.

Q.27. Will you commit that any revisions to HUD’s disparate impact rule will follow the U.S. Supreme Court’s dictate in *Inclusive Communities* that “disparate impact liability must be limited so employers [can] make . . . practical business choices and profit-related decisions [to] sustain a vibrant and dynamic free-enterprise system?”

A.27. I am committed to ensuring that any revisions to HUD’s disparate impact rule will be consistent with the Supreme Court’s caselaw, including the ruling in *Texas Department of Housing and Community Affairs v. Inclusive Communities*.

Q.28. Will you commit that any revisions to HUD’s disparate impact rule will follow the U.S. Supreme Court’s dictate in *Inclusive Communities* to have “adequate safeguards” for defendants at the *prima facie* (pleading) stage so “race [is not] used and considered in a pervasive way [that] would almost inexorably lead governmental or private entities to use numerical quotas . . . ?”

A.28. I am committed to ensuring that any revisions to HUD's disparate impact rule will be consistent with the Supreme Court's caselaw, including the ruling in *Texas Department of Housing and Community Affairs v. Inclusive Communities*.

Q.29. Will you commit that any revisions to HUD's disparate impact rule will follow the U.S. Supreme Court's dictate in *Inclusive Communities* to have "robust causality" between the defendant's actions and the harm to a protected class so that defendants will not be held liable for racial disparities they did not create?

A.29. I am committed to ensuring that any revisions to HUD's disparate impact rule will be consistent with the Supreme Court's caselaw, including the ruling in *Texas Department of Housing and Community Affairs v. Inclusive Communities*.

Q.30. Will you commit that any revisions to HUD's disparate impact rule will follow the U.S. Supreme Court's dictate in *Inclusive Communities* to focus on removing "artificial, arbitrary, and unnecessary barrier[s]" to housing?

A.30. I am committed to ensuring that any revisions to HUD's disparate impact rule will be consistent with the Supreme Court's caselaw, including the ruling in *Texas Department of Housing and Community Affairs v. Inclusive Communities*.

Q.31. *Public Housing.* In 2019, as NAHRO's CEO, you testified before the House Financial Services Committee that there is an estimated backlog of \$70 billion in unmet capital needs for public housing but admitted this estimate is extrapolated from HUD's 2010 Capital Needs Assessment. Do you believe HUD should conduct another Capital Needs Assessment to accurately measure the current backlog?

A.31. While HUD does not have a recent estimate, few would dispute the urgent need for considerable investment to recapitalize our Nation's public housing stock. To my knowledge, the last official estimate of capital needs that HUD references is based on a study conducted in 2010. It would be valuable to have accurate and current data on the capital needs of the Nation's public housing, but we do not need that estimate to know that we must take action now.

Q.32. Do you believe it would be useful for HUD to identify developments where the cost of capital repairs exceeds the cost of conversion to tenant-based or project-based assistance?

A.32. We should always be looking for the most cost-effective way to deliver housing assistance. That is the premise undergirding Section 22 of the United States Housing Act of 1937. Under Section 22, a public housing authority may apply to HUD to convert a public housing development to voucher-based assistance when a cost analysis demonstrates that providing assistance under Section 8 is less expensive than continuing assistance for the remaining useful life of the public housing project. If confirmed, I would explore the feasibility of identifying properties where the cost of capital repairs exceeds the cost of conversion to tenant-based or project-based assistance, keeping in mind local housing market conditions and local decision making.

Q.33. Would it also be useful for HUD to know the estimated capital needs backlog for developments administered by public housing agencies (PHAs) that HUD, the HUD OIG, or the U.S. Department of Justice (DOJ) have alleged are grossly mismanaged, or those that have been identified by HUD as “substandard” or “troubled?”

A.33. It would be helpful to identify how much funding is needed to address these agencies’ outstanding capital needs. Based on my experience, in most cases, annual Capital Fund appropriations are insufficient to address the physical conditions at these agencies, which makes it challenging for them to provide safe and decent housing. Adequate funding to make needed capital improvements could transform the performance of these PHAs. This analysis could then inform HUD’s budget request for capital needs of troubled, substandard, and high-risk PHAs as well as those under HUD receivership.

Q.34. In 2020, HUD OIG determined that for the last 11 years, HUD has failed to submit an annual report to Congress required by law on troubled PHAs. Will you commit to transmitting this report this year as required by law?

A.34. If confirmed, I would look into this matter to ascertain the reasons for any delay and improve the process.

Q.35. HUD measures the performance of PHAs across a number of indicators to ensure that units are decent, safe, sanitary, and in good repair. After compiling scores for each indicator into an overall score, the PHA receives a performance designation. HUD OIG determined that a number of PHAs that received a “troubled performer” designation remained troubled for longer than two years, after which time they should have been referred to the HUD Assistant Secretary for takeover. HUD OIG determined that when “[the HUD Office of Public and Indian Housing] does not refer a troubled PHA to the Assistant Secretary after the maximum 2-year recovery period, a PHA could remain troubled for a period beyond that maximum 2-year period while conditions stagnate or deteriorate.”³ Will you ensure that HUD’s process for referring troubled PHAs to the HUD Assistant Secretary for takeover by HUD would be consistent with the law and regulations as identified by HUD OIG?

A.35. If confirmed, I would look into this matter and ensure that HUD is following applicable law and regulations.

Q.36. *Barriers to Affordable Housing.* In January 2021, HUD released a report entitled “Eliminating Regulatory Barriers to Affordable Housing: Federal, State, Local, and Tribal Opportunities,” which “identifies many Federal regulations and practices that could be revised to eliminate unnecessary burdens to providing Americans with affordable, safe, quality places to live, including opportunities to make sustainable home ownership more achievable.” Which of the report’s recommendations do you agree with?

A.36. Thank you for bringing the report to my attention. If confirmed, I plan to review the report and its recommendations.

³Id. at 5.

Q.37. The January 2021 HUD report on barriers to affordable housing described regulatory and sub-regulatory changes to modernize Davis–Bacon.⁴ Do you support and will you work to implement any administrative reforms to update Davis–Bacon?

A.37. If confirmed as Deputy Secretary, I would work with HUD’s Office of Davis–Bacon and the Related Acts (DBRA) to better understand the barriers to affordable housing described in the January 2021 report. It is critical to note, however, that HUD looks to the U.S. Department of Labor (DOL), specifically the Wage and Hour Division, for guidance on the administration of Davis–Bacon Act, as all regulatory and sub-regulatory changes to the Act must be made by DOL.

Q.38. HUD Pilot Projects. In recent years, HUD has started some important pilot programs to study the effectiveness of Housing Choice Vouchers and to try to improve them for beneficiaries. Would you be open to additional pilots? If so, what kinds of pilots?

A.38. As Secretary Fudge has said, she is open to conducting pilots on the HCV program, especially as we also work to increase access to vouchers for low-income families. The HCV program is the Nation’s largest rental assistance program serving over two million families. However, it only reaches 1 in 5 eligible households due to funding limitations. It is critical that HUD continues to study the effectiveness of the program to make improvements for our families, landlords and public housing agencies. Some of the pilots may include activities such as improving safety inspections and housing modifications; promoting interventions that reduce segregation of families receiving assistance in disinvested communities and improve housing choice; developing innovative practices that assist disabled families, homeless families, youth aging out of foster care, and other people who face additional barriers to accessing housing; and implementing strategies that increase landlords’ willingness to accept voucher recipients.

Q.39. Ensuring That HUD Assistance Is Not for a “Lifetime”. In December 2020, HUD Secretary Marcia Fudge said that “public housing or low income housing should not be a lifetime, it should be a just a stopping point.”⁵ What do you intend to do during your time as HUD Deputy Secretary to advance that goal?

A.39. As Secretary Fudge said, shortening tenancy requires a two-part strategy: increasing the supply of affordable housing and helping people increase their incomes. We need to produce more housing in every community that is affordable for people with low incomes. Housing affordability studies show that no State in the country has an adequate supply of affordable housing. HUD plays a key role in affordable housing supply along with the Treasury Department and USDA. If confirmed, I would work with the Secretary, and the teams at Treasury and USDA, to increase the number of affordable housing units.

Second, we need to increase tenant incomes by raising wages and helping people connect to education, training, and other services

⁴Id. at 48–49.

⁵Errin Haines, “‘I Want To Be Part of Making This Work’: Marcia Fudge Talks About How She Plans To Lead HUD”, *The 19th* (Dec. 10, 2020), available at <https://19thnews.org/2020/12/marcia-fudge-interview-nomination-department-of-housing-and-urban-development/>.

that can help improve their economic circumstances. While these issues are outside of HUD's direct responsibilities, I would partner with my colleagues across the Government to examine all the ways we can increase people's incomes to help them afford a safe place to call home.

Q.40. *Moving To Work (MTW).* You were Executive Director of the DC Housing Authority which was an early participant in the Moving to Work (MTW) Demonstration Program. The MTW designation provided you with exemptions from many existing public housing and voucher rules and funding flexibility with how to use Federal funds. Do you support expanding the number of MTW jurisdictions to allow more communities to experiment on how to make that a reality?

A.40. As you know, the Fiscal Year 2016 Appropriations Act authorized HUD to expand the MTW demonstration program from the 39 PHAs in the program to an additional 100 PHAs over a period of 7 years. In 2020, HUD finalized the Operations Notice for the MTW demonstration program expansion, which established requirements for the implementation and operations of the MTW expansion pursuant to the 2016 statute. HUD added 40 new PHAs to the MTW Program this year, with plans to increase to the full 100 expansion MTW agencies. If confirmed, I am committed to working with the Congress as HUD follows through on its requirements under the 2016 Act.

Q.41. Would you consider expanding MTW to allow defined-stay tenancy for new tenants (i.e., time limits) in exchange for a set rent that will not increase with income?

A.41. One of the key aspects of the MTW Expansion is HUD's commitment to engage in structured research and analysis on specific flexibilities offered to PHAs under the original authorizing statute, including but not limited to tenancy issues such as those your question suggests, in order to provide HUD sound basis for future policy decisions. If confirmed, I commit to working with Congress as HUD studies MTW flexibilities going forward, and I would work with HUD staff to determine policy and practices that best serve residents of federally assisted housing with the resources available to HUD.

Q.42. *Community Development Block Grant (CDBG) Program.* Will you commit to evaluating whether the CDBG program formula allocates too much money to wealthier areas, at the expense of funding poorer and more rural areas? If so, will you consider CDBG reforms that could address this issue?

A.42. If confirmed, I would review past efforts to make changes to the CDBG funding formula. I look forward to discussing with Members of Congress what further evaluation efforts are needed to inform improvements to the formula targeting.

Q.43. Will you commit to evaluating whether the CDBG program insufficiently prioritizes the building of affordable housing because of other allowable uses for CDBG dollars? If so, will you consider CDBG reforms that could address this issue?

A.43. If confirmed, I look forward to working with the HUD staff and CDBG grantees to better understand how and why grantees

prioritize different community development activities to meet their local program objectives. The CDBG program has a community development approach, with a broad, statutory goal of providing decent housing, a suitable living environment, and economic opportunity, principally for low- and moderate-income persons. Other HUD programs, such as the HOME program, are specifically targeted to housing. If confirmed, I commit to reviewing how HUD programs work together to produce affordable housing.

Q.44. What are appropriate guardrails to enact in any potential permanent authorization to HUD's CDBG-DR program to ensure that disaster relief reaches a community swiftly but in a manner that minimizes fraud?

A.44. If confirmed, I would work with Congress and HUD staff to ensure that HUD is a good steward of Federal funds by expediting recovery activities while ensuring appropriate oversight.

Q.45. *HUD Multifamily Application Process.* In recent months, the wait times for HUD Multifamily applications to be processed has tripled, and in some cases, quadrupled. If this continues, it could shrink the supply of affordable and workforce rental units. How will you addressing the wait times for HUD Multifamily applications? What steps will you be taking to ensure that HUD Multifamily can adequately respond to expansion and contraction in the future?

A.45. If confirmed, I commit to studying this issue and improving the efficiency of the FHA Multifamily process. I would look forward to working with Congress to ensure HUD Multifamily had the appropriate resources to efficiently operate the FHA Multifamily process.

Q.46. *Environmental Regulations.* Regarding HUD's environmental regulations that govern HUD's programs, how will you balance the need to protect the environment with the need to limit the cost of building new affordable housing?

A.46. Many studies have shown the harmful impact that our country's contaminated sites have had on low-income housing. Having a roof over your head and being safe from harm should not be competing choices. That is why it is critical that HUD's mission is to create safe, decent, and affordable homes for all.

Q.47. *Manufactured Housing.* The Manufactured Housing Consensus Committee (MHCC) is a Federal Advisory Committee statutorily authorized to develop and submit to the HUD Secretary manufactured home construction and safety standards. The law requires the MHCC to "submit proposed revised standards . . . to the [HUD] Secretary in the form of a proposed rule, including an economic analysis."⁶ Accordingly, the MHCC must have resources devoted to developing these required economic analyses. Will you provide the resources that are necessary for the MHCC to develop economic analyses to accompany the construction and safety standards being considered by the MHCC so that the standards are revised to keep up with innovations in the market?

⁶ 42 U.S.C. §5403(a)(4)(A)(ii).

A.47. Manufactured Housing is a critical source of unsubsidized affordable housing. If confirmed, I would work with Secretary Fudge, who said that she will explore more ways to further its use as an affordable housing option. As mandated by statute, the Manufactured Housing Consensus Committee (MHCC) assists HUD in formulating and evaluating its oversight functions of the Manufactured Home Construction and Safety Standards. I agree the MHCC should have adequate resources necessary to achieve its purpose. HUD program office and research staffing resources provide economic analysis assistance and HUD's Office of Manufactured Housing Programs maintains sufficient contracted resources that conduct economic analyses for MHCC recommendations.

Q.48. *Mutual Mortgage Insurance (MMI) Fund.* The FY20 Report on the MMI Fund shows that subjecting the FY20 portfolio to the same macroeconomic conditions faced during the housing crisis would create losses in excess of MMI Fund capital, resulting in a MMI Fund capital ratio of -0.63 percent, below the statutory 2 percent minimum, and requiring a bailout. Would you consider it a failure if the Federal Housing Administration (FHA) draws funds from the Treasury to cover losses, or put more simply, requires a bailout?

A.48. If confirmed, I would work with HUD leadership to prudently manage the financial soundness of the Mutual Mortgage Insurance Fund. We face an unprecedented economic disaster as a result of COVID-19, and I applaud the Administration for taking extraordinary steps to mitigate losses and the impact of this delinquency crisis to ensure FHA homeowners experience a full recovery. The American Rescue Plan was passed with nearly \$10 billion in allocated for homeowners, and if confirmed, I would work to ensure that these resources help the most vulnerable borrowers. I commit to working closely with the FHA team and OMB as policy actions are taken to use the fund for its intended purpose, and to ensure that we continue to maintain statutory capital and a healthy insurance fund.

Q.49. Do you think the MMI Fund as of FY20 has sufficient capital reserves?

A.49. The MMIF is currently above the statutory minimum required reserve ratio.

Q.50. Do you think it is inappropriate to build a capital buffer able to withstand a shock of the kind experienced during the 2008 housing crisis?

A.50. The circumstances of this crisis are very different than 2008 thus far, with home prices continuing to rise and loans having more equity, as well as loan products being safer, lower fixed rate products. Given these factors, it is appropriate to manage the fund and the capital closely and using various stress scenarios to ensure it can withstand different types of economic shocks including natural disasters and potential housing price declines.

Q.51. Is the statutory 2 percent MMI Fund capital ratio a sufficient buffer to protect against taxpayer losses? If not, what do you believe is appropriate? If not the 2008 housing crisis, what stress

level scenario should FHA consider when deciding what capital buffer is sufficient?

A.51. The capital ratio is something that should be continuously evaluated and as circumstances change over time. The fund has been well over the statutory limit for many years and the fund has been resilient through the COVID-19 pandemic. Each crisis and disaster are different, and we need to remain nimble in how we manage the risks. If I am confirmed, I commit to being focused on ensuring we have a process for continuous evaluation that meets the current circumstances of the market and protects homeowners.

Q.52. Do you have plans to impose the same climate stress tests and climate change regulatory standards on FHA's lending portfolio as several Biden administration officials have discussed doing for private sector market participants?

A.52. I do believe it is important that FHA's Mutual Mortgage Insurance Fund is managed using appropriate modeling and "stress testing" to have an appropriate capital buffer to withstand significant economic shock events. As the environment changes, I will work with the Secretary to adapt and proactively manage all risks.

