



APPROPRIATIONS

CHAIRMAN TOM COLE *Tom Cole*

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2025

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act provides a total discretionary allocation of \$90.400 billion, which is \$7.084 billion (7.3%) below the Fiscal Year 2024 enacted level.

The bill provides a non-defense discretionary total of \$90.022 billion and a defense discretionary total of \$378 million.

This bill prioritizes highway, railway, and aviation safety while maintaining housing assistance for our nation's most vulnerable.

KEY TAKEAWAYS

- Bolsters our national security by:
 - Responsibly funding DOT's modal administration to ensure our world-class transportation system is safe and efficient.
 - Countering Chinese influence in autonomous vehicle manufacturing.
 - Funding the authorized levels for national strategic sealift operations, including doubling the number of tanker ships.
- Focuses the Executive Branch on its core responsibilities by:
 - Reducing funding by \$2.981 billion across 14 grant programs:
 - Reducing funding for the Department of Transportation (DOT) grant programs by \$2.044 billion, which is 36% below the FY24 enacted level.
 - Reducing funding for the Department of Housing and Urban Development (HUD) grant programs by \$937 million, which is 44% below the FY24 enacted level.
 - Rejecting the Administration's request to increase wasteful climate and equity initiatives.
 - Eliminating over \$430 million in unauthorized Biden Administration initiatives, including:
 - \$25 million DOT Thriving Communities, a "Justice40"-related program.
 - \$50 million for HUD Green New Deal public housing.
 - \$140 million HUD Choice Neighborhoods program.
 - \$100 million HUD Yes in My Backyard (YIMBY) program, which gives bureaucrats in Washington the power to change local zoning laws.
 - \$10 million for unnecessary eviction legal assistance grants.
 - Rejecting the Administration's request for additional programs and initiatives totaling nearly \$401 million, including:
 - \$10 million to electrify DOT's federal vehicle fleet.
 - \$100 million for the Federal-State Partnership for Intercity Passenger Rail.



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- \$241 million to expand HUD vouchers.
- \$50 million to resurrect the Build Back Better housing agenda, through the FirstHOME Downpayment Assistance Initiative.
- Supports American values and principles by:
 - Maintaining housing assistance for vulnerable Americans, including the elderly, disabled, and veterans.
 - Providing full renewal for all currently-leased, tenant-based rental assistance vouchers, all project-based rental assistance contracts, and all housing for the elderly and persons with disabilities contracts; and
 - Responsibly funding homeless assistance grant programs.
 - Prohibiting the DOT and HUD from implementing the Biden Administration’s woke executive orders on equity or implementing equity action plans.
 - Prohibiting the use of funds for training of federal employees or contractors to promote critical race theory or related concepts.
 - Prohibiting implementation of the Administration’s final greenhouse gas emissions rule, which would be especially burdensome for rural states.
 - Prohibiting congestion pricing in the New York City metro area.
 - Prohibiting funds from being used to require inward-facing cameras or require a motor carrier to be enrolled in the Department of Labor’s registered apprenticeship program as conditions for participation in the safe driver apprenticeship pilot program.
 - Prohibiting the enforcement of the electronic logging device rule with respect to commercial motor carriers transporting livestock or insects.
 - Prohibiting federal overreach of the Federal Motor Carrier Safety Administration (FMCSA) on America’s truckers by barring requirements for trucks to be equipped with speed limiting devices.
 - Prohibiting states from implementing trucking hours of service requirements that are more stringent than the federal standards.
 - Prohibiting the implementation of the National Highway Traffic Safety Administration’s Corporate Average Fuel Economy (CAFE) standards, which would place an undue burden on American manufacturers and consumers and force them into buying an electric vehicle.
 - Prohibiting mask mandates on public transportation to combat the COVID-19 pandemic.
 - Prohibiting funds for the failed California High Speed rail project.
 - Preventing implementation of the Administration’s proposed “Affirmatively Furthering Fair Housing” rule, which would put a severe regulatory burden on small- and medium-sized municipalities, public housing authorities, and other entities and bury them in developing “Equity Plans.”
 - Preventing funding in violation of current law regarding ineligibility of illegal immigrants for federal housing assistance.
 - Allowing only the American flag and other official flags to be flown at Departments and agencies covered in our bill.



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- Prohibiting funds for unnecessary regulations and controversial climate executive orders.
- Prohibiting HUD funds to be made available for local sanctuary jurisdictions.
- Prohibiting funds to be used to discriminate against Americans who support traditional marriage.
- Banning new commercial flights to the hostile regime of Cuba.
- Blocking revised energy standards for newly constructed homes financed by HUD that would increase costs in an already constrained housing market.
- Repealing CARES Act overreach into local housing eviction decisions.

DETAILED FUNDING SUMMARY

Department of Transportation

Provides a discretionary total of \$25.131 billion to the Department of Transportation, which is \$1.856 billion below the FY24 enacted level and \$336 million below the President's Budget Request. Taken together with \$81.539 billion in obligation limitation for highway and airport trust fund programs, the bill provides \$106.670 billion in total budgetary resources to improve the safety and efficiency of our nation's transportation system.

