

**MANAGER’S AMENDMENT TO TRANSPORTATION-HUD APPROPRIATIONS BILL  
OFFERED BY MR. WOMACK OF ARKANSAS**

BILL

In the bill:

On page 64, before the header “FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION” insert:

“Sec. 126. The remaining unobligated balances, as of September 30, 2026, from amounts made available in paragraph (1) of the heading “Department of Transportation—Federal Highway Administration—Highway Infrastructure Programs” for fiscal year 2023 in division L of Public Law 117–328 are hereby permanently rescinded, and an amount of additional new budget authority equivalent to the amount rescinded pursuant to this section is hereby appropriated for the same such purposes on September 30, 2026, to remain available until September 30, 2027.”

On page 91, line 13, after “Act:” insert:

“*Provided further*, That funds previously made available for fixed guideway capital investment grants under section 5309 of title 49, United States Code, and section 3005(b) of the Fixing America's Surface Transportation Act in title I of division L of the Consolidated Appropriations Act, 2018 (Public Law 115–141; 132 Stat. 348) that were available for obligation through fiscal year 2021 shall remain available until September 30, 2031 for the liquidation of valid obligations incurred during fiscal years 2018 through 2021: *Provided further*, That the preceding proviso shall be applied as if it were in effect on September 30, 2026: *Provided further*, That funds previously made available for fixed capital investment grants under section 5309 of title 49, United States Code, and section 3005(b) of the Fixing America's Surface Transportation Act in title I of division G of the Consolidated Appropriations Act, 2019 (Public Law 116–6; 132 Stat. 13) that were available for obligation through fiscal year 2022 shall remain available until September 30, 2032 for the liquidation of valid obligations incurred during fiscal years 2019 through 2022:”

On page 229, line 6, after “Sec. 423.” insert “(a)”

On page 229, line 11, strike “25”

On page 229, line 11, after “Act”, strike the remainder of the section and insert:

“ — (1) the item relating to “Reopening Sisters of the Road in Old Town/Chinatown” is deemed to be amended by striking “in Old Town/Chinatown”;

(2) the item relating to “Parrish, Florida Rails to Trails Project” is deemed to be amended by striking “Parrish, Florida Rails to Trails Project” and inserting “Florida Gulf Coast Trail project (North-South Trail)”;

(3) the item relating to “Rehabilitation of Historic Alumni House as Skills-based Workforce Development Community Center” is deemed to be amended by striking “The Foundation for City College” and inserting “Research Foundation of CUNY”.

(b) In the table of projects entitled “Community Project Funding/Congressionally Directed Spending” in the explanatory statement for division D of the Consolidated Appropriations Act, 2026 (Public Law 119–75) described in section 4 in the matter preceding division A of such Act—

(1) the item relating to “Elkhorn River Bridge Replacement” is deemed to be amended by striking “Replacement” and inserting “Expansion”.

## REPORT

In report:

On page 8 of the Report, before the paragraph with the header “*Freight logistics optimization works*”, insert:

*Grant terminations.*—The Committee is concerned that unnecessary delays in the release of federal funding for projects will drive up project costs, impact job opportunities, and cause other negative downstream economic effects. The Committee expects the Department to carry out programs in accordance with the procedures established in the governmentwide guidance for federal financial assistance. The Committee reminds the Department of the requirements regarding award terminations requested in the explanatory statement accompanying P.L. 119–75.

On page 8, after the paragraph titled “Land port of entry infrastructure”, insert:

*Outcome-based reviews.*—The Committee supports: (1) the conduct of outcome-based program and operational reviews consistent with the Government Performance and Results Modernization Act of 2010; (2) the review of existing regulations, internal policies, and administrative requirements to identify outdated, duplicative, or unnecessarily burdensome provisions; and (3) the identification of opportunities for cost savings, administrative streamlining, and improved program delivery. Not later than 90 days after the date of enactment of this Act, the Secretary shall submit a report to the House and Senate Committees on Appropriations on capacity to strengthen performance management, regulatory review, and oversight practices to better align spending with measurable outcomes.

On page 22, after the paragraph titled “Engagement”, insert:

*Enhanced airspace monitoring and tracking.*—The Committee is encouraged by the functionality and potential impact that satellite systems with synthetic aperture radars could provide to current

air traffic awareness systems and overall domain awareness in the National Airspace System. Not later than 180 days after the date of enactment of this Act, the Secretary shall provide the House and Senate Committees on Appropriations a report on the potential benefits and challenges posed by providing air traffic controllers at the Federal Aviation Administration access and dual-use of satellites and systems deployed by the Department of Defense as a supplemental resource for commercial air traffic coordination.

