



TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2026

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act provides a total discretionary allocation of \$102.883 billion. The non-defense portion of the allocation is \$102.495 billion, and the defense portion of the allocation is \$388 million.

Reflecting the America First agenda, the bill prioritizes transportation safety, including air traffic control infrastructure, controller hiring, and transportation safety, while maintaining essential housing assistance for our nation's most vulnerable. Recognizing that infrastructure is the backbone of economic growth and national connectivity, the bill refocuses transportation funding to meet critical needs across the nation and build assets that support generations to come.

KEY TAKEAWAYS

- **Invests in transportation safety and rebuilds America by:**
 - Increasing funding for the Federal Aviation Administration (FAA) by \$1.588 billion, a top Trump Administration priority, which will keep our skies safe and help build a world-class air traffic control system.
 - Providing the FAA with resources to hire 2,500 new air traffic controllers.
 - Redirecting \$2.3 billion in wasteful Democrat priorities from the Infrastructure Investments and Jobs Act (IIJA), including \$879 million from the failed Biden Electric Vehicle Charging Network boondoggle.
- **Supports the Trump Administration and mandate of the American people by:**
 - Upholding America First priorities by guaranteeing that the U.S. has the most modern, safe, and efficient transportation system in the world.
 - Reinforcing English language proficiency requirements for truck drivers.
 - Codifying DOGE recommendations to reduce the federal bureaucracy of Transportation, Housing and Urban Development (THUD) agencies by 29%.
 - Investing \$64.323 billion in highway infrastructure.
 - Directing \$4.577 billion to airport infrastructure.
 - Terminating \$928 million from the now-canceled California high speed rail project.
- **Bolsters U.S. national security and border protections by:**
 - Promoting defense readiness capabilities by investing \$481.6 million in the Cable Security Program, the Maritime Security Program, and the Tanker Security Program.
 - Providing \$347 million to support the next generation of mariners at the U.S. Merchant Marine Academy and State Maritime Academies.
 - Supporting America's vehicle and aircraft manufacturers to ensure global leadership and to counter Communist China's malign influence.



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- Maintaining “Buy American” provisions that maximize the federal government’s use of services, goods, products, and materials produced and offered in the United States.
- **Safeguards American taxpayer dollars and preserves core functions by:**
 - Eliminating or redirecting \$5.694 billion through 28 program cuts and 7 rescissions, as compared to a Continuing Resolution that would repeat Democrat priorities.
 - Reducing HUD staff by 24%, consistent with reductions in force implemented by Secretary Turner, saving \$348 million in salaries and expenses.
 - Rightsizing DOT staffing with a 5% reduction, all without compromising transportation safety.
- **Rejects Democrat proposals to tie the hands of the Administration, including attempts to:**
 - Reverse DOGE cuts and other government downsizing efforts.
 - Require Biden Administration terms on grant programs.
 - Impose burdensome notifications and reporting requirements.
 - Nullify President Trump’s executive orders.
 - Hamper the Trump Administration’s ability to review and modify grants.
- **Maintains longstanding, bipartisan riders, including:**
 - Reinforcing citizenship requirements for housing assistance.
 - Prohibiting DOT from enforcing COVID-19 mask mandates on public transportation conveyances and transportation hubs.
 - Enforcing the American Security Drone Act of 2023, which bans the procurement and use of drones produced by China and other hostile entities.
 - Prohibiting HUD from requiring grantees to undertake specific zoning laws as a part of meeting fair housing obligations.
 - Prohibiting the enforcement of the electronic logging device rule with respect to carriers transporting livestock or insects.
 - Prohibiting Amtrak from reducing the total number of police patrolling stations below 2019 levels.
 - Limiting funds for projects that use eminent domain.

DETAILED FUNDING SUMMARY

Department of Transportation

Provides a discretionary total of \$25.136 billion to the Department of Transportation, which is \$111 million below the FY25 enacted level. Taken together with \$83.290 billion in obligation limitation for highway and airport trust fund programs, the bill provides \$108.344 billion in total budgetary resources to improve the safety and efficiency of our nation’s transportation system.

- \$22.209 billion in total budgetary resources for the Federal Aviation Administration (FAA),



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\$1.220 billion above the FY25 enacted level, an America First priority.

