EXPLANATORY STATEMENT FOR THE DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2027

OVERVIEW AND SUMMARY OF THE BILL

The Transportation, Housing and Urban Development, and Related Agencies appropriations bill provides funding for a wide array of Federal programs, mostly in the Departments of Transportation [DOT] and Housing and Urban Development [HUD]. Programs in the DOT support road, transit, rail, pipeline, maritime, and aviation infrastructure development, as well as safety, oversight, and enforcement across the various modes. Resources for HUD support economic development, affordable housing production, and housing assistance for those most in need, including the elderly, individuals with disabilities, and people experiencing homelessness. The bill also provides funding for the Federal Housing Administration [FHA] and the Government National Mortgage Association [Ginnie Mae] to continue their traditional roles of providing access to affordable homeownership in the United States.

The bill, as reported, provides the proper balance of funding for transportation, housing, and community development programs and activities. It is consistent with the subcommittee's allocation for fiscal year 2027. All accounts in the bill have been closely examined, and funding is provided to carry out the programs and activities of the DOT, HUD, and related agencies. Details on each of the accounts and the Committee's justifications for the funding levels are included in this report.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2027, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" [PPA] shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations), accompanying reports or explanatory statements of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill, report, or joint explanatory statement language.

REPROGRAMMING GUIDELINES

The Committee includes provisions in section 405 establishing the authority by which funding available to the agencies in this act, division J of Public Law 117–58, or previous appropriations acts may be reprogrammed for other purposes. These provisions specifically require the advanced notification and approval of the House and Senate Committees on Appropriations of any proposal to reprogram funds that:

—creates a new program;
—eliminates a PPA;
—increases funds or personnel for any PPA for which funds have been denied or restricted by the Congress;
—proposes to redirect funds that were directed in such reports or explanatory statements for a specific activity to a different purpose;
—augments an existing PPA in excess of $5,000,000 or 10 percent, whichever is less;
—reduces an existing PPA by $5,000,000 or 10 percent, whichever is less; or
—creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the congressional budget justifications, the report accompanying this act, or the relevant operating plan properly submitted by each agency, whichever is more detailed. This direction applies to both the bill and accompanying reports or joint explanatory statements.

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 45 days after enactment of this act to establish the baseline for application of reprogramming and transfer authorities provided in this act. Specifically, each agency should provide a table for each appropriation with columns displaying the prior year enacted level; budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation and prior year enacted level both by object class and by PPA, as detailed in this act, accompanying reports, explanatory statement, or joint explanatory statements, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations. In addition, the operating plan shall include an organizational chart with the number of full-time personnel onboard as of the end of the most recent pay period for each office as approved by this act or a report, explanatory statement, or joint explanatory statement accompanying this act that provides the customary level of detail provided to the House and Senate Committees on Appropriations. The Committee directs HUD to provide organizational charts at the same level of detail as those provided in April 2024. The operating plan must also identify items of special congressional interest.

The Committee expects the agencies and bureaus to submit reprogramming requests in a timely manner and to provide a thorough explanation of the proposed reallocations, including a detailed justification of increases and reductions and the specific impact the proposed changes will have on the budget request for the following fiscal year. Except in emergency situations, reprogramming requests should be submitted no later than June 30.

The Committee expects each agency to manage its programs and activities within the amounts appropriated by Congress. The Committee reminds agencies that reprogramming requests should be submitted only in the case of an unforeseeable emergency or a situation that could not have been anticipated when formulating the budget request for the current fiscal year. Further, the Committee notes that when a Department or agency submits a reprogramming or transfer request to the House and Senate Committees on Appropriations and does not receive identical responses from the House and Senate, it is the responsibility of the Department to reconcile the House and Senate differences before proceeding, and if reconciliation is not possible, to consider the request to reprogram funds not approved.

The Committee would also like to clarify that these sections apply to the working capital fund [WCF] for the DOT, and that no funds may be obligated from such funds to augment programs, projects or activities for which appropriations have been specifically rejected by the Congress, or to increase funds or personnel for any PPA above the amounts appropriated by this act or a report, explanatory statement, or joint explanatory statement accompanying this act.