On page 24, in the paragraph with the header “*Performance clauses*” at the end of the first sentence insert “, including indirect labor and applying calculations on an area-wide basis”; in the second sentence, after “performance and staffing” insert “(3) the impact of FAA hiring FCT controllers”; and renumber accordingly.

On page 29, after the third paragraph, insert:

*“Air Traffic Control Tower Assessments.—*The Committee recognizes that many of the Nation’s air traffic control towers have exceeded their intended service life and continue to operate despite aging infrastructure and significant deferred maintenance needs. The Committee directs the FAA to assess the condition of existing air traffic control tower facilities, with priority given to towers that have recently suffered damage due to extreme weather events, and determine whether those facilities warrant increased priority in the agency’s tower replacement planning under Section 624(c)(2) due to significant structural deficiencies, safety concerns, or major infrastructure failures. The Department shall report to the House and Senate Committees on Appropriations regarding which airports have been consulted and how many air traffic control towers have been recommended within 180 days of enactment.”

On page 36, before the header “GRANTS-IN-AID FOR AIRPORTS”, insert:

*“Temporary Flight Restriction Reimbursements.—*The Committee recognizes the economic impact on airports and small businesses impacted by Temporary Flight Restrictions (TFRs) near presidential residencies and the importance of these TFRs to protect presidents. To support small businesses impacted by these TFRs, the Committee has provided funding to reimburse them for lost revenue. The Committee recognizes the challenges small businesses have had in accessing these funds, including burdensome and duplicative paperwork requirements, and directs the FAA to develop formal guidelines and an appeals process to streamline the reimbursement process, implementing a reasonableness standard when reviewing and requesting backup documentation provided in support of the business’ claims. Reimbursable expenses should include lost revenue from a decrease in fuel sales, rent from tie downs and plane parking fees, and other losses directly tied to the closure of airports during the TFRs compared to the year before the TFRs began. The Committee directs FAA to expedite reimbursing airports for direct losses related to the TFRs and provide airports with at least two opportunities to submit for reimbursements each fiscal year to ensure timely reimbursement.

*State Block Grants.*—The Committee is aware of federal obstacles to the use of certain procurement and selection methods, such as indefinite delivery, indefinite quantity, for airport projects funded with funds authorized under 49 U.S.C. § 47104(a) and administered under the State Block Grant Program (49 U.S.C. § 47128). The Committee directs the FAA to allow participant states maximum procurement flexibility, when acting as an agent of a recipient airport under the State Block Grant Program, to encourage efficiency and expedite project delivery. Such flexibility should include the use of alternative contracting and project delivery methods such as, but not limited to, construction management at risk, design build, and competitive proposal qualifications-based selections. The Committee directs the FAA, at the headquarters and district office level, to fully engage with states interested in using such flexibilities, at the request of a state, to inform state planning and policy decisions. The Committee directs the FAA to encourage participant states to share information and best practices for program implementation as well as share best practices with states interested in executing alternative contracting and project delivery.”

On page 42, after the first paragraph under the header “COMMITTEE RECOMMENDATION” insert:

“The Committee encourages the Federal Highway Administration to establish a pilot program to aid state DOT adoption of performance-based specifications for construction materials. The pilot program would provide reimbursement to state DOTs for the costs of training, technical assistance, research, equipment use and field testing as they increase the use of performance-based specifications.”

On page 44, before the header “FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION” insert:

“Section 126 extends the availability of certain funds.”

On page 46, after the last paragraph, insert:

*Registration solicitations.*—The Committee is concerned by the increasing number of reports of private entities soliciting motor carriers regarding DOT number registration, renewal, updates, and compliance requirements in a manner that may reasonably lead recipients to believe the communication originates from, or is endorsed by, the FMCSA or DOT. Such solicitations can impose unnecessary costs on motor carriers, particularly small businesses and owner-operators, and may create confusion regarding Federal registration requirements. The Committee directs FMCSA, within 180 days of enactment of this Act, to review the prevalence of misleading registration-related solicitations; assess the adequacy of existing authorities to address deceptive practices involving USDOT number communications; conduct outreach to motor carriers regarding legitimate Federal registration processes and associated fees; and provide a report to the House and Senate Committees on Appropriations identifying legislative, regulatory, and enforcement recommendations to protect motor carriers from deceptive or misleading registration-related solicitations. The Committee further directs FMCSA to ensure that all public-facing registration materials clearly inform motor carriers that registration, renewal, and update

services may be completed directly through FMCSA and that third-party services are not required. The report shall include the number and nature of complaints received regarding misleading DOT number solicitations, enforcement actions undertaken, and recommendations for additional authorities, if necessary.