**RESPONSES TO WRITTEN QUESTIONS OF SENATOR CRAPO
FROM ADRIANNE TODMAN**

Q.1. In my role as Chairman of the Senate Banking Committee, one of my priorities was regulatory relief for smaller public housing authorities (PHAs), which may not have the same personnel or resources as large PHAs yet are often held to the same standards. Are you open to working with Congress on opportunities to reduce the regulatory burden on smaller PHAs?

A.1. Yes, I am open to working with Congress to help small PHAs address regulatory burdens and identify opportunities for more flexibility. If confirmed, I look forward to working with you on this important issue.

**RESPONSES TO WRITTEN QUESTIONS OF SENATOR DAINES
FROM ADRIANNE TODMAN**

Q.1. Explosive demand in the housing market far outpaces supply. What role do you envision the private sector playing in responding to the housing shortage? Please elaborate on strategies where Federal programs will only distort the market further.

A.1. The private sector will play a significant role in responding to the housing supply shortage, but not alone. It is and will continue to be a challenge to develop affordable housing without Federal support as well as philanthropic strategies that provides capital sources and incentives to do so. It is HUD's mission to ensure that affordable housing is available and accessible for renters and homeowners and serve low- and moderate-income households who do not have the resources. As costs of construction continue to rise, it will be challenging for the private sector to produce or preserve affordable housing without capital from Federal programs like HOME in-

vestment partnership and LIHTC to support and maintain affordability.

Q.2. We have witnessed record prices surges for wood products this spring which has played a role in significant increases in the cost of housing. What can HUD do to mitigate the impacts of the increased cost of timber, plywood, and other critical building materials?

A.2. The implications of high building materials cost like lumber have a significant chilling effect on the ability for the home builders to accelerate production of affordable housing. This is a serious concern for HUD as it raises the cost of housing across the board and adds stress on renters and homeowners with rising cost of housing. While HUD can't solve the supply chain problem or rising cost of materials, we can work cooperatively with home builders and developers to ensure that our subsidy programs that support the construction of affordable housing are put to work to help close capital gaps or construction financing challenges.

This is a critically important issue for HUD in order to achieve our mission and if confirmed, I would be focused on working across agencies to address and focus on these challenges to housing production.

Q.3. You have consistently advocated for increased funding for public housing projects, given HUD's troubled history with waste and abuse, dumping more cash into the agency is not a solution to our housing challenges. What programs administered by HUD do you believe need significant attention, or termination?

A.3. If confirmed as Deputy Secretary, responsible oversight would be a top priority of mine. I believe HUD can and should be central to addressing our Nation's housing challenges. At the same time, HUD has a responsibility to ensure that funds appropriated by Congress are spent efficiently and on the intended purposes. As you know, Congress, not HUD, has the authority to authorize programs and appropriate funds for those programs. I would review HUD's programs and look forward to working with you to address our country's housing challenges.

RESPONSES TO WRITTEN QUESTIONS OF CHAIRMAN BROWN FROM NURIA FERNANDEZ

Q.1. America's communities are aging rapidly. Nationally, birth-rates are at historical lows, and over the next decade it is expected that 77 million people will be 65 years or older. In my State of Ohio by 2025, more than 1 in 4 Ohioans will be 60 years of age and older.

What types of transportation challenges do we face if we fail to account for an aging population in the design of our communities? And what types investments in transit infrastructure and services do we need to make in rural and urban areas to help communities become more accessible and livable for our increasingly aging population?

A.1. Without effective public transportation options, older adults, particularly those unable to drive, may not be able to remain in

their homes. It is critical to develop housing and transportation options that account for reduced mobility. Paved sidewalks, bus shelters with seating, and buses with low floors and ramps or lifts aid in allowing people to stay in their own homes and remain independent as they age. In many communities, especially those in rural areas with less robust public transit systems, it is important to ensure that there are specialized transportation services available to meet the needs of older adults. FTA's formula programs, in particular the Enhanced Mobility for Seniors and Individuals with Disabilities program, help communities make these investments in transportation services that meet the unique needs of older adults.

Q.2. In August 2011, President Obama issued an Executive order establishing a coordinated, governmentwide initiative to promote diversity and inclusion in the Federal workforce. The Executive order reads, in part, that "Attaining a diverse, qualified workforce is one of the cornerstones of the merit-based civil service To realize more fully the goal of using the talents of all segments of society, the Federal Government must continue to challenge itself to enhance its ability to recruit, hire, promote, and retain a more diverse workforce. Further, the Federal Government must create a culture that encourages collaboration, flexibility, and fairness to enable individuals to participate to their full potential." The order required each agency to establish an agency-specific diversity, equity, and inclusion strategic plan with specific objectives.

Will you commit to work with the Secretary to establish a system for reporting regularly on USDOT's progress in implementing an agency-specific diversity, equity, and inclusion strategic plan and in meeting the objectives under the plan?

A.2. Yes. If confirmed, I commit to work with the Secretary to establish a system for reporting regularly on the Department's progress in implementing an agency-specific diversity, equity, and inclusion strategic plan and in meeting the objectives under the plan.

Q.3. Will you commit to working with the Secretary on transparency on workplace policies, salaries, and benefits?

A.3. Yes. If confirmed, I commit to working with the Secretary to provide transparency regarding workplace policies, salaries, and benefits.

Q.4. What are some short- and long-term strategies for addressing disparities in access to affordable transportation?

A.4. We have the responsibility to ensure that all Americans have equitable access to safe, affordable, and smart transportation options and an obligation to Build Back Better. If confirmed, I am committed to advancing President Biden's goal of increasing access to affordable, high-quality, reliable public transportation throughout America, and doing so in a way that improves racial and economic equity, accessibility, and sustainability and creates good-paying jobs. This includes recognizing existing disparities as we undertake efforts to help cities, towns, and other areas improve transit and invest in infrastructure that meets the needs of all residents. President Biden's American Jobs Plan has proposed numerous strategies to address this including investing \$85 billion to mod-

ernize transit and provide new transportation options to transit deserts.

Q.5. Will you commit to implementing and requiring diversity, equity, and inclusion training for all employees within your purview? What is your plan for implementing these trainings?

A.5. If confirmed, I commit to implementing and requiring diversity, equity, and inclusion training for all FTA employees. As Deputy Administrator, I have already taken steps to implement these types of trainings. For example, FTA recently conducted implicit bias training for our senior management team. FTA also conducted a listening session with all employees regarding the racial violence that has occurred over the last year. In the coming months, we have a robust schedule of diversity and inclusion trainings that we plan to offer to all FTA employees.

Q.6. Will you commit to implementing and requiring implicit bias training for managers within your purview? What is your plan for implementing these trainings?

A.6. If confirmed, I commit to implementing and requiring implicit bias training for managers at FTA. As Deputy Administrator, I have already taken steps to implement these types of trainings and will continue to do so in the coming months.

Q.7. Please describe how you view the role of the Administrator in appropriately serving Black, Indigenous, and People of Color (BIPOC)? How do you view FTA and USDOT's role in furthering racial equity?

A.7. I share President Biden's commitment to advancing racial equity as a top priority of this Administration. If we can effectively incorporate equity considerations into our programs at FTA, we will provide not only safe transit options, but also affordable mobility options to all.

Equity—as a matter of principle—is essential to fulfilling our mission at the Department and to everything we do to serve the American people. BIPOC communities disproportionately rely on transit and also face some of the longest transit journeys between home and work. If confirmed, I commit to working with the Secretary to improve transportation access and quality in BIPOC communities.

Q.8. Please list at least 3 specific areas of focus/priorities for advancing racial equity, diversity, and inclusion at FTA. What specific measures will you use to evaluate success in these areas, and over what period of time?

A.8. If confirmed, I would focus on the following to advance racial equity, diversity, and inclusion at FTA: (1) enhancing outreach efforts and building relationships with minority-serving institutions of higher learning and with professional organizations that represent communities of color and indigenous people to promote FTA as a premier employer and agency to attract and retain a diverse workforce; (2) increasing training opportunities provided for employees on diversity, inclusion, and community-building and promoting the achievements of FTA employees across all demographic groups; and (3) incorporating racial equity and environmental justice as priorities in our program activities, including competitive

funding opportunities and research activities, and incorporating public engagement with environmental justice populations in the planning process, where appropriate.

I would measure FTA's progress in the first two priority areas on an annual basis by assessing the composition of FTA's workforce, at all levels of the organization, and the degree to which employees feel connected to and professionally supported by FTA. In our funding programs and research activities, I would measure success by examining the impact of projects on advancing racial equity and removing barriers to opportunity.

Q.9. What specific measures will you use to evaluate the FTA's success in understanding and addressing the needs of BIPOC? Will you work with the Secretary to regularly report to Congress on the progress being made on these measures?

A.9. It is important for FTA to understand and address the needs of BIPOC. Such efforts start internally by ensuring that FTA's workforce is representative of the people we serve. In terms of external efforts, FTA requires transit agencies to perform a Title VI equity analysis and public outreach when undertaking major capital projects and considering service changes. If confirmed, I will evaluate our internal measures for diversity, hiring, and leadership to ensure FTA continues to reflect the communities and the Nation that we support and will assess our external efforts to ensure that we identify and address disparities in the provision of transit service. I also commit to working with the Secretary to regularly report to Congress on the progress being made on these measures.

Q.10. An agency's budget reflects its values and goals. How do you plan to identify and recommend resources for internal and external efforts to advance diversity, equity and inclusion as part of the agency's annual budget process? How will you work to ensure sufficient financial support for the agency-specific diversity, equity, and inclusion strategic plan to ensure you are able to meet the objectives established under that plan in a reasonable time period?

A.10. FTA's budget will reflect the priorities of the Biden-Harris Administration, which include a focus on how our Nation's transportation programs can advance racial equity. For example, it is critical to support FTA's Office of Civil Rights, which enables a more equitable and accessible transit system by overseeing transit agencies' compliance with civil rights requirements and providing technical assistance to the industry. FTA's budget will likewise continue to advance diversity, equity, and inclusion within the agency and beyond by allowing FTA to conduct trainings and promote public engagement in these areas.

RESPONSES TO WRITTEN QUESTIONS OF SENATOR TOOMEY FROM NURIA FERNANDEZ

Q.1. *Congressional Oversight.* Please provide your philosophy on how FTA will approach and respond to Congressional information requests (both for documentary information and oral testimony), if you are confirmed.

A.1. I understand and respect Congress' duty to conduct oversight of Executive Branch agencies and functions. If confirmed, I am committed to ensuring that FTA is responsive to oversight requests and provides Congress with the information that it needs consistent with appropriate law and regulations.

Q.2. If confirmed, do you intend to respond to information requests differently depending on who is making the Congressional information request (whether it's the chair of the Congressional Committee, the Ranking Member, or another Member of Congress)? Please answer "yes" or "no." If your answer is "yes," please explain.

A.2. I understand and respect Congress' duty to conduct oversight of Executive Branch agencies and functions. If confirmed, I am committed to ensuring that FTA is responsive to oversight requests and provides Congress with the information that it needs consistent with appropriate law and regulations.

Q.3. Will you commit that, if confirmed, you will respond in a timely manner and fully comply with all information requests from me? Please answer "yes" or "no." If your answer is "no," please explain.

A.3. If confirmed, I am committed to ensuring that FTA is responsive to oversight requests and provides Congress with the information that it needs consistent with appropriate law and regulations.

Q.4. Will you commit that, if confirmed, you will make yourself and any other FTA employees expeditiously available to provide oral testimony (including but not limited to briefings, hearings, and transcribed interviews) to the Committee on any matter within its jurisdiction, upon the request of either the Chairman or Ranking Member? Please answer "yes" or "no." If your answer is "no," please explain why.

A.4. If confirmed, I am committed to ensuring that FTA is responsive to requests for oral testimony consistent with appropriate law and regulations.

Q.5. Do you believe that FTA may assert any privileges or other legal justifications to withhold information (whether records or oral testimony) from Congress? Please answer "yes" or "no."

A.5. If confirmed, I will consult the agency's legal counsel so that FTA can be responsive to Congress while ensuring that FTA can carry out the statutory duties with which it is entrusted.

Q.6. If you answered "yes" to Question 5, please list every such privilege or other legal justification and provide the legal basis for why you believe FTA may use such privilege or legal justification to withhold information from Congress.

A.6. If confirmed, I will consult the agency's legal counsel so that FTA can be responsive to Congress while ensuring that FTA can carry out the statutory duties with which it is entrusted.

Q.7. In an effort to be open and transparent with Congress and the public, will you commit not to assert any such privilege or legal justification against Congress that you listed above? If not, why not? If so, please identify all such privileges or legal justifications that you will commit to not assert against Congress.

A.7. If confirmed, I will consult the agency's legal counsel so that FTA can be responsive to Congress while ensuring that the can carry out the statutory duties with which it is entrusted.

Q.8. *State and Local Funding for Transit.* Traditionally, Congress has taken the view that local jurisdictions and States where public transit systems reside have primary responsibility to pay for these systems. In 2000, you expressed a similar view, when you said in Congressional testimony: "As important as the Federal assistance is, it is at the local level where the key decisions concerning how to develop and fund local transit operations are made. The most important thing for transit agencies to accomplish in order to meet these challenges is to assure stable and reliable State and local sources of funding for capital and operating needs."

Is it still your view that the primary responsibility for funding transit and making decisions about transit development is at the local level?

A.8. I still believe in the importance of local leadership in transit projects and decision making. State and local governments provide the vast majority of transit funding and most Federal transit programs require a State or local match of 20 percent. Transit agencies need a reliable Federal partner, however, to be able to ensure safety and maintain a state of good repair, provide new fixed guideway services, and respond to emerging transportation needs and trends.

Q.9. *Role for Autonomous Vehicles in Transit.* Recently, we have seen an increase in the development and adoption of autonomous vehicle technology in the United States. In fact, some transit agencies are already working on ways to incorporate this technology into their systems. Do you believe that technology, such as autonomous vehicles, can play a role in public transportation?

A.9. I recognize that autonomous vehicles are part of the future of our Nation's transportation infrastructure, including transit, and, when done right, can make our transportation system safer and more efficient. This exciting new technology can present opportunities to expand or enhance transit service, but development of such concepts must ensure safety, the preservation of existing labor protections, and certainty for transit employees. If confirmed, I would work with Congress to ensure the safety of autonomous transit vehicle operations nationwide, and work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

Q.10. *Fare Evasion.* Fare evasion is a problem for transit agencies that can result in substantial revenue losses for agencies. For example, the Washington Metropolitan Area Transit Authority (WMATA) estimated that it lost approximately \$40 million from fare evasion in fiscal year 2019. In 2017, Bay Area Rapid Transit (BART), which partnered with the Santa Clara Valley Transportation Authority (VTA) on several transit projects in Silicon Valley while you were CEO of VTA, found that it suffered from widespread fare evasion and ineffective attempts at citations, costing BART as much as \$25 million per year in lost revenue. In 2012,

New York's Metropolitan Transportation Authority (MTA) estimated that fare evasion cost it \$328 million in lost revenue. Further, MTA has reported a gradual increase in fare evasion since 2015.

Do you think that fare evasion is an issue transit agencies should take seriously and do you think fare evaders should be punished?

A.10. As you know, transit agencies rely on fare revenues for a significant share of their operations. While FTA is prohibited by law from overseeing or regulating fare policies or fare enforcement, we are supporting research to develop innovative fare collection technologies that will make it easier for riders and agencies alike to pay and collect fares. As we work with agencies and industry to develop these technologies, we are focused on ensuring that new fare systems are developed with a focus on equity for riders for whom current fare payment systems may impose barriers. If confirmed, I will work to ensure that FTA continues to support transit agencies as they invest in improvements to fare systems that will improve efficiency and reduce the cost of collecting and processing fares.

Q.11. If confirmed, will you work to increase transit agency fiscal accountability and address the issue of revenue loss on transit systems?

A.11. We recognize that transit agencies and local governments need to balance the cost and efficiency of fare enforcement with the revenue losses due to fare evasion. Recognizing that FTA is prohibited by law from regulating local transit fare policies, I will, if confirmed, seek opportunities to provide technical assistance to transit agencies as they develop and implement new and more efficient systems to collect and process fares.