- \$21.657 billion in total budgetary resources for the Federal Aviation Administration (FAA), \$1.576 billion above the FY24 enacted level.
 - \$13.588 billion to fully fund air traffic control operations and allow the FAA to hire 2,000 air traffic controllers to replace the retiring workforce.
 - \$3.549 billion for facilities and equipment, which is \$358 million above the FY24 enacted level.
 - \$257 million in Community Project Funding for 84 airport improvement projects requested by 71 Members.
- \$63.544 billion in total budgetary resources for the Federal Highway Administration, which is \$552 million above the FY24 enacted level.
 - \$61.314 billion in highway trust fund programs.
 - Eliminates funding for discretionary highway programs duplicative to the advanced appropriations provided by the Infrastructure Investment and Jobs Act (IIJA).
 - \$405 million for priority infrastructure needs, including tribal transportation and truck parking projects.
 - \$1.085 billion in Community Project Funding for 492 highway infrastructure projects requested by 226 Members.
- \$2.758 billion in total budgetary resources for the Federal Railroad Administration, which is \$212 million below the FY24 enacted level.
 - Prioritizes rail safety programs, including \$288 million for safety and operations, which is \$20 million above the FY24 enacted level.
 - \$2.125 billion for Amtrak, of which \$1.002 billion is for the Northeast and \$1.123 billion is for the National Network.



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- \$298 million for the Consolidated Rail Infrastructure Safety Improvement (CRISI) program, including \$38.5 million in Community Project Funding for 22 projects requested by 23 Members.
- \$15.307 billion in total budgetary resources for the Federal Transit Administration, which is
- \$1.297 billion below the FY24 enacted level.
 - \$14.279 billion in highway trust fund transit programs.
 - \$755 million for Capital Investment Grants. Through utilizing unallocated balances from FY24 and \$1.6 billion in advance appropriations available through IJA, the bill provides funding for all projects ready for construction in 2025.
 - \$116 million in Community Project Funding for 119 transit infrastructure projects requested by 99 Members.
- \$849 million for the Maritime Administration, which is \$92 million below the FY24 enacted level.
 - \$72 million for the Port Infrastructure Development Program, including \$22 million in Community Project Funding for 12 port infrastructure projects requested by 11 Members.
- \$2.566 billion for transportation safety agencies.
 - \$909 million for the Federal Motor Carrier Safety Administration, which is \$18.4 million below the FY24 enacted level, for grants and activities related to preventing commercial motor vehicle-related fatalities and injuries.
 - \$1.272 billion for the National Highway Traffic Safety Administration to fund critical safety activities, which is \$34 million above the FY24 enacted level.
 - \$384.5 million, which is \$13.2 million above the FY24 enacted level, to fully fund safety and inspection activities within the Pipelines and Hazardous Materials Safety Administration.
- \$807 million for the Office of the Secretary, which is \$251 million below the President's Budget Request.
 - \$423 million to fully fund the Essential Air Service program, which provides air service to rural communities otherwise unserved.
 - Does not provide additional appropriations for the RAISE or Mega grant programs, as the programs receive a collective \$2.5 billion (\$1.5 billion for RAISE and \$1 billion for Mega) in advanced appropriations for FY25 through the IJA.
 - \$5 million to launch a nationwide dashboard for shippers and carriers to track real-time supply chain movements and better respond to bottlenecks.
- \$122.2 million for the DOT Office of the Inspector General (OIG), which is \$5.7 million above the FY24 enacted level, to ensure the OIG has the tools it needs to eliminate waste, fraud, and abuse, especially as it relates to the implementation of the IJA.



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Department of Housing and Urban Development

Provides a net discretionary total of \$64.827 billion for the Department of Housing and Urban Development, which is \$5.242 billion below the FY24 enacted level.

- Public and Indian Housing
 - \$32.272 billion for the Tenant-Based Rental Assistance Program (voucher program), which will maintain housing support for 2.3 million households.
 - \$1.455 billion for Native American programs, upholding our nation's tribal trust obligations.
 - \$175 million for Self-Sufficiency programs.
 - \$8.214 billion for the Public Housing Fund.
- Community Planning and Development
 - \$3.3 billion for the Community Development Block Grant program.
 - \$56 million for the Self-Help and Assisted Homeownership Opportunities Program (SHOP), including \$42 million for the Section 4 Capacity Building program.
 - \$4.060 billion for Homeless Assistance Grants.
 - \$500 million for the HOME Investment Partnerships program, which is \$750 million below the FY24 enacted level to reflect the nearly \$5 billion yet to be spent from the Democrats' American Rescue Plan.
 - \$2.176 billion in Community Project Funding for 1,586 Economic Development Initiative (EDI) projects requested by 337 Members.
- Project-Based Housing Programs
 - \$16.595 billion for Project-Based Rental Assistance, which provides a full renewal of housing contracts serving about 1.2 million households.
 - \$931.4 million for Housing for the Elderly, which provides a full renewal of housing contracts serving about 120,000 households.
 - \$256.7 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 \$150 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 \$54 million to carry out the program.
- \$335 million for the Office of Lead Hazard Control and Healthy Homes.
- \$160 million for the HUD Office of the Inspector General (OIG), which is \$7.1 million above the FY24 enacted level, to ensure that the OIG has the tools it needs to eliminate waste, fraud, and abuse at HUD.



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Related Agencies

- \$10 million for the Access Board.
- \$43 million for the Federal Maritime Commission.
- \$32.1 million for the Amtrak OIG.
- \$145 million for the National Transportation Safety Board, a critical independent agency in the wake of the Francis Scott Key Bridge collapse, near-misses at airports nationwide, and train derailments.
- \$158 million for Neighborhood Reinvestment Corporation (NeighborWorks).
- \$50.6 million for the Surface Transportation Board.
- \$4.3 million for the U.S. Interagency Council on Homelessness.

Community Project Funding

Includes \$3.696 billion in Community Project Funding for 2,315 projects requested by 368 Members.