On page 51, after the paragraph titled “Interagency impaired-driving task force,” insert:

*“Rideshare safety.—The Committee remains concerned about increasing reports of sexual assault and other misconduct involving rideshare drivers, as well as continued efforts by rideshare companies to limit or avoid liability for such incidents. The Committee encourages NHTSA to examine opportunities to prevent and respond to crimes occurring within rideshare services and to consider whether additional safety recommendations are warranted to better protect passengers.”*

On page 61, at the end of the paragraph titled “*Transit access and ridership study*”, insert:

*“The Committee further acknowledges the GAO report published earlier this year regarding changes of travel patterns on transit revenue (GAO-26-107532) found fare revenue severely impacted by COVID-19, as fare increases to achieve cost recoveries have impacted transit agencies of all sizes. As a follow up to this report, the Committee directs GAO to assess changes in the financial condition of public transit systems since 2019, including trends in ridership recovery, fare revenue, operating costs, and Federal, State, and local support. The assessment shall evaluate how transit agencies define and measure fare affordability, including methodologies that account for household income, commute distance, trip frequency, transfers, and station or stop access costs such as parking, feeder bus service, and other first- and last-mile connections. The assessment should further evaluate how fare structures—including flat fare, distance-based, zone-based, and time-based pricing models—affect ridership, revenue adequacy, and total household transportation costs, including the relationship between ridership levels, service frequency, and per-rider operating costs across modes. The Committee directs GAO to compare approaches across commuter rail, subway, and bus systems and identify best practices for maintaining accessible fare structures while sustaining long-term financial stability, service reliability, and operational efficiency.”*

On page 82, before the paragraph titled “Procurement capacity,” insert following:

*“Outcome-based reviews.—The Committee supports: (1) the conduct of outcome-based program and operational reviews consistent with the Government Performance and Results Modernization Act of 2010; (2) the review of existing regulations, internal policies, and administrative requirements to identify outdated, duplicative, or unnecessarily burdensome provisions; and (3) the identification of opportunities for cost savings, administrative streamlining, and improved program delivery. Not later than 90 days after the date of enactment of this Act, the Secretary shall submit a report to the House and Senate Committees on Appropriations on capacity to strengthen performance management, regulatory review, and oversight practices to better align spending with measurable outcomes.*

On page 85, after the paragraph titled “*HUD-VASH availability at the southern border*,” insert:

“*Security deposits.*—The Committee is aware that under current law, housing choice voucher renewal funds cannot be used to cover the cost of a security deposit for an affordable housing unit. The Committee recognizes that security deposits can impose a significant cost, often the full price of a single month’s rent, and can act as a barrier to accessing affordable housing for individuals and families interested in participating in the housing choice voucher program. The Committee directs the Secretary to conduct a feasibility study on amending the United States Housing Act of 1937 to allow housing choice voucher renewal funds to cover security deposits for participating families. The study should include annual fiscal projections on the cost to the housing choice voucher program, as well as the projected impact on demand for the program. The Secretary is directed to issue a report on the results of the study to the House and Senate Committees on Appropriations within 90 days of enactment of this Act.”

On page 96, before the header “PAYMENT TO THE MANUFACTURED HOUSING FEES TRUST FUND” insert:

“*Housing Counseling.*—The Committee recognizes the critical role the Housing Counseling Assistance Program plays in providing rental, homebuyer, and homeowner counseling services nationwide. In awarding funds under the Comprehensive Housing Counseling program, the Committee directs HUD to make eligible for reimbursement a comprehensive range of homeownership and rental housing counseling services, as defined in 24 CFR 5.100, which must include individual pre-purchase and post-purchase counseling for homebuyers and homeowners regardless of whether the mortgage loan or prospective mortgage loan is made, insured or guaranteed, or held by HUD or any other federal agency, and regardless of whether the household receives or has applied for HUD assistance.”

On page 98, in the paragraph entitled “*Conflict of interest protections*”, strike “where the mortgagee is the mortgage holder”.

On page 148, after the third paragraph, insert:

“Section 126 extends the availability of certain funds.”