Q.12. *Transit Ridership.* Transit ridership has been steadily declining since 2014. Ridership plummeted as a result of the COVID pandemic falling 50 percent with some transit systems suffering more severe contractions in demand. According to Moody's, ridership may never return to prepandemic levels. Do you think that FTA and transit agencies should reevaluate capital plans in light of declining ridership?

A.12. The funding that Congress has provided to public transit agencies has been essential, given the declines in ridership and revenue caused by the COVID-19 pandemic. As public health conditions improve, transit ridership will no doubt increase, but it will be a while before we recover to prepandemic levels. If confirmed, I am committed to helping transit agencies build back better, not just return to the way things were before the pandemic. While the pandemic saw transit ridership drop significantly, bus ridership, especially in neighborhoods where essential workers live, remained relatively stable, highlighting the importance of public transit for essential workers and those who need access to health care, groceries, and more. While the changes of travel patterns as a result of the COVID pandemic may develop over a series of years, the need to improve access and quality of transportation services remains. FTA estimates that the transit state of good repair backlog exceeds \$105 billion and there are more than \$20 billion of expansion projects in the project pipeline. That is why President Biden

has proposed \$85 billion to modernize public transit as part of the American Jobs Plan.

Q.13. *FTA Capital Investment Grants.* Under Federal law, FTA reviews whether to give a capital investment grant to a transit agency based on six justification criteria, including environmental benefits, congestion relief, and cost effectiveness. Federal law requires that FTA “give comparable, but not necessarily equal, numerical weight to each of the [statutory project justification] criteria.” However, FTA’s policy is to give equal weight to the six project justification criteria. Will you continue FTA’s policy of assigning equal weight to each of the capital investment grant project justification criteria?

A.13. If confirmed, I am committed to continuing compliance with the statutory requirement to ensure comparable weight is given to the project justification criteria.

**RESPONSES TO WRITTEN QUESTIONS OF SENATOR CRAPO
FROM NURIA FERNANDEZ**

Q.1. In Idaho and in many other rural Western States, transit in small cities and rural areas are provided by very small agencies. It is often on demand service, not scheduled route service. The burden of any new regulations can fall heavily on an agency staffed by very few people and, potentially, increase regulatory compliance costs that can cut service.

How do you propose FTA should handle the different regulatory needs of rural and urban systems, and can you commit to carefully considering the differences between such systems when implementing regulations?

A.1. I recognize that a one-size-fits-all approach to regulations is not always necessary or advisable. If confirmed, I commit to carefully considering the differences between rural, small urban, and large urban systems when FTA issues regulations and look forward to working with you on this issue.

Q.2. Urban transit systems have often allowed themselves to fall into a state of disrepair and seeking Federal dollars to bring them into a state of good repair is not only fiscally irresponsible but takes away resources from rural communities, like those in Idaho.

How would you work to ensure that rural transit gets the resources it needs for those who are truly transit-dependent and is not overshadowed by large, urban systems?

A.2. People living in rural areas do not have the same mobility choices found in cities, which makes transit service in rural areas even more essential for folks who do not or cannot drive. Rural transit provides a lifeline of connectivity to older Americans who are aging in place, connects veterans to health care, and supports freedom of choice in where people live. If confirmed, I will work with FTA staff to ensure we communicate all FTA opportunities available for rural areas, including existing funding sources, best practices, and technical assistance, to ensure that these critical services have the financial and technical resources they need to fulfill their important mission.

Q.3. Do you agree that support for transit in rural States and areas is an essential part of the transit portion of surface transportation reauthorization?

A.3. Yes.

**RESPONSES TO WRITTEN QUESTIONS OF SENATOR DAINES
FROM NURIA FERNANDEZ**

Q.1. How can you translate the extensive urban system experience you have into addressing the needs of rural States and communities that have significantly different needs than what would be necessary in a more urban setting?

A.1. I understand and appreciate that people living in rural areas do not have the same mobility choices found in cities. From my prior years of service with FTA, I am keenly aware of the essential role of transit in rural States and communities and recognize that different needs exist. If confirmed, I will use my experience to ensure FTA adequately communicates all opportunities available for rural areas, including existing funding sources, best practices, and technical assistance. I will also look for additional ways FTA can work with Congress, State departments of transportation, and rural transit service providers to ensure that these essential services are available to keep people in rural areas connected.

Q.2. One complaint frequently noted about FTA is the complexity of regulatory reporting requirements. In some cases communities in my State have had to bring on additional staff just to handle paperwork related to these requirements. How can FTA work to reduce these onerous requirements so that rural communities are better able to put these resources to use?

A.2. I recognize that a one-size-fits-all approach to regulatory requirements is not always necessary or advisable. If confirmed, I commit to carefully consider the differences between rural, small urban, and large urban systems when FTA issues or revises regulations and look forward to working with you on this issue.

**RESPONSES TO WRITTEN QUESTIONS OF
SENATOR VAN HOLLEN FROM NURIA FERNANDEZ**

Q.1. *Question on Private Transit Providers.* In the Consolidated Appropriations Act, 2020 and again in the American Rescue Plan Act of 2021 (ARPA) Congress provided that the payroll and other expenses of private providers of public transportation are among the expenses for which COVID relief funds provided by Congress are to be directed. See, for example, section 3401 of ARPA. However, in some cases public transit agency recipients of these relief funds have not provided any assistance to the private providers of transportation offered under arrangements with those transit agencies, leaving the private operators to suffer significant COVID-related losses associated with providing public transportation under such arrangements. In at least one case, the transit agency has imposed a requirement that the private providers first become FTA sub-recipients and in another case the transit agency has imposed a requirement that a new contract must be in place.

Can you state your position on whether public transit agencies may properly withhold funds from private providers of public transportation for these or similar reasons in the face of Congress' clear intent that payroll and other expenses of these private provisions be covered by the relief funds? Would you be prepared to work with my office to resolve this inequity in the COVID relief programs administered by FTA?

A.1. As you stated, private providers of public transportation are eligible to receive COVID-19 supplemental funding from all three relief and rescue Acts. While the decision on how to use the COVID supplemental funding resides at the State and local level, FTA continues to award the funding in accordance with the law, prioritizing funding for payroll and operations for all public transit providers, including private providers of public transportation. If confirmed, I commit to work with your office to provide technical assistance to transit agencies and private providers with respect to the situations you have highlighted.

Q.2. *Question on Transit Workforce Training.* Transit agencies need highly skilled maintenance and operations workers, and closing this skills gap would help ensure transit safety and efficiency. Training workers in these occupations would also help create good paying, steady jobs.

I introduced the National Transit Frontline Workforce Training Act to establish a National Transit Frontline Training Center. The Center would award \$12 million in annual grants to nonprofits for transit career training programs and apprenticeships and establish national standards for transit maintenance and operations skills.

Ms. Fernandez, can you explain the importance of transit workforce training to the quality of service provided to riders across the country?

A.2. Creating high quality, American jobs is core to the Biden-Harris Administration's vision. Workforce development and training are deeply important issues to fulfilling that goal and are priorities for the Secretary and me. As new technologies develop, it is important that the transit workforce is prepared for these innovations, particularly to maintain quality of service. It is also important that current frontline transit workers be retained and retrained to be part of the transit of the future. Recently, FTA announced a \$5 million Notice of Funding Opportunity under the Technical Assistance and Workforce Development Program to establish a Transit Workforce Center (TWC) that supports public transit agencies' workforce development needs for all modes of public transit across urban, tribal, and rural entities. Additionally, as we expand the fleet of zero emission vehicles, it is important that the growth of these green technologies coincide with growing the skillset of the transit workforce, ensuring that maintenance workers are provided the opportunity to continue working on the vehicles of the future. FTA is committed to that mission, and when we announced the Notice of Funding Opportunity for the FY21 Low or No Emissions Vehicle Program, we included language prioritizing grant applications that included workforce development as part of their proposal. If confirmed, I will continue to ensure that FTA supports the training needs of the Nation's transit workforce and helps transit agencies

hire, train, and retain the diverse workforce needed for today and tomorrow.

Q.3. *Question on Red Line.* In Baltimore, we have urgent transit needs for those households that do not have access to a vehicle. A few years ago Governor Hogan opted to cancel the Red Line that the Baltimore metro area leaders spent 10+ years to get to a Full Funding Grant Agreement from the FTA. This was a historic loss and one we are still reeling from today.

Ms. Fernandez, how would you suggest Baltimore leaders prepare today to maximize the American Jobs Plan and our impending work to reauthorize the transit title as part of the surface authorization to ensure we fast track efforts to get back to the table of providing rapid transit connections between east and west Baltimore?

A.3. I am committed to working with you to ensure that all Americans have equitable access to safe, affordable, and smart transportation options. Equity is a cornerstone of President Biden's American Jobs Plan, which proposes to invest \$2 trillion to transform infrastructure, with \$85 billion targeted to modernize and expand public transportation to provide high-quality service in underserved areas and transit deserts. Equity is a cornerstone of the plan. Local leaders can prepare today by making key decisions concerning the planning and development of public transportation projects that provide critical community connections.

Q.4. Do you have any policy prescriptions to limit what we saw in Maryland—the cancellation of a project already vetted and approved by FTA—when a new person becomes Governor?

A.4. The Department and FTA do not have the authority to require States or local governments to develop particular transit projects. If confirmed, I stand ready to work with Maryland DOT, however, should the State decide to proceed with this or any other project.

Q.5. *Question on Red Line and Highway to Nowhere.* Background: In Baltimore we have the Highway to Nowhere—a road originally designed to be part of the interstate system, connecting to I-70 and the Beltway, it became a useless scar, a big gash, running through the western part of Baltimore City.

I'm glad to see President Biden's American Jobs Plan includes a provision to eliminate dated infrastructure like Baltimore's Highway to Nowhere. I've been fighting for this priority since last Congress. I was able to get a provision in the ATIA bill last Congress to create a new "Community Connectivity" pilot grant program within USDOT to provide funding to remove unnecessary infrastructure, like the "Highway to Nowhere", so that the space can be better utilized by the community.

The Red Line was planned to intersect with the Highway to Nowhere and was even documented as a potential "opportunity to correct" the longstanding barrier and historical wound to the neighborhood.

Ms. Fernandez, would you agree that removing unnecessary infrastructure like the Highway to Nowhere to free up space for transit—like the Red Line—is one way to address the long-term negative societal impacts of unnecessary infrastructure and also to im-

prove and expand transit in cities like Baltimore for those same people who were impacted by the structure to begin with?

A.5. The Biden–Harris administration has made a commitment to address major transportation inequities—including those caused by highways that divided Black and Brown communities. The American Jobs Plan includes \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects, including public transportation, increase opportunity, advance racial equity and environmental justice, and promote affordable access.

Q.6. *Question on Transit v. Highway Funding.* When it comes to Federal funds for highway and transit projects we have a situation here where the Federal match is more favorable for highway projects than transit projects.

Highway is 80 or 90 percent and Transit is 60 to 80 percent but we know, there are currently no Core Capacity or New Starts with Full Funding Grant Agreements or in the pipeline with a Federal share higher than 49.5 percent.

I think this creates an incentive for States to build more highway projects because their State funds can go further in this scenario.

This seems like a backwards policy if we want to expand our transit capacity at home here in Maryland and nationwide.

Baltimore's roads are largely built, however, its transit system is not competitive with its peer regions on the Northeast, it cannot connect residents to jobs or opportunities in a fast or reliable or frequent schedule. It also inadequately serves lower income residents, Black residents, and residents without access to vehicles, compounding generational inequities we have established through redlining and unfair housing policies.

Yet our current Federal program would have the State of Maryland and Baltimore metro further invest in our highways due to unjust funding allocations and treatments to matching funds when we compare the National Highway Performance Program (NHPP) and the FTA Capital Investment Program (CIG).

Allowing this continuation of the imbalance of the Federal programs, and high hurdles to fund and construct transit projects, will severely delay the ability for Baltimore, and many other metro areas throughout the U.S., from building truly game changing transit systems that can reduce the burden on the highway network, and further perpetuates Baltimore residents' inequitable access to opportunity and upward social movement for generations.

Do you believe the current funding allocation between highways and transit is equitable and just and should we increase the Federal match for transit to the same levels that highway projects receive?

A.6. Through the American Jobs Plan, the Biden–Harris administration is asking Congress to double Federal funding for transit and invest \$85 billion to modernize existing transit and help agencies expand service to meet rider demand. If confirmed, I am committed to working with you and your colleagues to realize President Biden's vision for a transformational investment in American infrastructure.

ADDITIONAL MATERIAL SUPPLIED FOR THE RECORD

LETTERS SUBMITTED IN SUPPORT OF NOMINEE ADRIANNE TODMAN



April 30, 2021

The Honorable Sherrod Brown
Chairman
Senate Committee on Banking,
Housing, and Urban Affairs

The Honorable Pat Toomey
Ranking Member
Senate Committee on Banking,
Housing and Urban Affairs

RE: The Nomination of Adrienne Todman to be Deputy Secretary of the U.S. Department of Housing and Urban Development

The below listed members of the A Call to Invest in Our Neighborhoods (ACTION) Campaign's Steering Committee wish to express our support for Adrienne Todman's nomination to become Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD).

The ACTION Campaign is a coalition of over 2,400 national, state, and local organizations and businesses working to address our nation's severe shortage of affordable rental housing by protecting, expanding, and strengthening the Low-Income Housing Tax Credit (Housing Credit). The ACTION Campaign Steering Committee is comprised of national organizations representing all aspects of the affordable housing community, including state and local governments and agencies, nonprofit and for-profit affordable housing developers, Housing Credit syndicators, tenant advocates, and Public Housing organizations.

The Housing Credit is our nation's primary tool for encouraging private investment in affordable rental housing. It is responsible for nearly all of the affordable housing built and preserved across the country today. The vast majority of Housing Credit developments also rely on some level of HUD resources to fill financing gaps and/or provide project-based rental assistance. The Housing Credit has also been instrumental to HUD's Rental Assistance Demonstration (RAD) program and the recapitalization and preservation of other HUD-financed properties.

The National Association of Housing and Redevelopment Officials, which Ms. Todman currently leads, is a member of the ACTION Campaign Steering Committee, and Ms. Todman has long been involved in ACTION's advocacy work. She has a strong track record and impeccable experience working on affordable housing issues, including those related to the Housing Credit. She understands the nexus between the Housing Credit and HUD programs. Ms. Todman's expertise would be a tremendous asset for HUD.

We wholeheartedly endorse her nomination and encourage you to soon schedule a Committee vote.

Sincerely,

ACTION Campaign Co-Chairs
Enterprise Community Partners
National Council of State Housing Agencies

ACTION Campaign Steering Committee Members
Affordable Housing Tax Credit Coalition
Council of Large Public Housing Authorities
CSH



Housing Advisory Group
 Housing Partnership Network
 LeadingAge
 Local Initiatives Support Corporation/National Equity Fund
 National Association of Affordable Housing Lenders
 National Association of Local Housing Finance Agencies
 National Association of State and Local Equity Funds
 National Housing and Rehabilitation Association
 National Housing Conference
 National Housing Trust
 National Multifamily Housing Council
 Stewards of Affordable Housing for the Future
 Volunteers of America



April 21, 2021

The Honorable Sherrod Brown
Chairman
U.S. Senate Committee on Banking,
Housing and Urban Affairs
SD-534 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Brown:

The Columbus Metropolitan Housing Authority is writing in support of the nomination of Adrienne Todman to be Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD).

Ms. Todman is currently the Chief Executive Officer of the National Association of Housing and Redevelopment Officials (NAHRO). Before joining NAHRO, Ms. Todman served as the Vice President of the Council of Large Public Housing Authorities (CLPHA) Board of Directors, and as the Executive Director of the District of Columbia Housing Authority (DCHA). Ms. Todman served in several career positions at HUD, including as a policy aide in the Office of Public and Indian Housing and as a manager of a grant competition program that focused on the redevelopment of distressed public housing sites. Subsequently, Ms. Todman worked in the Office of the Secretary where she worked with staff across HUD's programs on policy solutions and streamlining implementation. She also served as a legislative director in then-Congressman Ron de Lugo's office, a long-serving delegate representing the U.S. Virgin Islands where she was born and raised.

Ms. Todman is widely recognized for her accomplishments in the affordable housing industry. She has shown a dedication to housing and community development throughout her many years of service. Her previous tenure at HUD provides her with a great understanding of both the department as well as its programs, and her work at CLPHA, DCHA and NAHRO helps to provide her with a local on-the-ground perspective of HUD programs at work.