- \$10.341 billion to fully fund air traffic control operations and allow the FAA to hire 2,500 air traffic controllers to replace the retiring workforce.
- \$4 billion for facilities and equipment, which is \$823.7 million above the FY25 enacted level.
- \$64.323 billion in total budgetary resources for the Federal Highway Administration, which is \$1.930 billion above the FY25 enacted level, to ensure the safety and modernization of our highways for truckers and the American public.
 - \$63.396 billion in highway trust fund programs.
 - \$879 million for priority infrastructure needs, including Tribal transportation and truck parking projects.
- \$1.814 billion in total budgetary resources for the Federal Railroad Administration, which is \$1.110 billion below the FY25 enacted level.
 - \$265 million for safety and operations, prioritizing rail safety programs.
 - \$2.427 billion for Amtrak, of which \$850 million is for the Northeast and \$1.577 billion is for the National Network.
 - \$950 million in rescissions, including \$928 million from the high-speed rail grants.
- \$16.523 billion in total budgetary resources for the Federal Transit Administration, which is \$165 million below the FY25 enacted level.
 - \$14.642 billion in highway trust fund transit programs.
 - \$1.7 billion for Capital Investment Grants, a \$505 million decrease from the FY25 enacted level. Through utilizing unallocated balances and \$1.6 billion in advance appropriations available through IIJA, the bill provides \$3.674 billion for 21 projects.
 - \$100 million for supplemental support for transit agencies in the 11 U.S. host cities for the 2026 FIFA World Cup.
 - \$94 million for transportation assistance relating to the 2028 Olympic Games.
- \$917 million for the Maritime Administration, supporting a \$17 million increase from FY25 enacted to support our ports and defense.
 - \$35 million for the small shipyards program.
 - \$39 million for competitive grants in the Port Infrastructure Development Program.
- \$2.546 billion for transportation safety agencies.
 - \$931.6 million for the Federal Motor Carrier Safety Administration.
 - \$1.259 billion for the National Highway Traffic Safety Administration to fund critical safety activities.
 - \$356 million to fund safety and inspection activities within the Pipelines and Hazardous Materials Safety Administration.
- \$1.041 billion for the Office of the Secretary.
 - \$514 million to fully fund the Essential Air Service program, which provides air service to rural communities otherwise unserved.
 - \$145 million for the RAISE grant program, which is in addition to the \$1.5 billion provided by the IIJA in FY24.



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- \$3 million to launch a nationwide dashboard for shippers and carriers to track real-time supply chain movements and better respond to bottlenecks.
- \$113 million for the DOT Office of the Inspector General (OIG) to ensure the OIG has the tools it needs to eliminate waste, fraud, and abuse, especially as it relates to the implementation of the IIJA.

Department of Housing and Urban Development

Provides a net discretionary total of \$77.3 billion for the Department of Housing and Urban Development (HUD).

- Public and Indian Housing
 - \$38.439 billion for the Tenant-Based Rental Assistance Program (voucher program), which will maintain housing support for over 2 million households.
 - \$1.354 billion for Native American programs, upholding our nation's Tribal trust obligations.
 - \$206 million for Self-Sufficiency programs.
 - \$8.319 billion for the Public Housing Fund.
- Community Planning and Development
 - \$3.3 billion for the Community Development Block Grant program.
 - \$65 million for the Self-Help and Assisted Homeownership Opportunities Program (SHOP), including \$42 million for the Section 4 Capacity Building program.
 - \$4.4 billion for Homeless Assistance Grants.
 - \$1.25 billion for the HOME Investment Partnerships.
- Project-Based Housing Programs
 - \$18.543 billion for Project-Based Rental Assistance, which provides a full renewal of housing contracts serving about 1.2 million households.
 - \$1.03 billion for Housing for the Elderly, which provides a full renewal of housing contracts serving about 120,000 households.
 - \$287 million for Housing for Persons with Disabilities, serving about 33,000 households.
- Federal Housing Administration
 - \$400 billion limitation on guaranteed loans for the Mutual Mortgage Insurance Program and \$160 million to carry out the program.
 - \$35 billion limitation on guaranteed loans for the General and Special Risk Insurance Program.
 - \$550 billion limitation on guaranteed loans for the Government National Mortgage Association and \$56 million to carry out the program.
- \$296 million for the Office of Lead Hazard Control and Healthy Homes.
- \$144.5 million for the HUD Office of the Inspector General to ensure that the OIG has the tools it needs to eliminate waste, fraud, and abuse at HUD.
- \$1.455 billion for salaries and expenses to reflect a 24% reduction in staffing at HUD.



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Related Agencies

- \$9.955 million for the Access Board.
- \$40 million for the Federal Maritime Commission.
- \$29.24 million for the Amtrak Office of Inspector General.
- \$145 million for the National Transportation Safety Board (NTSB), a critical independent agency in the wake of the DCA Flight 5342 crash, Francis Scott Key Bridge collapse, and near-misses at airports nationwide.
- \$158 million for Neighborhood Reinvestment Corporation (NeighborWorks).
- \$39.549 million for the Surface Transportation Board.
- \$3 million for the U.S. Interagency Council on Homelessness.

Community Project Funding

The bill includes \$3.786 billion in Community Project Funding for 2338 projects among 381 House Members.