CONGRESSIONAL BUDGET JUSTIFICATIONS

Budget justifications are the primary tool used by the House and Senate Committees on Appropriations to evaluate the resource requirements and fiscal needs of agencies. Timely receipt of such budget justifications is integral to the Committee's ability to produce an effective and efficient annual appropriations bill, as is the prompt and comprehensive briefing of Committee staff on the details of the President's budget request. The Committee is aware that the format and presentation of budget materials is largely left to the agency within presentation objectives set forth by the Office of Management and Budget [OMB]. The Committee directs each agency to include within its budget justifications the data needed to make appropriate and meaningful funding decisions and to include: (1) comparisons to the account and sub-account structure provided under this act or a report, explanatory statement, or joint explanatory statement accompanying this act; (2) all available budgetary resources from contract authority, mandatory budget authority, advance appropriations, and discretionary authority, including disaster and emergency-designated funding; (3) detailed discussions of proposed new initiatives or changes to the agency's financial plan; and (4) detailed tables and organizational charts (at the same organizational level of detail provided with the fiscal year 2025 congressional budget justifications, unless otherwise requested by the House and Senate Committees on Appropriations) that delineate all budgetary resources for salaries and expenses,

the number of full-time equivalent [FTE] and full-time positions [FTP] and provide justifications for all funding and staffing changes, reorganizations, and restructurings. This shall include all salaries and expenses funding and FTE/FTP provided by administrative takedowns from any and all budgetary resources.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this act. Therefore, the Committee expects that each agency will coordinate with the House and Senate Committees on Appropriations in advance on its planned presentation for its budget justification materials in support of the fiscal year 2028 budget request.

TRANSPARENCY REQUIREMENT

The Committee remains interested in increasing transparency and accountability of Federal grant spending. The Departments of Labor, Health and Human Services, and Education are directed by the Stevens Amendment, section 505 of title V, division H of Public Law 115–141, to require grantees to include the total cost of the project, the percentage of Federal funds in the project or program, and identify all of the sources of funding for the total project or program in all public documents announcing the grant award. The Committee directs agencies to collect data on what information Federal grant recipients currently include in the public documents announcing the grant award to determine whether recipients of funding in this act could comply with the Stevens Amendment without unreasonable burden. The Committee expresses appreciation for the Department that has submitted the report and again reminds the remaining Department to provide the report required in fiscal year 2020 on the feasibility of complying with the Stevens Amendment.

FEDERAL TRUST AND TREATY RESPONSIBILITIES

The Committee reminds agencies funded by this act of their obligation to uphold the Federal trust and treaty responsibilities to Tribes and Federal obligations to the Native Hawaiian community. This includes upholding treaty and reserved rights, and any other rights and obligations under Federal law; supporting self-determination efforts by Native communities; fulfilling obligations under Presidential Memoranda and Executive Orders; and conducting early and robust government-to-government consultation with Tribes, and meaningful outreach and engagement with Native Hawaiians before actions that will impact Native communities such as agency reorganization, reduction in staffing levels, and changes to grants and other Federal funding mechanisms. The Committee further reminds agencies that the unique relationship between the Federal Government and Tribes is based on the political status of Tribes, and as such, agencies are directed to ensure that the implementation of Executive Order 14151 does not include American Indians and Native Hawaiians.

REPORTING REQUIREMENTS

The Committee directs the DOT and HUD to provide the House and Senate Committees on Appropriations with quarterly written

notifications on the status of pending reports required by this and prior appropriations acts. The agencies are reminded that these reports are important to the Committee's ability to carry out its oversight responsibilities, and each agency is expected to comply with specified deadlines.

AUDIT STANDARDS

The Committee is concerned about Federal agencies executing contracts with certain independent financial auditing and audit remediation firms that have been penalized for poor auditing practices. The Committee believes that all firms contracting with departments and agencies funded in this act, particularly for financial auditing and accounting services, should have qualified professionals and ethics, and integrity controls in place to ensure they are in compliance with Federal accounting and procurement standards. For all contract actions (including awards, renewals, and amendments), Departments and agencies funded in this act shall require any accounting firm providing financial auditing or audit remediation services to provide a Statement setting forth the details of any disciplinary proceedings occurring within 1 year of the projected performance period related to noncompliance with rules or laws applying to audit services.