HUD needs effective leadership at the department and having a Deputy Secretary with such broad experience could not be more critical. We urge you to move Ms. Todman's nomination forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Hillman", with a long, sweeping horizontal line extending to the right.

Charles D. Hillman
President & CEO

cc: The Honorable Patrick Toomey, Ranking Member, Senate Banking Committee



400 North Columbus Street
Suite 203
Alexandria, VA 22314
(703) 683-8630
(703) 683-8634 FAX
www.nahma.org

April 21, 2021

The Honorable Sherrod Brown
Chairman
U.S. Senate Committee on Banking, Housing, and Urban Affairs

The Honorable Patrick Toomey
Ranking Member
U.S. Senate Committee on Banking, Housing, and Urban Affairs

Dear Chairman Brown and Ranking Member Toomey,

The National Affordable Housing Management Association (NAHMA) is writing in support of the nomination of Adrienne Todman to be Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD).

As an affordable housing industry partner, Ms. Todman is currently the Chief Executive Officer of the National Association of Housing and Redevelopment Officials (NAHRO). Before joining NAHRO, Ms. Todman served as the Executive Director of the District of Columbia Housing Authority (DCHA) and served in several career positions at HUD. Ms. Todman is broadly recognized for her accomplishments in the affordable housing industry. She has demonstrated an unwavering commitment to housing and community development throughout her many years of service. NAHMA believes she possess the ideal breadth of experience to help HUD Secretary Fudge lead the agency at this critical time. Her experience at HUD and across the affordable housing industry provides a great understanding of both the department as well as its programs. We urge you to move Ms. Todman's nomination forward.

About NAHMA

NAHMA is the leading voice for affordable housing management, advocating on behalf of multifamily property managers and owners whose mission is to provide quality affordable housing. NAHMA supports legislative and regulatory policy that promotes the development and preservation of decent and safe affordable housing, is a vital resource for technical education and information and fosters strategic relations between government and industry. NAHMA's membership represents 75 percent of the affordable housing management industry, and includes its most distinguished multifamily owners and management companies.

Thank you for your leadership and we look forward to partnering with you to address the nation's affordable housing challenges. Please contact Larry Keys at 703-683-8630 x 111 or lkeys@nahma.org, or myself, for additional information.

Sincerely,

Kris Cook, CAE
Executive Director

**Board of Directors**

May 3, 2021

Executive Board

Brian Yaworsky, President
Executive Director
Housing Authority of the County of Beaver

The Honorable Sherrod Brown, Chairman
United States Senate Committee on Banking, Housing and Urban Affairs

Danielle Powell, First Vice-President
Executive Director
Wyoming County Housing
& Redevelopment Authorities

The Honorable Patrick J. Toomey, Ranking Member
United States Senate Committee on Banking, Housing and Urban Affairs

Steven Fischer, Second Vice-President
Executive Director
Chester Housing Authority

The Honorable Tina Smith, Majority Member
United States Senate Committee on Banking, Housing and Urban Affairs

Alicia Zazera, Treasurer
Executive Director
Carbondele Housing Authority

The Honorable Mike Rounds, Minority Member
United States Senate Committee on Banking, Housing and Urban Affairs

Daniel Farrell, Secretary
Executive Director
Allentown Housing Authority

Dear Senators:

Tanya Mitchell Weston, Member
Chief Executive Officer
Housing Authority of the County of Warren

RE: Appointment of Adrienne Todman as HUD Deputy Secretary

Barbara Wilson, Member
Executive Director
Lancaster City Housing Authority

On behalf of the Board of Directors and the membership of the Pennsylvania Association of Housing and Redevelopment Agencies (PAHRA), we hereby express our strong support for the appointment of Adrienne Todman as HUD Deputy Secretary.

Board Members

Penny Campbell, Executive Director
Clarion County Housing Authority

PAHRA consists of 200 housing and redevelopment authorities, community development and non-profit organizations, and related affiliate members within the Commonwealth of Pennsylvania.

Renee Daly, Executive Director
Redevelopment Authority
of Cambria County

William Lisak, Executive Director
Housing Authority of the City of Pittston

Ms. Todman possesses credentials that comprise a most unique skill set, including experience at the national, state, and local levels. She is experienced with governmental, legislative, regulatory, policy, and administrative facets of the housing industry; understands the needs of a full spectrum of urban, suburban, rural, minority, and other less represented populations, making Ms. Todman the ideal candidate for such an important position, especially as our country is poised on the precipice of an affordable housing crisis.

Denise G. Miller, Executive Director
Snyder County Housing Authority

Holly Nagey, Executive Director
Mercer County Housing Authority

Ken Pick, Executive Director
Berks County Redevelopment Authority

Martha Robbins, Executive Director
Redevelopment Authority of the
County of Monroe

Mark Yauger, Executive Director
Fayette County Housing Authority

In partnership with Secretary Fudge, Ms. Todman's diverse housing experience, depth and breadth of knowledge could provide the opportunity to bring about transformative change within the housing industry. We urge you to support Ms. Todman's prompt appointment and confirmation.

Immediate Past President

Joseph T. Kohrt, Executive Director
Wayne County Housing Authority

Sincerely,

Ex Officio Affiliate Member

Alex Kline, Senior Vice-President
Duncan Financial Group

Secretariat

Kelly L. Hicks, Executive Director
Kevin J. Bartko, Director of Operations
Pennsylvania Housing Resources, LLC

Brian L. Yaworsky
President



May 10, 2021

The Honorable Sherrod Brown
Chairman
U.S. Senate Committee on Banking,
Housing and Urban Affairs
SD-534 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Brown:

The California Association of Housing Authorities (CAHA) is a statewide organization that represents over 100 public housing authorities throughout the State of California. Our organization is writing in support of the nomination of Adrienne Todman to be Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD) and to request a swift confirmation.

As the current Chief Executive Officer of the National Association of Housing and Redevelopment Officials (NAHRO), Ms. Todman brings a wealth of accomplishments and experience in affordable housing. Before joining NAHRO, Ms. Todman served as the Vice President of the Council of Large Public Housing Authorities (CLPHA) Board of Directors, and as the Executive Director of the District of Columbia Housing Authority (DCHA). Ms. Todman served in several career positions at HUD, including as a policy aide in the Office of Public and Indian Housing and as a manager of a grant competition program that focused on the redevelopment of distressed public housing sites. Subsequently, Ms. Todman worked in the Office of the Secretary where she worked with staff across HUD's programs on policy solutions and streamlining implementation.

Ms. Todman is an accomplished and dedicated leader within the affordable housing industry with crucial experience running a housing authority. Ms. Todman's previous tenure leading DCHA provides her with a local on-the-ground perspective of the specific needs of housing authorities in executing HUD's programs. Furthermore, she offers a breadth of experience in affordable housing and community development departments, policy, and programs gained during her time with CLPHA, HUD, and NAHRO.

HUD needs department leadership with broad experience in affordable housing, and having a Deputy Secretary with experience leading a housing authority could not be more critical. On behalf of CAHA, I thank you for your consideration and urge you to support and swiftly confirm Ms. Todman.

Sincerely,

Suket Dayal

Suket Dayal
President
California Association of Housing Authorities

cc: The Honorable Patrick Toomey, Ranking Member, Senate Banking Committee



Council of Large Public Housing Authorities
 455 Massachusetts Avenue, NW, Suite 425
 Washington, DC 20001-2621
Executive Director: Sunia Zatterman
phone: 202.638.1300 | **fax:** 202.638.2364
web: www.clpha.org

April 21, 2021

The Honorable Sherrod Brown
 Chairman
 U.S. Senate Committee on Banking,
 Housing and Urban Affairs
 SD-534 Dirksen Senate Office Building
 Washington, DC 20510

Dear Chairman Brown:

The Council of Large Public Housing Authorities is writing in support of the nomination of Adrienne Todman to be Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD).

Ms. Todman is currently the Chief Executive Officer of the National Association of Housing and Redevelopment Officials (NAHRO). Before joining NAHRO, Ms. Todman served as the Vice President of the Council of Large Public Housing Authorities (CLPHA) Board of Directors, and as the Executive Director of the District of Columbia Housing Authority (DCHA). Ms. Todman served in several career positions at HUD, including as a policy aide in the Office of Public and Indian Housing and as a manager of a grant competition program that focused on the redevelopment of distressed public housing sites. Subsequently, Ms. Todman worked in the Office of the Secretary where she worked with staff across HUD's programs on policy solutions and streamlining implementation. She also served as a legislative director in then-Congressman Ron de Lugo's office, a long-serving delegate representing the U.S. Virgin Islands where she was born and raised.

Ms. Todman is widely recognized for her accomplishments in the affordable housing industry. She has shown a dedication to housing and community development throughout her many years of service. Her previous tenure at HUD provides her with a great understanding of both the department as well as its programs, and her work at CLPHA, DCHA and NAHRO helps to provide her with a local on-the-ground perspective of HUD programs at work.

HUD needs effective leadership at the department, and having a Deputy Secretary with such broad experience could not be more critical. We urge you to move Ms. Todman's nomination forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sunia Zatterman', is written over a light blue horizontal line.

Sunia Zatterman
 Executive Director

cc: The Honorable Patrick Toomey, Ranking Member, Senate Banking Committee



April 27, 2021

The Honorable Sherrod Brown
Chairman
Senate Committee on Banking,
Housing, and Urban Affairs

The Honorable Pat Toomey
Ranking Member
Senate Committee on Banking,
Housing, and Urban Affairs

Re: Support for Confirmation of President Biden's Nomination of **Adrianne Todman** to be Deputy Secretary of the U.S. Department of Housing and Urban Development.

Dear Chairman Brown and Ranking Member Toomey,

I write on behalf of Enterprise Community Partners, a national nonprofit working to address America's affordable housing crisis, in support of President Biden's nomination of Adrianne Todman as Deputy Secretary for the Department of Housing and Urban Development (HUD). As a seasoned housing expert, Ms. Todman truly knows how to make progress on housing issues.

Ms. Todman has an extensive background in housing and community development having worked in several distinguished roles at organizations with missions similar to HUD's. She previously served as the Executive Director of the District of Columbia Housing Authority (DCHA), managed various programs at HUD, and is currently the CEO of the National Association of Housing and Redevelopment Officials (NAHRO). Additionally, she has also represented the U.S. Virgin Islands, serving as the legislative director in former Congressman Ron de Lugo's office.

I have known Ms. Todman for more than a decade. Her years of experience working to revitalize public housing sites and helping to implement national policy to advance affordable housing make her an ideal candidate for the role. She has proven that she can balance the desire to innovate with the need to comply with law and regulations, while keeping her teams motivated. At this time when Americans need HUD more than ever to efficiently administer funds to combat homelessness and spur recovery from the economic impacts of the pandemic, if confirmed, Ms. Todman will roll up her sleeves and bring her collaborative spirit and strong leadership skills to move the agency forward.

A large portion of HUD's budget most years goes to disaster recovery. As a native of the U.S. Virgin Islands, Ms. Todman well knows the challenges brought by not only natural disasters but the challenges that communities face during recovery and rebuilding. She would bring great perspective to the administration and oversight of the Community Development Block Grant-Disaster Recovery (CDBG-DR) funds.

We hope to see Adrienne Todman's nomination brought up for a Committee vote soon as we strongly believe she has the expertise and knowledge to take on that role and that HUD needs to fill out its leadership positions expeditiously to best serve the country.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. McFadden', with a stylized flourish at the end.

Marion Mollegen McFadden
SVP for Public Policy, Enterprise Community Partners

cc: Stanley Hardy & Elie Greenbaum



May 10, 2021

The Honorable Sherrod Brown
Chairman
U.S. Senate Committee on Banking, Housing, and
Urban Affairs
534 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable Pat Toomey
Ranking Member
U.S. Senate Committee on Banking, Housing, and
Urban Affairs
534 Dirksen Senate Office Building
Washington, D.C. 20510

Dear Chairman Brown and Ranking Member Toomey,

On behalf of the manufactured housing industry, the Manufactured Housing Institute (MHI) supports the nomination of Ms. Adrienne Todman to be Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD). MHI believes that Mrs. Todman is an ideal choice for this critical position, and we urge you to move her confirmation process forward.

MHI is the only national trade association that represents every segment of the factory-built housing industry. Our members include builders, suppliers, retail sellers, lenders, installers, community owners, community managers, and others who serve our industry, as well as 48 affiliated state organizations. Today, approximately 22 million people live in manufactured homes. In 2020, our industry produced close to 95,000 homes, which accounted for approximately nine percent of new single-family home starts. Today, MHI represents almost 85 percent of all manufactured homes produced.

Ms. Todman has extensive experience and a vast knowledge of the affordable housing industry. Before assuming her current position as the Chief Executive Officer of the National Association of Housing and Redevelopment Officials, Ms. Todman served as the Executive Director of the District of Columbia Housing Authority (DCHA) and in several career positions at HUD. During her tenure at HUD, she managed a \$500 million grant competition program that focused on the redevelopment of distressed public housing site and in the Office of the Secretary where she worked with staff across HUD's programs on policy solutions and streamlining implementation.

Ms. Todman's dedication to ensuring affordable housing opportunities for Americans seeking the dream of homeownership, and her previous work at HUD, provides her with a great understanding of both the department as well as its programs, and gives her a unique vantage point of federal housing policy issues. MHI supports the swift confirmation of Ms. Todman as Deputy Secretary of HUD.

Sincerely,

Lesli Gooch, Ph.D.
Chief Executive Officer

1655 Fort Myer Drive, Suite 200, Arlington, VA 22209
(703) 558-0400 | info@mthome.org
www.manufacturedhousing.org



MIDDLE ATLANTIC REGIONAL COUNCIL-NAHRO

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(202) 580-7201 Fax (202) 289-4961

April 22, 2021

The Honorable Sherrod Brown
Chairman
Banking, Housing and Urban Affairs Committee
United States Senate
Washington, DC 20510

The Honorable Patrick J. Toomey
Ranking Member
Banking, Housing and Urban Affairs Committee
United States Senate
Washington, DC 20510

The Honorable Tina Smith
Majority Member
Banking, Housing and Urban Affairs Committee
Washington, DC 20510

The Honorable Mike Rounds
Minority Member
Banking, Housing and Urban Affairs Committee
Washington, DC 20510

Dear Senators:

Re: Support for Appointment of Adrienne Todman as HUD Deputy Secretary

On behalf of the Executive Board and members of the Middle Atlantic Regional Council of the National Association of Housing and Redevelopment Officials (MARC NAHRO), it is with the highest enthusiasm that I am proud to write in strong support of the appointment of Adrienne Todman as HUD Deputy Secretary.

MARC NAHRO consists of New York, New Jersey, Pennsylvania, Delaware, Maryland, Puerto Rico, the Virgin Islands, and the headquarters of national NAHRO, Washington D.C.

Ms. Todman is the right person at the right time for the position of Deputy Secretary. This is demonstrated by her managerial expertise as CEO of the National Association of Housing and Redevelopment Officials (NAHRO). Ms. Todman is in the unique position to understand and to articulate the needs of not only the public housing agencies in our membership, also, the needs of the clients we serve. Housing is not "one size fits all," and Ms. Todman's experience as CEO alone sets her apart to understand urban, suburban and rural housing needs, including the resources needed by our Native American partners.

To add to Ms. Todman's qualifications is her vast knowledge of the affordable housing industry through her previous experience at HUD as a policy aide in both the Office of Public and Indian Housing and the Office of the Secretary. Additionally, Ms. Todman's experience as executive director of the District of Columbia Housing Authority gives her a unique perspective that encompasses the entire affordable housing spectrum.

John T. Mahon, President; Kathryn L. Walter, Senior VP; Gina Gibson, Secretary; Robin Senss, Treasurer; Dorothy Carty-Daniel, VP Commissioners; Stacy Spann, VP CR&D; Lanita Hillen, VP Housing; Don Bibb, VP IRGE; Gary J. Centinaro, VP Member Services; Eric Brown, VP Professional Development
e-mail: marc@nahro.org web site: www.marcnahro.org

Senators
April 22, 2021
Page 2

Ms. Todman will not require a learning curve on policy, procedures or issues due to her demonstrated proficiency as a houser, advocate, and leader in the affordable housing sector.

Ms. Todman's wide range of experience is evidence that she is the ideal candidate for the position of Deputy Secretary. Ms. Todman will be an invaluable asset to Secretary Fudge, HUD, the affordable housing industry and most importantly, the clients we serve by providing a decent, safe and affordable place to live.

On a personal note, Ms. Todman has been a tremendous source of counsel, clarity and information during my tenure as regional president and prior as housing committee chair. Ms. Todman's superior communication skills also need to be included among attributes that make her a distinctively qualified candidate for Deputy Secretary.

As a Regional Council of NAHRO, we believe Ms. Todman's presence, alongside that of Secretary Fudge, can position HUD to be a transformative partner in the affordable housing crisis, and, in the strongest terms, we urge you to support Ms. Todman's prompt appointment and confirmation.

Respectfully,

A handwritten signature in black ink, appearing to read "John Mahon", written in a cursive style.

John T. Mahon
Regional President

MTW Collaborative

455 Massachusetts Avenue, NW, Suite 425
Washington DC 20001-2621



April 21, 2021

Senator Sherrod Brown
Chairman
U.S. Senate Committee on Banking, Housing, and Urban Affairs
534 Dirksen Senate Office Building
Washington, D.C. 20510

Senator Patrick J. Toomey
Ranking Member
U.S. Senate Committee on Banking, Housing, and Urban Affairs
534 Dirksen Senate Office Building
Washington, D.C. 20510

Re: MTW Collaborative support for Adrienne Todman's nomination

Dear Chairman Brown and Ranking Member Toomey,

The MTW Collaborative, which advocates on behalf of Moving to Work (MTW) public housing agencies (PHAs) across the country, wishes to offer our strong support for the nomination of Adrienne Todman as Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD).

Ms. Todman has a successful track record in affordable housing and community development policies, program management, and leading large, mission-driven organizations. She recently served as the Chief Executive Officer of the National Association of Housing and Redevelopment Officials, representing 20,000 housing and community development agencies serving people in the nation's urban, suburban, and rural communities. Her relevant experience also includes Executive Director of the District of Columbia Housing Authority, an MTW PHA. Additionally, she has direct knowledge of HUD operations, having served in several career roles at the agency.

Ms. Todman's expertise with PHAs and the MTW program also makes her well-positioned to lead efforts to bolster innovation and increase affordable housing throughout the nation. The COVID-19 pandemic and its economic effects have demonstrated how critical it is for Federal resources to allow for tailored solutions responsive to local conditions. The MTW program gives housing authorities increased flexibility and the opportunity to use Federal dollars more efficiently. MTW PHAs design and implement local solutions that allow residents to become more self-sufficient and increases housing choices for low-income families. Ms. Todman is

MTW Collaborative

455 Massachusetts Avenue, NW, Suite 425
Washington DC 20001-2621



deeply familiar with the value that the MTW program brings, and she would leverage policies that are pragmatic and effective.

On behalf of the MTW Collaborative and MTW PHAs, I thank you for considering our support for Adrienne Todman's nomination as HUD Deputy Secretary. Please feel free to contact me with any questions regarding Ms. Todman's candidacy.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tracey Scott".

Tracey Scott
President, MTW Collaborative
Chief Executive Officer, Chicago Housing Authority



National Association of Housing and Redevelopment Officials
630 Eye Street NW, Washington DC 20001-3736
(202) 289-3500 Toll Free: (877) 866-2476 Fax: (202) 289-8181

April 23, 2021

The Honorable Sherrod Brown
Chairman, U.S. Senate Committee on Banking, Housing and Urban Affairs
534 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable Pat Toomey
Ranking Member, U.S. Senate Committee on Banking, Housing and Urban Affairs
248 Russell Senate Office Building
Washington, D.C. 20510

Dear Chairman Brown and Ranking Member Toomey:

The Board of Governors of the National Association of Housing and Redevelopment Officials (NAHRO) is writing in enthusiastic support of the nomination of Adrienne Todman to serve as Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD). Adrienne's exceptional leadership and management skills, deep knowledge of both affordable housing policy and practice, extensive cross-sector experience, and strong relationships with stakeholders nationwide make her an outstanding candidate for HUD Deputy Secretary.

NAHRO is proud to be the nation's leading association representing the public and affordable housing industry and community development agencies. We represent 2,300 agencies from across the United States, and more than 20,000 housing and community development professionals who are on the front lines of providing housing and services to our most vulnerable low-income persons, including seniors, persons with disabilities, families with children, veterans, the homeless, victims of domestic violence, and foster youth. Thanks to Adrienne's determination and hard work, NAHRO has widened and deepened its impact throughout her tenure.

As NAHRO's CEO, Adrienne has been a fearless and effective leader, spearheading our efforts to modernize our approach to serve more of our nation's most vulnerable populations. Based on her own deep experience leading housing agencies, Adrienne has advanced programs and initiatives at NAHRO that help member agencies develop and expand programs, assist more who are in need, strengthen operations, and ensure financial integrity and transparency. She has worked to ensure that agencies are nimble and able to meet the needs our nation has faced from the pandemic, including through eviction prevention and emergency rental assistance programs. And, knowing that housing alone will not lead to self-sufficiency, she has worked to develop bold, collaborative partnerships with leaders in education, job training, health care, transportation and digital inclusion, ensuring that we meet our most vulnerable neighbors where they are and where their needs are greatest.

Throughout her career, Adrienne has excelled in the work she has done in the public policy arena and as a housing practitioner. Before coming to NAHRO, she served as the executive director of the District of Columbia Housing Authority (DCHA), rebuilding and transforming the agency, and restoring its reputation as an industry leader. Adrienne previously served at HUD in the Office of Public and Indian Housing, and in the Office of the Secretary, where she gained a deep knowledge of HUD operations. She has also served as the legislative director for former Congressman Ron de Lugo (VI). Adrienne's

President: Sunny Shaw, CME, C-PHM; Senior Vice President: Patricia S. Wells, CME, VP-Housing; Lisa Ann Garcia, CME, CMVO;
VP-Member Services: Denise Johnson, VP-Budget and Administration: Cliff Martin, CME, CMPO, SPHM, PHM; VP-Commissioners: Karina Mason Rorris, NCC;
VP-Community Revitalization and Development: Stacy L. Spain, VP-Professional Development: Sally Shang, CMVO, CRFBV;
VP-International Research and Global Exchange: Alan Zalk, SPHM, PHM; Chief Executive Officer: Adrienne Todman

e-mail: naхро@naхро.org

website: www.naхро.org

Twitter: @NAHROnline

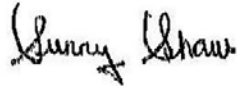
current service on the Brookings Institution's Health and Economic Mobility policy group and the Urban Institute's Renters and Rental Market Crisis working group also speak to her deep familiarity and engagement with national housing policy.

Adrienne is a housing professional -- a "houser" -- to her core. She understands the complex dynamics of housing policy, finance, and programs, and she has been committed to creating stronger, healthier, and more equitable communities throughout her career. And at every step of the way, Adrienne has proven to have unique skills in managing complex operations, demonstrating strong financial governance and controls, a commitment to accountability and compliance and integrity, and respect for colleagues and other career professionals working in the field.

As an association, we are sad to lose Adrienne, but thrilled to see such a qualified and experienced leader given the opportunity to serve our country. She is a unique and excellent choice for the position of HUD Deputy Secretary. At a time when so many in our nation are at risk, we urge you to move her nomination and confirmation forward as quickly as possible.

Thank you for your consideration.

Respectfully submitted,

A handwritten signature in black ink that reads "Sunny Shaw". The signature is written in a cursive, flowing style.

Sunny Shaw
2019-2021 NAHRO President



NJ CHAPTER OF THE NATIONAL ASSOCIATION OF HOUSING &
REDEVELOPMENT OFFICIALS

20 Marin Lane
Manahawkin, NJ 08050

April 26, 2021

The Honorable Sherrod Brown
Chairman
Banking, Housing and Urban Affairs Committee
United States Senate
Washington, DC 20510

The Honorable Patrick J. Toomey
Ranking Member
Banking, Housing and Urban Affairs Committee
United States Senate
Washington, DC 20510

The Honorable Tina Smith
Majority Member
Banking, Housing and Urban Affairs Committee
United States Senate
Washington, DC 20510

The Honorable Mike Rounds
Minority Member
Banking, Housing and Urban Affairs Committee
United States Senate
Washington, DC 20510

Dear Senators:

Re: Support for Appointment of Adrienne Todman as HUD Deputy Secretary

On behalf of the Executive Board and members of the NJ Chapter of the National Association of Housing and Redevelopment Officials (NJNAHRO), it is with great pleasure and enthusiasm that I write this letter to support the appointment of Adrienne Todman as HUD Deputy Secretary.

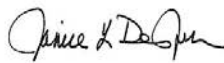
Ms. Todman's accomplishments in the affordable housing industry have provided her with a wide range of experience which enables her to address the impending issues in the housing industry. Her tenure as the Executive Director of the District of Columbia Housing Authority gives her the knowledge of what these agencies require on the local level in order to efficiently serve low income residents. That experience, coupled with her position as CEO of the National Association of Housing and Redevelopment Officials (NAHRO) gives her not only a "hands on" approach but also the opportunity to have the knowledge, contacts and expertise on a much broader scale in order to implement beneficial policies and advocate nationwide to really make a difference.

April 26, 2021
Page 2

As the current President of NJNAHRO, I can also inform you that Ms. Todman has been accommodating in attending our conferences when invited to share information with our attendees.

The appointment of Ms. Todman would be advantageous to not only to the Department of Housing and Urban Development, but also to the residents which we serve. I urge you to support this appointment and confirmation.

Sincerely yours,



Janice L. DeJohn, President
NJNAHRO

CC: Andrew Rothe @ andrew_rothe@rounds.senate.gov
Jason Nerlander @ jason_nerlander@rounds.senate.gov
Beth Cooper @ beth_cooper@banking.senate.gov
Stanley Hardy @ stanley_hardy@banking.senate.gov
Elie Greenbaum @ elie_greenbaum@banking.senate.gov
Caroline Hunsicker @ caroline_hunsicker@smith.senate.gov



NATIONAL LOW INCOME HOUSING COALITION

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Eagle Butte, SD
Mindy Woods
Seattle, WA

Founded in 1974 by
Cushing N. Dolbear

May 7, 2021

The Honorable Sherrod Brown
Committee on Banking, Housing,
and Urban Affairs
United States Senate
Washington, DC

The Honorable Pat Toomey
Committee on Banking, Housing,
and Urban Affairs
United States Senate
Washington, DC

To Chairman Brown, Ranking Member Toomey, and Members of the
Committee:

On behalf of the National Low Income Housing Coalition, I write in support of Adrienne Todman's nomination as Deputy Secretary for Housing and Urban Development (HUD) and urge the Senate to confirm her quickly. Ms. Todman has demonstrated a commitment to affordable housing and equitable development throughout her career. Her expertise will no doubt have an immediate positive impact as she works with Secretary Marcia Fudge to rebuild HUD and achieve the agency's critical mission in creating strong, sustainable, inclusive communities, and quality affordable homes for all.

The National Low Income Housing Coalition (NLIHC) is solely dedicated to achieving socially just public policy that ensures people with the lowest incomes in the United States have affordable, accessible, and decent homes. NLIHC members include state and local affordable housing coalitions, residents of public and assisted housing, nonprofit housing providers, homeless service providers, fair housing organizations, researchers, faith-based organizations, public housing agencies, private developers and property owners, local and state government agencies, and concerned citizens. While our members include the spectrum of housing interests, we do not represent any segment of the housing industry. Rather, we work on behalf of and with low-income people who receive federal housing assistance and those in need of it, especially extremely low-income people and people experiencing homelessness.

Deputy Secretary-designate Todman will be supporting HUD Secretary Fudge and helping lead HUD during a crucial time in the United States that is filled with historical challenges. The coronavirus pandemic has caused extraordinary hardship for the nation's lowest-income renters and people experiencing homelessness.

Dedicated solely to achieving socially just public policy that assures people with the lowest incomes in the United States have affordable and decent homes

1000 Vermont Avenue, NW, Suite 500, Washington, D.C. 20005 | tel: 202.662.1530 | fax: 202.393.1973 | www.nlihc.org

Millions of families are at risk of evictions when the CDC eviction moratorium expires and communities around the nation continue to struggle even as we begin to recover. Immediate action is needed to get and keep the lowest income and most marginalized people stably housed.

Deputy Secretary-designate Todman will bring years of housing and community development experience from her extensive career in the field to address these issues head-on and help create the meaningful change needed for short- and long-term recovery. I urge the Senate to quickly confirm Deputy Secretary-designate Todman so she can work with Secretary Fudge and President Biden to realize the President's vision of housing as a human right.

Sincerely,

A handwritten signature in cursive script, reading "Diane Yentel".

Diane Yentel
President and CEO



May 7, 2021

A Joint Powers Agency

MEMBERS

City of Sacramento

County of Sacramento

Housing Authority of the
City of Sacramento

Housing Authority of the
County of Sacramento

The Honorable Sherrod Brown
Chairman
U.S. Senate Committee on Banking,
Housing and Urban Affairs
SD-534 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Brown:

The Sacramento Housing and Redevelopment Agency (SHRA) is writing in support of the nomination of Adrienne Todman as Deputy Secretary of the U.S. Department of Housing and Urban Development (HUD).

Ms. Todman is a recognized leader within the affordable housing industry with a breadth of experience across affordable housing and community development departments and programs. Ms. Todman brings national affordable housing experience having worked with HUD, professional housing and policy organizations while also understanding the on-the-ground realities of running a local housing authority given her experience as Executive Director at the District of Columbia Housing Authority.

Ms. Todman has done an excellent job as the current Chief Executive Officer of the National Association of Housing and Redevelopment Officials (NAHRO). In her current role, she leads the largest professional organization of housing professionals throughout the country and understands the complexity of housing underserved residents in numerous diverse housing markets.

Ms. Todman brings a wealth of accomplishments and experience in affordable housing. Before joining NAHRO, Ms. Todman served as the Vice President of the Council of Large Public Housing Authorities (CLPHA) Board of Directors and is well respected among her peers. Ms. Todman has experience working at HUD and served in several career positions which focused on policy, implementation, and the redevelopment of public housing.

Ms. Todman as the Deputy Secretary of HUD would be a critical bridge to Housing Authorities and her skills, experience and knowledge makes her an outstanding candidate to join the executive leadership team at HUD. We urge you to support and swiftly confirm Ms. Todman.

Sincerely,



LaShelle Dozier
Executive Director

cc: The Honorable Patrick Toomey, Ranking Member, Senate Banking Committee



Sacramento Housing & Redevelopment Agency 801 12th Street, Sacramento, CA 95814
(916) 444-9210 | TTY 711 | www.shra.org





April 19, 2021

United States Senate Committee on
Banking, Housing and Urban Affairs
Chairman Brown
Ranking Member Toomey
534 Dirksen Senate Office Building
Washington, D.C. 20510

Dear Chairman Brown and Ranking Member Toomey:

NOMINATION OF ADRIANNE TODMAN AS HUD DEPUTY SECRETARY

The Los Angeles County Development Authority (LACDA) supports President Joe Biden's nomination of Adrienne Todman as Deputy Secretary for the U.S. Department of Housing and Urban Development (HUD). We urge you to advance her nomination to the full Senate.

Ms. Todman currently serves as the Chief Executive Officer of the National Association of Housing and Redevelopment Officials (NAHRO) and would bring years of affordable housing and community development experience and knowledge to HUD. During her tenure, Ms. Todman has focused on creating a member-centric culture at NAHRO, raising the profile of the critical work undertaken by housing professionals, and advocating for funding and common-sense policy development that preserves and develops affordable housing, and helps families and communities thrive.

Over the years, the LACDA has worked closely with Ms. Todman and we have witnessed her commitment to ensuring fair housing for all and advocating for the most vulnerable and underserved communities across the nation. Working alongside Secretary Marcia Fudge, Ms. Todman would ensure that many needy families are able to secure stable housing, reach self-sufficiency, and even achieve the American dream of homeownership.

Thank you in advance for your support.

Sincerely,

EMILIO SALAS
Executive Director



lacda.org

Administrative Office
700 West Main Street, Alhambra, CA 91801
Tel: (626) 262-4511 TDD: (626) 943-3898



Executive Director: Emilio Salas
Commissioners: Hilda L. Solis, Holly J. Mitchell, Sheila Kuehl, Janice Hahn, Kathryn Barger



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Washington, D.C. 20001
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Orlando, FL

Vice President
Thomas E. Lewis, Esq.
Merced, CA

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Tampa, FL

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Washington, D.C.