FEDERALLY FUNDED RESEARCH

The Committee urges the DOT and HUD to affirmatively determine and make available on a publicly accessible website a justification that federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

AFFORDABLE HOUSING PROGRAM ALIGNMENT

The Committee remains steadfast in its commitment to reducing duplicative inspections addressing the statutory, regulatory, and procedural barriers that add time and cost to affordable housing projects that are developed with multiple Federal funding sources. The Committee continues to direct HUD, in coordination with the Internal Revenue Service [IRS] and other Federal agencies, to take steps, within existing authorities, to streamline and better coordinate Federal affordable housing development incentives and programs with the goals of simplifying the work necessary for developers to build the capital stack for affordable housing and redevelopment projects and minimizing the need for duplicative inspections. The Committee reminds HUD of the requirement in Senate Report 119–47 to report on policy recommendations to address statutory barriers and to identify additional authorities necessary to further this goal.

FOREIGN MALIGN INFLUENCE MITIGATION

For more than a decade, adversaries of the United States-primarily Russia, China, and Iran-have utilized foreign malign influence [FMI] to conduct influence operations against the Nation to create divisiveness and fracture communities. Per the Department

of Homeland Security [DHS], FMI refers to the deliberate and covert actions, such as disinformation campaigns and propaganda, used by foreign governments, organizations, or individuals to manipulate, disrupt, or undermine that political, social, or economic stability of another country. FMI aims to create their own narrative to shape public opinion, destabilize democratic processes, sow discord, and advance the interests of the foreign actor. These influence operations generally target politically charged issues, but the Committee is concerned that our adversaries are exploiting U.S. transportation incidents, infrastructure, and companies in an effort to instill a fear of travel and to undermine the economy with an adversarial narrative. The Committee reminds the DOT of the requirement in the joint explanatory statement accompanying the Consolidate Appropriations Act, 2026 to provide a briefing on state backed influence operations on U.S. transportation infrastructure and transportation companies.

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89–670), provides for the establishment of the Office of the Secretary of Transportation [OST]. OST is comprised of the Secretary and the Deputy Secretary immediate and support offices; the Office of the General Counsel; the Office of the Under Secretary of Transportation for Policy, including the offices of the Assistant Secretary for Aviation and International Affairs, the Assistant Secretary for Transportation Policy, and the Assistant Secretary for Multimodal Freight Infrastructure and Policy; five Assistant Secretarial offices for Budget and Programs, Governmental Affairs, Research and Technology, and Administration; and the Offices of Public Affairs and Public Liaison, the Executive Secretariat, Intelligence, Security and Emergency Response, the Chief Digital and Information Officer, and Tribal Government Affairs. OST also includes the Department's Office of Civil Rights and the Department's working capital fund.

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$187,344,000
Committee recommendation	202,366,400

PROGRAM DESCRIPTION

This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries and the general counsel.

COMMITTEE RECOMMENDATION

The Committee recommends $202,366,400 for the salaries and expenses of OST, including $70,000 for reception and representation expenses. The recommendation is $15,022,400 more than the fiscal year 2026 enacted level.

The Committee recommendation authorizes the Secretary to transfer up to 4 percent of the funds among the purposes funded in the Office of the Secretary. The bill also continues language that permits up to $2,500,000 of fees to be credited to the Office of the Secretary for salaries and expenses. The Committee recommendation continues to support the realignment of individual office WCF expenses being streamlined into one shared services account, as

well as the realignment of information technology development, modernization, and enhancement [IT DME] efforts. The recommendation does support the budget request to consolidate public affairs and public liaison functions and personnel from the operating administrations into the Office of Public Affairs and Public Liaison in OST. The recommendation does not support the budget request to consolidate civil rights and governmental affairs functions and personnel from the operating administrations into the Office of Civil Rights in OST and the Office of the Assistant Secretary for Governmental Affairs in OST.

The following table summarizes the Committee's recommendation in comparison to the fiscal year 2026 enacted level.