Kathie Soroka, Esq.
New York, NY

Adrianne Todman
Washington, D.C.

CEO & General Counsel
Lisa L. Walker, Esq.

Director of Administration
Timothy P. Coyle

April 9, 2021

Honorable Sherrod Brown Chair, Banking, Housing & Urban Affairs Committee United States Senate 503 Hart Senate Office Building Washington, D.C. 20510	Honorable Pat Toomey Ranking Member, Banking, Housing & Urban Affairs Committee United States Senate 248 Russell Senate Office Building Washington, D.C. 20510
Honorable Brian Schatz Chair, Transportation, Housing and Urban Development, and Related Agencies Committee United States Senate 722 Hart Senate Office Building Washington, D.C. 20510	Honorable Susan Collins Ranking Member, Transportation, Housing and Urban Development, and Related Agencies Committee United States Senate 413 Dirksen Senate Office Building Washington, D.C. 20510

Re: Support for Appointment of Adrianne Todman as HUD Deputy Secretary

Dear Senators,

It is with great enthusiasm that, on behalf of the Board of Directors and staff of the Housing and Development Law Institute (HDLI), I write with strong support for the appointment of Adrianne Todman as HUD Deputy Secretary. HDLI is a non-partisan legal think tank and training organization in the affordable and public housing industry. Ms. Todman serves as a member of HDLI's 21-member board of directors, and we have had a close working relationship with her for several years, first through HDLI membership and then as a board member.

Senators, our country is facing a myriad of unprecedented housing challenges - the COVID-19 pandemic, crisis-level affordable housing shortages, deteriorating affordable housing stock, inadequate funding for housing programs, rising levels of homelessness, and continuing economic uncertainties. Ms. Todman is the right person, at the right time, for the position of Deputy Secretary. As a long-serving, well-respected, and dedicated housing professional, Ms. Todman has her pulse on the immediate needs of the affordable housing community, and has the expertise, skill, relationships, commitment, and energy to help to formulate national housing policy that will effectively address those needs and make a tangible difference for needy Americans nationwide.

Ms. Todman will hit the ground running on Day 1. She already knows how HUD and the federal government work. Ms. Todman worked in several career positions at HUD, including as a manager of a \$500 million dollar grant competition, and as a policy aide in both the Office of Public and Indian Housing and the Office of the Secretary.

Ms. Todman will bring with her strong relationships with housing professionals and stakeholders across the country, and a comprehensive understanding of the state and local agencies who implement housing policy. In her current role as CEO of the National Association of Housing Redevelopment Officials (NAHRO), Ms. Todman leads a team of housing professionals who serve, and advocate for housing policy on behalf of, thousands of housing agencies of all sizes and from all communities across the nation.

Importantly, Ms. Todman is a houser. She has first-hand experience in leading a large housing agency. Before joining NAHRO, Ms. Todman served as the executive director of the District of Columbia Housing Authority (DCHA). At DCHA, Ms. Todman implemented a national award-winning model to house homeless veterans, increased homeownership opportunities by 50 percent for low- and moderate-income families served by DCHA, expanded the number of families affordably housed via federal and local vouchers, and oversaw 12 concurrent large redevelopment efforts with the goal of preserving the stock of low-income housing units and increasing the supply of units available to a range of household incomes.

Ms. Todman also has experience in considering housing policy from a national perspective, as she serves on the Brookings Institution's "Health and Economic Mobility" policy group and the Urban Institute's "Renters and Rental Market Crisis" working group. It cannot be discounted that Ms. Todman, as a woman of color, understands the unique challenges that women and families of color face relative to their male and white counterparts in the areas of housing availability, homeownership opportunities, housing discrimination, sexual harassment, eviction, and foreclosure. Ms. Todman serves as a trustee on the board of Smith College, where she is an alumna and member of the faculty. Through her professional and personal experiences, Ms. Todman can play an essential role in helping HUD to address these challenges and provide parity in housing opportunities for women and for families of color.

HDLI believes that Ms. Todman's diverse experience at the national and local levels, her strong commitment to housing, and her proven ability to work with a wide range of stakeholders, make her the best candidate to serve as Deputy Secretary working alongside Secretary Fudge at HUD. As a team, we believe that they will transform our nation's affordable and public housing programs into pillars of strength, effectiveness and efficiency. We strongly urge you to support Adrienne Todman's prompt appointment and confirmation.

Respectfully submitted,



Lisa L. Walker
CEO & General Counsel

cc:

Members of the Senate Banking, Housing & Urban Affairs Committee:

Honorable Jack Reed, Majority Member
Honorable Robert Menendez, Majority Member
Honorable Jon Tester, Majority Member
Honorable Mark Warner, Majority Member
Honorable Elizabeth Warren, Majority Member
Honorable Chris Van Hollen, Majority Member
Honorable Catherine Cortez Masto, Majority Member
Honorable Tina Smith, Majority Member
Honorable Kyrsten Sinema, Majority Member
Honorable Jon Ossoff, Majority Member
Honorable Raphael Warnock, Majority Member
Honorable Richard Shelby, Minority Member
Honorable Mike Crapo, Minority Member
Honorable Tim Scott, Minority Member
Honorable Mike Rounds, Minority Member
Honorable Thom Tillis, Minority Member
Honorable John Kennedy, Minority Member
Honorable Bill Hagerty, Minority Member
Honorable Cynthia Lummis, Minority Member
Honorable Jerry Moran, Minority Member
Honorable Kevin Cramer, Minority Member
Honorable Steve Daines, Minority Member
Honorable Jerry Moran, Minority Member

cc:

Members of the Senate Transportation, Housing and Urban Development, and Related
Agencies Committee:

Honorable Jack Reed, Majority Member
Honorable Patty Murray, Majority Member
Honorable Richard Durbin, Majority Member
Honorable Dianne Feinstein, Majority Member
Honorable Christopher Coons, Majority Member
Honorable Chris Murphy, Majority Member
Honorable Chris Van Hollen, Majority Member
Honorable Sherrod Brown, Minority Member
Honorable Richard Shelby, Minority Member
Honorable Roy Blunt, Minority Member
Honorable John Boozman, Minority Member
Honorable Shelley Moore Capito, Minority Member
Honorable Lindsey Graham, Minority Member
Honorable John Hoeven, Minority Member
Honorable John Kennedy, Minority Member
Honorable Mike Braun, Minority Member
Honorable Marcia Fudge, HUD Secretary

LETTERS SUBMITTED IN SUPPORT OF NOMINEE NURIA FERNANDEZ

**Senator Dianne Feinstein
Statement supporting Nuria Fernandez for
Federal Transit Administrator
May 12, 2021**

Chairman Brown, Ranking Member Toomey, I was pleased that Deputy Administrator Nuria Fernandez had a terrific hearing yesterday on her nomination to be Administrator for the Federal Transit Administration. I can think of no one better than Nuria to lead the Federal Transit Administration during this critical and transformative period for America's transportation systems.

Deputy Administrator Fernandez has the experience needed to lead and oversee the 550 employees at the FTA's Washington, D.C. headquarters and 10 regional offices. Prior to being nominated for this role and acting as Deputy Administrator for FTA, Nuria served 35 years in the transit industry.

Her impressive resume of public transit experience includes the country's largest and busiest systems: the Chicago Transit Authority, New York State Metropolitan Transportation Authority, and Washington D.C.'s own WMATA. Most recently, she served as Chair of the American Public Transportation Association and ran the Santa Clara Valley Transportation Authority (VTA).

As General Manager of VTA, Nuria was an important member of the authority that facilitates daily travel for the two million commuters and residents moving through the Bay Area's Silicon Valley. VTA employs 2,100 people, operates three light rail lines and over 50 bus routes, oversees highway improvement projects, plans countywide transportation, and manages Silicon Valley congestion—as a Bay Area resident, I can attest that this is a Herculean task.

Under her tenure, VTA became the first transit agency in the country to win approval of funding in FTA's Expedited Project Delivery pilot program, which allowed

for a 16-mile rail extension of Bay Area Rapid Transit (BART) into Santa Clara County. This program serves as a model for projects with strong local matching funds that can be expedited through the FTA approval process.

She also led VTA as it established a program to monitor human trafficking, which became the model for a California law requiring all state transit agencies to train frontline workers on how to recognize and respond to possible trafficking situations. Most impressively, she led the agency through the COVID-19 pandemic, one of the most challenging times for public transit agencies in living memory.

I have long supported the Capital Investment Grant Program, the largest source of federal moneys for projects that require significant capital investment, such as the Purple Line extension of the Los Angeles Metro. I have been delighted to co-lead the annual appropriations letter with Senator Durbin because of the importance of these projects to our regions and nation.

California is better for Nuria's leadership during the past 7 years. While she does not have an easy task ahead of her as we grapple with the continued effects of the pandemic, I have full confidence that she is up to the challenge.

As a member of the Appropriations Subcommittee on Transportation, Housing, and Urban Development, I look forward to working with her closely to expand LA Metro, BART, and the other transit agencies across the state over the coming years.



May 5, 2021

The Honorable Sherrod Brown
Chairman
Committee on Banking, Housing and Urban
Affairs
534 Dirksen Senate Office Building
Washington, D.C. 20590

The Honorable Patrick Toomey
Ranking Member
Committee on Banking, Housing and Urban
Affairs
534 Dirksen Senate Office Building
Washington, D.C. 20590

Dear Chairman Brown and Ranking Member Toomey,

On behalf of the undersigned transit operators throughout the San Francisco Bay Area and the Metropolitan Transportation Commission, we are writing to enthusiastically endorse President Biden's nomination of Nuria I. Fernandez as Administrator of the Federal Transit Administration.

Ms. Fernandez is widely known as an inspiring leader in the transportation industry, with more than 35 years of experience at some of the busiest transportation hubs in the nation. She recently completed an extended term as Chair of the American Public Transportation Association, leading its members in their collective mission to advance advocacy, innovation, workforce development and membership growth in the transportation industry. Moreover, Ms. Fernandez was instrumental in helping the industry navigate the devastating impacts of the COVID-19 pandemic. These efforts included successful advocacy for transit emergency aid in the COVID relief packages that kept public transit agencies operating and in a position to resume more service as shelter orders lifted across the region and the country.

In her seven years as the General Manager and Chief Executive Officer of the Santa Clara Valley Transportation Authority (VTA), Ms. Fernandez demonstrated superior leadership in delivering transportation projects and transit services in collaboration with peer transit agencies across the Bay Area. During her tenure, VTA partnered with the Bay Area Rapid Transit District (BART) to construct and operate Phase I of the BART Extension to Silicon Valley, which opened two stations in June 2020. Phase II will complete the combined two-part, 16-mile extension of the BART system in Santa Clara County with four more stations providing transit alternatives for tens of thousands of commuters from around the San Francisco Bay Area to and from Silicon Valley.

Ms. Fernandez has been a passionate advocate for bringing together different agencies and stakeholders to create progressive solutions to major challenges facing transportation agencies across our region. Examples of this commitment include her participation on the Clipper Executive Board to provide policy direction for the development of a unified fare medium for our

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region, and on the Blue-Ribbon Transit Recovery Task Force that was convened by the Metropolitan Transportation Commission in the face of the COVID-19 pandemic. As part of the regional collaboration that followed, transit operators throughout our region developed "Riding Together: Bay Area Healthy Transit Plan" to establish health and safety standards for public transportation as the region moved out stricter of COVID-19 stay-at-home orders. She also joined leaders across the region to promote a successful regional ballot measure that, for the first time in Caltrain's history, provides this vital rail service connecting San Francisco and Silicon Valley with its own dedicated funding source.


Ms. Fernandez has also championed innovation. She established an incubator to leverage the expertise of Silicon Valley's high-tech corporations and universities to develop enhanced mobility technologies. As a chief executive and a strong advocate for equity, Ms. Fernandez implemented multiple policies to advance diversity, equity, and inclusion in public transportation and contracting practices. Under her leadership, VTA became the first public transit agency in America to include LGBTQ-owned businesses among its Business Diversity certifications. In addition, Ms. Fernandez led the region's participation in the Government Alliance on Race and Equity to infuse an equity-first consideration for internal and external policies.

We wholeheartedly support the confirmation of Ms. Fernandez as the next FTA Administrator and we are indebted to her for her years of service to public transportation in the Bay Area and across our nation.

Sincerely,



Michael Hursh,
General Manager
Alameda-Contra Costa
Transit District (AC Transit)



Robert Powers,
General Manager
San Francisco Bay Area
Rapid Transit District
(BART)



Michelle Bouchard,
Acting Executive Director
Caltrain



Rick Ramacier,
General Manager
County Connection



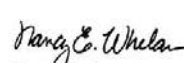
Diane Feinstein,
Transportation Manager
Fairfield and Suisun Transit
(FAST)



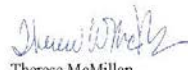
Denis Mulligan,
General Manager
Golden Gate Bridge, Highway
& Transportation District



Michael S. Tree,
General Manager
Livermore Amador Valley
Transport Authority



Nancy Whelan,
General Manager
Marin Transit



Therese McMillan,
Executive Director,
Metropolitan Transportation
Commission (MTC)

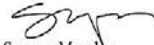
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Kate Miller,
Executive Director
Napa Valley Transportation
Authority (NVTa)



Jared Hall,
Transit Manager
Petaluma Transit



Seamus Murphy,
Executive Director
Water Emergency
Transportation Authority (SF
Bay Ferry)



Jeffrey Tumlin,
General Manager
San Francisco Municipal
Transportation Agency
(SFMTA)



Carter Mau,
Acting General
Manager/CEO
San Mateo County Transit
District (samTrans)



Rachel Ede,
Deputy Director
City of Santa Rosa
Transportation & Public
Works



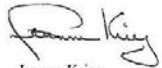
Beth Kranda,
Executive Director
Solano County Transit
(SolTrans)



Bryan Albee,
Transit Systems Manager
Sonoma County Transit



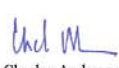
Farhad Mansourian,
General Manager
Sonoma-Marin Area Rail
Transit (SMART)



Jeanne Krieg,
Chief Executive Officer
Tri Delta Transit



Evelyn Tran,
General Counsel & Interim
General Manager/CEO
Santa Clara Valley
Transportation Authority
(VTA)



Charles Anderson,
General Manager
Western Contra Costa Transit
Authority (WestCAT)

cc: Members, Senate Banking, Housing and Urban Affairs Committee

The Honorable Dianne Feinstein
United States Senate
311 Hart Senate Office Building
Washington, D.C. 20590

The Honorable Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, D.C. 20590



May 4, 2021

The Honorable Sherrod Brown
Chairman
Committee on Banking, Housing and Urban
Affairs
United States Senate
Washington, D.C. 20510

The Honorable Pat Toomey
Ranking Member
Committee on Banking, Housing and Urban
Affairs
United States Senate
Washington, D.C. 20510

Dear Chairman Brown and Ranking Member Toomey:

I am writing on behalf of the San Francisco Bay Area Water Emergency Transportation Authority (WETA) in support of the nomination of Nuria Fernandez to be the Administrator of the Federal Transit Administration (FTA). WETA is tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies.

WETA carries over three million passengers annually utilizing a fleet of 15 high speed passenger-only ferry vessels serving the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo. We are committed to working with cities, communities and other stakeholders to maximize the benefits of ferry service in the San Francisco Bay area while also working to establish new ferry routes and invest in ferries that run on the cleanest propulsion technology available. Our ability to be successful is tied to strong leadership at FTA, which is why we are excited about the nomination of Ms. Fernandez.

Ms. Fernandez brings with her a diversity of experience and a familiarity with the agency that will be invaluable. We appreciate the fact that she knows and understands the Bay Area and its key stakeholders, having recently served as the CEO and general manager of the Santa Clara County Valley Transportation Authority and as a board member of Joint Venture, a Silicon Valley consortium of leaders from business, government, academia and labor. We also value the fact that Ms. Fernandez has served in a multitude of other roles in a variety of cities, including New York, Chicago and Washington, D.C. The fact that she served as Acting FTA Administrator under President Bill Clinton will ensure that she can hit the ground running.

I appreciate the opportunity to convey my support for the nomination of Ms. Fernandez to be FTA Administrator. She will be an asset to FTA and all of the transit agencies around the country that she will serve.

Sincerely,

A handwritten signature in black ink, appearing to read "Seamus", written in a cursive style.