	2026 enacted	Committee recommendation
Office of the Secretary	$3,764,000	$3,836,000
Office of the Deputy Secretary	1,348,000	1,374,000
Office of the General Counsel	27,780,000	26,693,000
Office of the Under Secretary for Policy	21,358,000	23,002,000
Office of the Assistant Secretary for Budget and Programs	21,505,000	20,355,000
Office of the Assistant Secretary for Government Affairs	3,807,000	3,191,000
Office of the Assistant Secretary for Administration	16,181,000	14,677,000
Office of Public Affairs and Public Liaison	5,664,000	5,942,000
Office of the Executive Secretariat	2,332,000	2,410,000
Office of Intelligence, Security, and Emergency Response	19,388,000	20,923,000
Office of the Chief Information Officer	1,707,000	1,000,000
Office of Tribal Government Affairs	1,517,000	1,546,000
WCF Shared Services	60,993,000	62,917,400
IT Modernization	.....	14,500,000
Total	187,344,000	202,366,400

2028 Olympic, and Paralympic Events.—The Committee recognizes that the mobility needs of competitors, supporting staff, and spectators place high demands on the transportation and infrastructure systems in U.S. cities hosting the 2028 Olympic and Paralympic events. These include providing safe and reliable event-specific mass transportation operations across aviation, road, rail, and transit systems for attendees, residents, and visitors to the United States. The Committee directs the Department to continue to expedite technical assistance and to exercise flexibilities in providing Federal resources, funding, approvals, and waivers in a timely manner to the host cities, States, local governments, regional or metropolitan agencies, transit agencies, airport and public authorities, and associated entities to enable adequate preparation for the events.

The Committee reminds DOT of the requirement in Senate Report 119–47 to report to the House and Senate Committees on Appropriations on the full scope of the DOT's obligations and the host locations' projected resource needs for fiscal year 2027 through fiscal year 2029, including the nature of its coordination with other Federal agencies and departments, as well as representatives of the relevant State and local transportation entities involved in the 2028 Olympic and Paralympic Games.

IMMEDIATE OFFICE OF THE SECRETARY

PROGRAM DESCRIPTION

The Secretary of Transportation provides leadership and has the primary responsibility to provide overall planning, direction, and control of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends $3,836,000 for the Immediate Office of the Secretary, which is $72,000 more than the fiscal year 2026 enacted level. The Committee directs the Department to abide by both the will and intent of Congress in all funding and policy decisions, and to consult with the House and Senate Committees on Appropriations prior to issuing all notices of funding opportunities [NOFOs].

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

PROGRAM DESCRIPTION

The Deputy Secretary has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends $1,374,000 for the Immediate Office of the Deputy Secretary, which is $26,000 more than the fiscal year 2026 enacted level.

OFFICE OF THE GENERAL COUNSEL

PROGRAM DESCRIPTION

The Office of the General Counsel provides legal services to the Office of the Secretary, including the conduct of aviation regulatory proceedings, and coordinates and reviews the legal work in the chief counsels' offices of the operating administrations. The General Counsel is the chief legal officer of the Department and the final authority on all legal questions.

COMMITTEE RECOMMENDATION

The Committee recommends $26,693,000 for the Office of the General Counsel, which is $1,087,000 less than the fiscal year 2026 enacted level. Of the amount provided, not less than $6,000,000 is to continue the Department's efforts to address aviation consumer complaints and related consumer aviation activities as well as implement aviation consumer protection laws through the Office of Aviation Consumer Protection within the Office of the General Counsel.

Aviation Consumer Complaints.—The number of air travel service complaints surged to an unprecedented level of 102,561 in 2020 versus 15,332 in 2019, an increase of 569 percent. Since that time, complaints have de-escalated, but remain unacceptably high at a rate of 86,240 in 2022, 96,853 in 2023, and 97,906 in 2024. The Committee notes that the DOT launched a new system for submitting and handling air travel service complaints through the Avia-