Seamus Murphy
Executive Director

MORE HOUSING VOUCHERS: MOST IMPORTANT STEP TO HELP MORE PEOPLE AFFORD STABLE HOMES, CENTER ON BUDGET AND POLICY PRIORITIES



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April 14, 2021

More Housing Vouchers: Most Important Step to Help More People Afford Stable Homes

By Will Fischer, Sonya Acosta, and Erik Gartland

As the economy recovers from the COVID-19 crisis, high housing costs will continue to cause hardship for millions of renters with low incomes, raising their risks of housing instability and homelessness and undercutting their children's chances of long-term success. The recovery legislation that policymakers will consider soon is a historic opportunity to address this problem. Providing Housing Choice Vouchers to more households — and ultimately to all who are eligible, as President Biden proposed during the presidential campaign — is by far the most important step they can take.

Housing vouchers are highly effective at reducing homelessness, housing instability, and overcrowding and at improving other outcomes for families and children, rigorous research shows. They are crucial to giving people with low incomes greater choice about where they live and to ensuring that initiatives to build or rehabilitate housing reach those who most need help. Vouchers can also make a major contribution to lifting people out of poverty and reducing racial inequity: the housing affordability challenges that vouchers address are heavily concentrated among people with the lowest incomes and, due to a long history of racial discrimination that has limited their economic and housing opportunities, people of color.

But due to inadequate funding, just 1 in 4 voucher-eligible families received any type of federal rental assistance even before the pandemic struck, and there are long waiting lists for vouchers in much of the country. The inadequacy of the housing safety net leaves families struggling to keep a roof over their heads even in good economic times. And it is a major reason why adequate housing assistance wasn't available in a timely way as need grew in the COVID-19 crisis.

One of policymakers' top priorities in recovery legislation should be to provide vouchers to a larger share of families in need. Making more vouchers available would mean that fewer people would live in shelters or motels, on the street, or in overcrowded homes; fewer families, seniors, and people with disabilities would have to choose each month between paying the rent and buying needed medicine or food; and more children would have access to stable housing in neighborhoods their parents choose. Taken together, these benefits could substantially reduce low-income households' exposure to hardship and improve their children's chances of long-term success, while also preparing the nation to respond more promptly and humanely to housing needs during the next health or economic crisis.

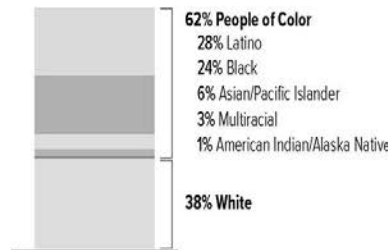
Many Households With Low Incomes Struggle to Afford Stable, Adequate Housing

Millions of U.S. households with low incomes must pay very high shares of those incomes in order to afford housing. The costs can force families to divert resources from other basic needs and leave them one setback — such as a reduction in work hours or an unexpected bill — away from losing their homes. Many others live in housing that is overcrowded or substandard, in shelters, or on the streets. These housing problems are linked to cascading harm in other aspects of families' lives, including adverse effects on children's health, development, and educational success.

FIGURE 1

Majority of Low-Income Renters With Severe Cost Burdens Are People of Color

Share of 24 million renters in low-income households that pay over half their income for housing, by race/ethnicity



Note: Low-income = household earns less than 80% of the local median income. Latino category may contain individuals of any race that identify as Latino or Hispanic; other categories exclude individuals that identify as Latino or Hispanic. Chart excludes individuals identifying as some other race, representing .4% of the total.

Source: CBPP analysis of 2014-2018 American Community Survey microdata and 2018 HUD area median income limits.

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Housing affordability challenges are heavily concentrated among the lowest-income people and people of color. (See Figure 1.) Of 11.2 million renter households with severe cost burdens in 2018 — that is, they paid more than half of their income for housing — nearly all (99 percent) had low incomes, which the Department of Housing and Urban Development (HUD) defines as no higher than 80 percent of the local median. And close to three-fourths had extremely low incomes (up to the federal poverty line or 30 percent of the local median, whichever is higher). Many people cannot afford housing at all; 580,000 people experienced homelessness on a single night in January 2020. Due to a long history of racism — including racially discriminatory housing policies¹ — Black, Latino, and Native American people are disproportionately likely to face severe rent burdens and to experience homelessness.²

The low-income households that struggle to afford housing include large numbers of seniors, people with disabilities, and children. Because many jobs do not pay enough to enable workers to

afford housing, and because housing costs have outpaced income growth,³ some 5.7 million working renter households — nearly 1 in 5 of all working renter households — paid over half their income for housing in 2018.⁴

While media discussion of high housing costs sometimes focuses on coastal cities, difficulty affording housing is widespread across the United States among households with extremely low incomes. For example, in every state and each of the 50 largest metropolitan areas, some 56 to 86 percent of extremely low-income households pay more than half their income for housing, one analysis found.⁵

While housing affordability is a severe problem with far-reaching consequences, it's one we know how to address. Housing Choice Vouchers and other federal rental assistance programs are highly effective at reducing homelessness, housing instability, and overcrowding. Unfortunately, these programs only reach about 1 in 4 eligible families due to funding limitations. This shortfall is one of the biggest gaps in the nation's economic support system⁶ and causes families with pressing housing needs to face long waiting lists, sometimes years long, to receive vouchers.

Inadequate Housing Safety Net Left Many Vulnerable to Pandemic and Slowed Nation's Response

The inadequacy of the housing safety net left many people with low incomes vulnerable to the COVID-19 pandemic, as crowding and housing instability made it more difficult to maintain social distancing.⁷ Latino people and non-Latino Black and Native American people are over three times more likely to be hospitalized due to COVID-19 compared to non-Latino white people, and COVID-19 deaths are disproportionately high for people of color,⁸ outcomes that likely result in part from disparities in housing conditions. The pandemic has also hit hard among people living in congregate settings and institutions, including many low-income people with disabilities and seniors.⁹

In addition, the economic crisis caused many renters to lose jobs or earnings, making it more difficult or impossible for them to afford rent. These job and work hour losses fell most heavily on workers in low-wage industries and on people of color, who face long-standing inequities often stemming from structural racism in education and employment. Both groups were already more likely to struggle to afford housing.¹⁰ By January 2021, an estimated 15.1 million adults living in rental housing — more than 1 in 5 adult renters — were not caught up on rent.¹¹ People who struggled to pay rent during the crisis included disproportionately high shares of people of color, renters with low incomes, and renters who had experienced a decrease in income.¹²

The response to housing needs during the crisis was slow and inadequate. Because the number of families with vouchers and other federal rental assistance is capped by available funding and because that funding doesn't automatically expand to meet growing needs, large numbers of households were left waiting for policymakers to enact emergency rental assistance programs. Local, state, and federal eviction moratoriums have prevented many — though not all — families from losing their homes, but most families are still required to pay their rent and they accumulate debt if they can't. Federal lawmakers provided some rental assistance funds in the March 2020 CARES Act, but did not enact large-scale funding for emergency rental assistance until late December 2020 — more than nine months after severe job losses began — with additional amounts included in the March 2021 American Rescue Plan Act.¹³

This assistance will make a crucial difference for many struggling renters, enabling them to pay down rental debt, cover future rent and utility payments, and in many cases avoid eviction when moratoriums are lifted. But the price of the slow response was hardship and stress for many months and for many people. Many in crowded homes, shelters, and institutional care settings were unnecessarily exposed to the coronavirus, contributing to preventable loss of life.

Moreover, the rental assistance that policymakers ultimately enacted falls short of the full amount needed to help people with low incomes afford housing. Because it is temporary, it won't address the underlying problem where many people struggled to afford rent before the pandemic and will continue to struggle in its wake. And we won't be prepared for the next crisis unless policymakers build on these emergency measures with more durable action to strengthen the nation's system to help low-income people afford housing. That action should include making vouchers available to many more — and ultimately all — people who need them.

Vouchers Reduce Homelessness and Housing Instability Substantially, Improve Children's Outcomes

Federal rental assistance — and especially Housing Choice Vouchers, the largest rental assistance program — offers a proven, evidence-based tool that could be scaled up to help people struggling to afford housing and prepare the nation for future crises. Vouchers help more than 2 million low-income households afford decent, stable housing, usually by helping them rent a modest unit of their choice in the private market. The family pays about 30 percent of its income for rent and utilities, a widely used standard for the amount a household can reasonably be expected to pay for housing. And the voucher covers the rest, up to a cap based on HUD estimates of typical market rents in the local area.¹⁴

Vouchers are highly effective at helping low-income people afford adequate, stable housing. Rigorous research shows that vouchers sharply reduce homelessness, housing instability, and overcrowding.¹⁵ (See Figure 2.) Stable housing has cascading benefits in other parts of the lives of low-income people. For example, children whose families were homeless and receive vouchers to rent housing change schools less frequently, are less likely to be placed in foster care, experience fewer sleep disruptions and behavioral problems, and are likelier to exhibit positive social behaviors such as offering to help others or treating younger children kindly, compared to a control group.¹⁶ By lowering rental costs, vouchers also allow low-income people to spend more on other basic needs like food and medicine,¹⁷ as well as on goods and services that enrich their children's development.¹⁸

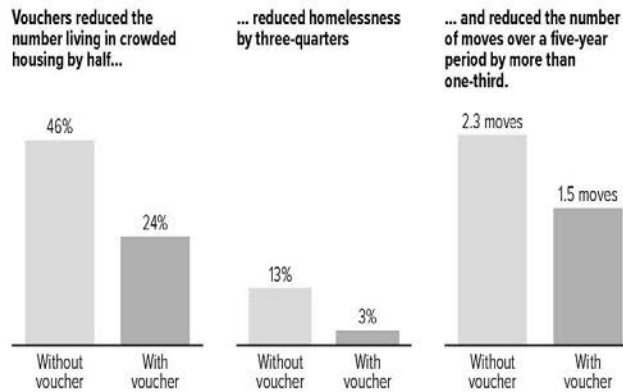
Vouchers can also play a critical role in advancing racial equity, since the housing problems they address are disproportionately concentrated among people of color. More than two-thirds of households participating in the voucher program are headed by a person of color.¹⁹

Vouchers have major additional benefits when they enable families to move to lower-poverty neighborhoods if they choose. A rigorous long-term study found that children whose families used vouchers to move from high- to low-poverty neighborhoods — which often have better-resourced, higher-performing schools — had substantially higher adult earnings and rates of college attendance and lower rates of single parenthood as young adults than similar children whose families stayed in poor neighborhoods.²⁰ Adults in these families experienced improved mental health, and lower rates

of diabetes and extreme obesity, outcomes researchers concluded may stem in part from reduced stress due to reduced exposure to crime.²¹

FIGURE 2

Housing Choice Vouchers Sharply Reduced Crowded Housing, Homelessness, and Frequent Moves, Study Shows



Note: The chart compares the housing status of low-income families in six U.S. cities who were randomly selected to receive a voucher and used it for at least part of the previous year to families in a control group who did not use vouchers. Families experiencing "crowded housing" were living in housing that has less than one room per household member. Number of moves reflects the average moves over a 4.5- to 5-year period since random assignment.

Source: Michelle Wood, Jennifer Turnham, and Gregory Mills, "Housing Affordability and Family Well-Being: Results from the Housing Voucher Evaluation," Housing Policy Debate, 2008.

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Black children in families with below-poverty incomes that use vouchers are twice as likely to live in low-poverty neighborhoods compared to Black children overall in families with incomes below the poverty line — a significant outcome, since discrimination in housing and other areas has limited Black households' access to lower-poverty communities.²² Promising research indicates that well-designed services and supports can make vouchers much more effective than they are now at broadening housing choice.²³

FIGURE 3

Rental Assistance Lifts 3 Million People Above the Poverty Line

936,000 are children	665,000 are seniors	1,412,000 are other adults
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Note: These figures use the Supplemental Poverty Measure, which unlike the official poverty measure counts the effects of non-cash government programs.

Source: U.S. Census Bureau, Current Population Survey, 2019 Annual Social and Economic Supplement

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Vouchers are highly effective at helping not just families with children but people in a wide range of demographic groups. Targeted vouchers for veterans without homes played a central role in reducing veteran homelessness over the last decade.²⁴ And in 2018 vouchers and other federal rental assistance lifted 665,000 seniors above the poverty line, more than any other program except Social Security.²⁵ (See Figure 3.)

When combined with support services, rental assistance is highly effective at reducing homelessness among individuals with serious mental illness²⁶ and people with substance use disorders,²⁷ rigorous studies show. More broadly, vouchers are essential to helping people with disabilities and chronic health conditions (including mental and behavioral health conditions) to live independently in the community rather than in institutional settings.

Expanding Vouchers Would Help Struggling Renters and Better Prepare Nation for Future Crises

While vouchers deliver major benefits to millions of people nationwide, they could do much more if they were made available to the millions who are eligible but go without assistance due to inadequate funding. Among those who could benefit most would be the 24 million people in low-income renter households who pay more than half of their income for rent and utilities, including 8 million children, 3 million seniors, and 4 million people with disabilities.²⁸ (See Appendix tables 1 and 2 for data by state.) The recovery package that policymakers will consider should include a major voucher expansion, with the ultimate goal of making vouchers an entitlement — that is, available to every eligible household.

One study estimated that giving all eligible households vouchers would lift 9.3 million people above the poverty line and cut the child poverty rate by a third, as well as lower the gap in poverty rates between white and Black households by over a third and between white and Hispanic households by nearly half.²⁹ (See Figure 4.) If vouchers were available to many additional people, homelessness, housing instability, and crowding would also become far less common.

Voucher Expansion Should Be Phased In, Backed by Mandatory Funding

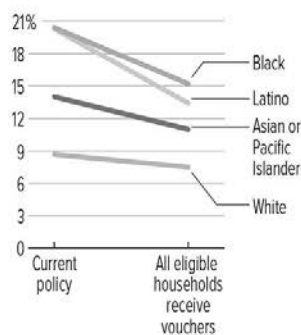
The voucher program could not be expanded to reach all (or even most) eligible households overnight, since it would take time for housing agencies to build administrative capacity and for rental markets to absorb the vouchers. But lawmakers could enact legislation expanding the program over time until it reaches everyone who is eligible. The Congressional Budget Office estimated in 2015 that phasing in a voucher entitlement over a ten-year period would help 8 million additional households and cost \$410 billion, which would be \$460 billion today after adjusting for inflation. It is possible that because of competing priorities policymakers will not be able to phase in a full entitlement through a recovery package, but even addressing a large share of the unmet need would do a great deal to reduce hardship for the nation's lowest-income people.

To achieve a major expansion of the voucher program, policymakers would almost certainly need to change its funding mechanism. Today vouchers receive “discretionary” funding; lawmakers determine the funding level each year in appropriations bills. By contrast many federal programs —

FIGURE 4

Expanding Housing Vouchers to All Eligible Households Would Cut Poverty and Reduce Racial Disparities

Percent of people in poverty by race/ethnicity



Note: Currently about 1 in 4 households eligible for a voucher receives any type of federal rental assistance. Latino category may contain individuals of any race that identify as Latino or Hispanic; other categories exclude individuals that identify as Latino or Hispanic.

Source: Columbia University Center on Poverty and Social Policy calculations using data from the 2019 Annual Social and Economic Supplement to the Current Population Survey

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including most of the largest programs that help households with low incomes meet basic needs — receive “mandatory” funding set at levels determined by ongoing laws rather than by annual appropriations.

In the near term, policymakers should increase discretionary funding to provide vouchers to more families. The President’s 2022 budget request, commendably, includes funds for 200,000 new vouchers, and Congress should agree to this request. But it would be very hard to achieve a major, multiyear voucher expansion using discretionary funding. Congress and the President would have to go back and approve the increases each year in the phase-in period. It is quite difficult to plan for significant and sustained program increases of this magnitude through funding decisions made each year. Mandatory appropriations, on the other hand, would enable lawmakers to decide how much they wanted to invest in housing vouchers over a five- or ten-year period and enact a single law funding the program at those levels over the entire phase-in period. (They could still pass another law to make any needed adjustments later.)

Mandatory funding would also be essential to enabling the voucher program to expand automatically when people need more help. When workers using vouchers lose their jobs or see their hours cut, the voucher subsidy must grow to cover the wider gap between the market rent and the rent the worker can afford. When many workers lose earnings at once, as during a recession, mandatory funding could increase automatically to cover the added cost. And if ultimately everyone eligible for a voucher can receive one, then when the *number* of households eligible for help rises — as would also typically occur during a recession — the program can automatically adjust to the higher need. (This is how programs like SNAP and Medicaid generally work.)

Vouchers Essential for Housing Supply Investments to Reach Those in Need

While voucher expansion is the single most important step policymakers can take to help families afford housing, it is also important that they increase funding to build and rehabilitate affordable housing. A recovery package should, for example, include large-scale supplemental funding for renovation of existing public housing,³⁰ and for the National Housing Trust Fund (with the bulk of funds to expand housing options for people experiencing homelessness), and the Indian Housing Block Grant. The Administration proposed these types of investments in the American Jobs Plan announced on March 31, calling for \$213 billion to build or renovate affordable housing — including \$40 billion specifically for public housing.³¹

But *only* funding “supply-side” investments without adequately expanding vouchers will almost certainly leave out a large share of the families who most need help to afford housing, and will also risk constraining the housing choices available to low-income people, people of color, and people with disabilities. Although the Administration has not yet put forward its full plan to achieve the President’s goal of making vouchers available to all who are eligible, the Administration acknowledged the importance of making significant investment in vouchers in its fiscal year 2022 discretionary funding request, which includes funding for 200,000 new vouchers.

Voucher expansion will be crucial to efforts to address affordable housing needs. Vouchers alone will enable most households that need rental assistance to afford stable, adequate housing, without any supply-side investment to construct new units. In much of the country, rental markets are relatively soft, the number of housing units is generally adequate, and the primary housing problem facing low-income people is affordability of rent (driven mostly by the operating costs of units and

debt service, not a hot housing market) and utility costs.³² And most households that receive vouchers use them in the unit where they already live, allowing them to afford the rent without diverting resources from other basic needs and protecting them from eviction if their earnings drop or they face unexpected expenses (such as car repairs or a higher-than-expected utility bill).³³ Research has shown that vouchers are a more efficient way to reduce low-income families' rents than programs that build new affordable housing when there is adequate supply, so providing vouchers to families for which a voucher is sufficient will usually be more cost effective than spending the same amount on construction subsidies.³⁴

Supply-side investments do have an important role to play. In tight housing markets where the number of housing units is inadequate to meet demand, policymakers should make more units available through added subsidies for affordable housing construction (and through measures to reduce regulatory barriers to development, which the Biden jobs plan would also encourage). Funding for rehabilitation can also improve energy efficiency and upgrade housing that is unsafe or unhealthy. In addition, supply-side investments can make units available to assist particular populations, for example by increasing the number of units accessible to people with disabilities. And in some cases they can provide access to neighborhoods where it would otherwise be difficult for people with low incomes to rent homes.

But, unless a household also receives a voucher or other similar ongoing rental assistance, construction subsidies rarely produce housing with rents that are affordable for households with incomes around or below the poverty line. (These households make up most of the renters confronting severe housing affordability challenges.) One reason for this is that these households typically can't afford rent set at a high enough level for an owner to cover the ongoing cost of operating and managing housing.³⁵ Consequently, even if development subsidies pay for the full cost of building housing, rents in the new units will generally be too high for lower income families to afford without the added, ongoing help a voucher can provide.

The largest federal affordable housing development program, the Low-Income Housing Tax Credit (LIHTC), illustrates this. LIHTC allows rents to be set up to levels affordable to families with incomes at 60 percent of the local median, more than 200 percent of the poverty line in many areas. LIHTC developments house many families with incomes around or below the poverty line, but nearly all of those families either pay high shares of their income for rent or receive a voucher or similar rental assistance that enables them to afford the unit.³⁶ If policymakers expand LIHTC or other development subsidies but do not adequately expand rental assistance, there will be a serious risk that many of the families that struggle most to keep a roof over their heads will not be able to afford the new homes.

In addition, vouchers are essential to ensuring the federal housing investments allow low-income people to choose where they live. A housing investment package focused solely on development would limit the housing choices available to low-income renters (who are disproportionately people of color). Those families would receive help to rent a particular unit but would usually have to give up their subsidy if they need to move elsewhere (for example, to be close to a job opportunity, to a relative who can act as a caregiver, or to a school they would like their child to attend). Tying most rental subsidies to particular units would contrast sharply with subsidies like the mortgage interest deduction that help higher-income, disproportionately white households purchase homes where they choose.

This risk from limiting choice is compounded by a long history of discriminatory housing policies — reinforced by ongoing resistance to affordable housing development in many predominantly white neighborhoods³⁷ — which has contributed to the segregation of low-income people, especially Black families, into poorer communities with under-resourced schools and other disadvantages. It is critical that new housing investments not reinforce these patterns. One way to avoid this is to seek to locate new affordable housing developments in neighborhoods that offer residents good opportunities and quality public services. But coupling investments in affordable housing development with a major voucher expansion can help too, by making it easier for people with low incomes to move to a different neighborhood if they wish.

APPENDIX TABLE 1

Estimated Number of Low-Income Renters in Severely Cost-Burdened Households, by State

State	Households	People	Children (Under 18)	People with disabilities	Seniors (62 and older)
Alabama	153,000	318,000	110,000	58,000	27,000
Alaska	19,000	43,000	15,000	8,000	3,000
Arizona	220,000	496,000	170,000	77,000	53,000
Arkansas	88,000	186,000	65,000	42,000	17,000
California	1,684,000	4,203,000	1,351,000	553,000	479,000
Colorado	182,000	374,000	108,000	62,000	41,000
Connecticut	125,000	261,000	82,000	47,000	34,000
Delaware	26,000	57,000	18,000	8,000	5,000
District of Columbia	42,000	79,000	21,000	15,000	9,000
Florida	776,000	1,690,000	523,000	261,000	227,000
Georgia	348,000	790,000	287,000	123,000	69,000
Hawai'i	54,000	130,000	43,000	16,000	15,000
Idaho	42,000	83,000	25,000	17,000	9,000
Illinois	432,000	909,000	289,000	148,000	108,000
Indiana	194,000	404,000	135,000	81,000	39,000
Iowa	77,000	149,000	39,000	29,000	18,000
Kansas	79,000	156,000	48,000	34,000	19,000
Kentucky	134,000	290,000	103,000	67,000	24,000
Louisiana	172,000	367,000	132,000	62,000	31,000
Maine	34,000	60,000	16,000	18,000	8,000
Maryland	182,000	402,000	135,000	67,000	49,000
Massachusetts	248,000	499,000	137,000	101,000	72,000
Michigan	296,000	609,000	188,000	135,000	68,000
Minnesota	142,000	273,000	78,000	62,000	44,000
Mississippi	93,000	215,000	85,000	37,000	14,000
Missouri	177,000	355,000	113,000	79,000	38,000
Montana	29,000	51,000	13,000	11,000	7,000
Nebraska	51,000	99,000	31,000	20,000	14,000
Nevada	114,000	240,000	76,000	46,000	31,000
New Hampshire	34,000	62,000	16,000	16,000	11,000
New Jersey	317,000	727,000	239,000	111,000	99,000
New Mexico	64,000	135,000	46,000	25,000	13,000
New York	973,000	2,143,000	637,000	347,000	318,000
North Carolina	328,000	695,000	229,000	124,000	72,000

APPENDIX TABLE 1

Estimated Number of Low-Income Renters in Severely Cost-Burdened Households, by State

State	Households	People	Children (Under 18)	People with disabilities	Seniors (62 and older)
North Dakota	22,000	38,000	8,000	7,000	6,000
Ohio	377,000	761,000	253,000	173,000	85,000
Oklahoma	109,000	228,000	79,000	47,000	22,000
Oregon	155,000	311,000	88,000	69,000	41,000
Pennsylvania	404,000	804,000	237,000	184,000	110,000
Rhode Island	41,000	82,000	24,000	18,000	12,000
South Carolina	148,000	303,000	101,000	56,000	30,000
South Dakota	23,000	44,000	13,000	9,000	7,000
Tennessee	204,000	441,000	157,000	90,000	38,000
Texas	850,000	1,951,000	716,000	282,000	179,000
Utah	58,000	140,000	49,000	21,000	11,000
Vermont	17,000	29,000	6,000	8,000	5,000
Virginia	247,000	550,000	179,000	87,000	56,000
Washington	238,000	493,000	148,000	99,000	61,000
West Virginia	48,000	98,000	30,000	23,000	7,000
Wisconsin	168,000	322,000	91,000	73,000	48,000
Wyoming	14,000	26,000	7,000	5,000	3,000
Total U.S.	11,052,000	24,171,000	7,789,000	4,158,000	2,806,000

Notes: Low income = household earns less than 80% of the local median income. Severely cost-burdened = household pays more than 50% of their monthly income on rent and utilities. Figures are rounded to the nearest 1,000 and may not sum to totals due to rounding. People with disabilities include individuals of all ages. The American Community Survey (ACS) considers respondents to have a disability if they report at least one of six disability types included in the survey. For more detail on the six disability types see: <https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html>

Source: CBPP analysis of 2014-2018 ACS microdata and 2018 HUD area median income limits.

APPENDIX TABLE 2
Estimated Number and Share of Low-Income Renters in Severely Cost-Burdened Households, by State and Race/Ethnicity

State	Total People	American Indian/Alaska Native	Asian/Pacific Islander	Black	Latino	Multiracial	White
Alabama	318,000	0%	1%	52%	7%	2%	37%
Alaska	43,000	15%	7%	8%	14%	7%	47%
Arizona	496,000	4%	3%	8%	43%	3%	38%
Arkansas	186,000	1%	2%	35%	9%	3%	52%
California	4,203,000	0%	11%	9%	50%	3%	26%
Colorado	374,000	1%	4%	8%	34%	4%	50%
Connecticut	261,000	0%	4%	19%	39%	3%	35%
Delaware	57,000	N/A	3%	37%	19%	3%	36%
District of Columbia	79,000	N/A	3%	67%	12%	1%	16%
Florida	1,690,000	0%	2%	26%	37%	2%	32%
Georgia	790,000	0%	3%	52%	14%	3%	28%
Hawaii	130,000	N/A	30%	3%	20%	17%	30%
Idaho	83,000	1%	1%	N/A	18%	3%	75%
Illinois	909,000	0%	6%	36%	21%	2%	35%
Indiana	404,000	0%	3%	27%	11%	4%	55%
Iowa	149,000	N/A	5%	12%	11%	3%	67%
Kansas	156,000	1%	4%	17%	18%	5%	56%
Kentucky	290,000	0%	2%	18%	7%	4%	69%
Louisiana	367,000	0%	1%	59%	7%	2%	30%
Maine	60,000	2%	1%	6%	3%	6%	82%
Maryland	402,000	0%	5%	45%	17%	4%	29%

APPENDIX TABLE 2
Estimated Number and Share of Low-Income Renters in Severely Cost-Burdened Households, by State and Race/Ethnicity

State	Total People	American Indian/Alaska Native	Asian/Pacific Islander	Black	Latino	Multiracial	White
Massachusetts	499,000	0%	9%	13%	28%	3%	46%
Michigan	609,000	1%	3%	37%	6%	4%	49%
Minnesota	273,000	3%	6%	24%	12%	4%	52%
Mississippi	215,000	N/A	1%	64%	3%	2%	29%
Missouri	355,000	0%	2%	29%	6%	4%	58%
Montana	51,000	12%	2%	N/A	5%	3%	78%
Nebraska	99,000	2%	3%	17%	18%	4%	55%
Nevada	240,000	1%	5%	20%	35%	4%	34%
New Hampshire	62,000	N/A	4%	4%	10%	3%	80%
New Jersey	727,000	0%	7%	22%	39%	2%	29%
New Mexico	135,000	10%	1%	3%	56%	2%	28%
New York	2,143,000	0%	10%	21%	34%	2%	31%
North Carolina	695,000	1%	2%	40%	14%	3%	39%
North Dakota	38,000	14%	N/A	N/A	5%	3%	71%
Ohio	761,000	0%	3%	32%	7%	5%	53%
Oklahoma	228,000	8%	2%	18%	13%	9%	49%
Oregon	311,000	1%	5%	5%	20%	6%	63%
Pennsylvania	804,000	0%	4%	23%	19%	3%	50%
Rhode Island	82,000	N/A	4%	8%	30%	3%	53%
South Carolina	303,000	0%	1%	48%	9%	3%	38%
South Dakota	44,000	24%	3%	4%	9%	3%	56%
Tennessee	441,000	0%	1%	37%	10%	3%	49%
Texas	1,951,000	0%	4%	23%	46%	2%	25%

APPENDIX TABLE 2

Estimated Number and Share of Low-Income Renters in Severely Cost-Burdened Households, by State and Race/Ethnicity

State	Total People	American Indian/Alaska Native	Asian/Pacific Islander	Black	Latino	Multiracial	White
Utah	140,000	2%	6%	4%	25%	3%	60%
Vermont	29,000	N/A	N/A	N/A	N/A	2%	87%
Virginia	550,000	0%	5%	34%	16%	4%	41%
Washington	493,000	1%	8%	9%	19%	7%	55%
West Virginia	98,000	N/A	2%	10%	2%	4%	82%
Wisconsin	322,000	1%	4%	23%	12%	4%	56%
Wyoming	26,000	N/A	N/A	N/A	18%	5%	73%
Total U.S.	24,171,000	1%	6%	24%	28%	3%	38%

Notes: Low income = household earns less than 80% of the local median income. Severely cost-burdened = household pays more than 50% of their monthly income on rent and utilities. N/A indicates that reliable data are not available due to small sample size. Latino category may contain individuals of any race that identify as Latino or Hispanic; other categories exclude individuals that identify as Latino or Hispanic.

Source: CBPP analysis of 2014-2018 American Community Survey microdata and 2018 HUD area median income limits.

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²⁵ Calculations use the federal government's Supplemental Poverty Measure which, unlike the standard poverty measure, counts non-cash benefits as well as cash. Liana Fox, "The Supplemental Poverty Measure: 2018," U.S. Census Bureau, October 2019, <https://www.census.gov/content/dam/Census/library/publications/2019/demo/p60-268.pdf>. This Census report estimates that another program, Supplemental Security Income (SSI), lifted 526,000 seniors above the poverty line in 2018. The data used for the report underreport benefits from some government programs and therefore understate their effect on poverty. Estimates that adjust for this underreporting are not yet available for 2018, but are likely to show SSI having an impact on poverty that is closer to — and conceivably above — the impact of rental assistance.

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³¹ The Biden jobs plan also calls for an expansion of Project-Based Rental Assistance (PBRA), which helps families afford housing in particular developments through long-term contracts with private owners. PBRA can help the lowest-income families afford housing, but so far the Administration has not indicated how much added PBRA funding it is proposing so it is not clear how many families would be helped. In addition, PBRA has significant shortcomings compared to vouchers, since it only assists families living in designated developments and generally requires them to give up their rental assistance if they wish to move somewhere else.

³² Close to two-thirds of the nation’s population lives in counties where rental vacancy rates from 2014–2018 averaged more than 5 percent (which is often used as a benchmark to separate low-vacancy markets from high-vacancy ones). CBPP analysis of Census Bureau data.

³³ For example, one study of the impact of vouchers on families with children in six cities found that about one-third of families with vouchers would have been homeless or doubled up without the voucher and about two-thirds would have been renting their own unit. Gregory Mills *et al.*, “Effects of Housing Vouchers on Welfare Families,” prepared for Department of Housing and Urban Development Office of Policy Development and Research, September 2006, https://www.huduser.gov/portal/Publications/pdf/hsgvouchers_1_2011.pdf

³⁴ Edgar O. Olsen, “The Cost Effectiveness of Alternative Methods of Delivering Housing Subsidies,” University of Virginia, 2009, <http://economics.virginia.edu/sites/economics.virginia.edu/files/papers/CESurvey2009.pdf>; U.S. General Accounting Office, “Federal Housing Assistance: Comparing the Characteristics and Costs of Housing Programs,” January 2002, <https://www.gao.gov/assets/240/233652.pdf>

³⁵ The average extremely low-income renter household had an income of \$11,139 in 2018 and 30 percent of that amount would cover \$280 a month for rent and utility costs. Many households—including those most at risk of homelessness—have much lower incomes and can afford even less in rent. But in 2019 the average market rental unit’s operating cost was \$520 a month (and over \$580 when the owner pays for utilities), according to National Apartment Association data. Paula Munger and Leah Cuffy, “Strong Performance to Close Record Economic Expansion: 2020 NAA Survey of Operating Income and Expenses in Rental Apartment Communities,” National Apartment Association, October 2020, https://www.naahq.org/sites/default/files/2020_ies_exec_summary_final.pdf

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