tion Complaint, Enforcement, and Reporting System, and issued the first report of complaints received through this new system in March 2026 covering January 2026. The Committee reminds the Department of the requirement in Senate Report 119–47 to report to the House and Senate Committees on Appropriations an annual summary of air travel consumer complaints from the preceding year accounting for flight delays; mishandled baggage, wheelchairs, and scooters; over sales; airlines reports of the loss, injury, or death of animals during transportation; customer reports to the Transportation Security Administration; and other consumer complaints. The Committee directs the Department to provide such report to the House and Senate Committees on Appropriations for calendar year 2026 not later than 60 days after December 31, 2026. Further, the bill requires the Secretary to report to the House and Senate Committees on Appropriations on the implementation of all sections under title V of the FAA Reauthorization Act of 2024 not later than 90 days after enactment of this act. In addition, the Committee directs the Department to facilitate the collection of complaints related to aisle chair assistance in the boarding and deplaning process, including complaints of injury or fears of bodily harm, and such complaints should be included in the monthly Air Travel Consumer Report issued by the Office of Aviation Consumer Protection.

OFFICE OF THE UNDER SECRETARY FOR POLICY

PROGRAM DESCRIPTION

The Under Secretary for Policy is the chief policy officer of the Department and is responsible for the analysis, development, and review of policies and plans for domestic and international transportation matters. The office administers the economic regulatory functions regarding the airline industry and is responsible for international aviation programs, the essential air service program, airline fitness licensing, acquisitions, international route awards, computerized reservation systems, and special investigations. Within this office, the IIJA also created an Office of Multimodal Freight Infrastructure and Policy [MFIP] to oversee certain multimodal freight grant programs, carry out the National multimodal freight policy, and facilitate the movement of freight across and within different modes of transportation.

COMMITTEE RECOMMENDATION

The Committee recommends $23,002,000 for the Office of the Under Secretary for Policy, which is $1,644,000 more than the fiscal year 2026 enacted level. Of the amount provided, $1,725,000 is for the MFIP and $5,000,000 is for the freight logistics optimization works [FLOW] program.

FLOW Program.—The Committee continues to support the Department's efforts to improve supply chain resiliency through the FLOW program, and industry-supported data-sharing network, and is pleased with the progress the FLOW program has made in improving the transparency of the supply chain. The Committee encourages the DOT to consider integrating commercially available artificial intelligence and machine learning tools into the FLOW

program. The Committee continues to direct the Department to coordinate with the DHS Supply Chain Resiliency Center [SCRC] to improve forecasting and scenario planning for various supply chain disruptions, including staffing at U.S. ports.

Cargo Theft Prevention.—The Committee recognizes the substantial increase in cargo theft that has affected the transportation supply chain over the last few years. The Committee reminds the Department of the report required under this heading in the joint explanatory statement accompanying the Consolidated Appropriations Act, 2026 to utilize existing resources within the Office of Multimodal Freight Infrastructure and Policy to provide a report on cargo theft trends in the transportation supply chain, along with a strategy to combat new cargo theft trends.

Department Policies.—The Department's current statement of international air transportation policy was last updated in 1995 and is now over 30 years old. The Committee appreciated the briefing the Department provided to the House and Senate Committees on Appropriations on the status of this policy document, and directs the Department to keep such Committees apprised of any updates to such policy.

Cellular Vehicle-to-Everything [V2X] Safety Technology.—The Committee commends the Department's commitment to reducing deaths and serious injuries on our Nation's roadways. As the Department previously said in its August 2024 report titled Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment calls cellular vehicle-to-everything [C–V2X] a "powerful tool for achieving its ambitious, long-term goal" of eliminating roadway fatalities. V2X enables vehicles to communicate with roadside infrastructure, other vehicles, and vulnerable road users, such as cyclists and pedestrians. Therefore, the Committee directs the Department to identify and pursue opportunities to incentivize and accelerate the deployment of V2X technologies. Further, the Committee encourages the Department to update and publish a comprehensive VZX deployment framework that establishes clear, measurable targets and deployment benchmarks for both infrastructure and vehicle deployments. Not later than 180 days after enactment of this act, the Committee directs the Department to provide a briefing to the House and Senate Committees on Appropriations on the Department's efforts to implement and oversee these coordinated actions, including actions taken to date, remaining milestones, and any barriers to timely execution. The briefing shall include an update on the Department's actions to carry out the directive in section 24213 of Public Law 117–58 to update the new car assessment program to include advanced crash-avoidance technologies. In addition to implementing NCAP, the Committee encourages the National Highway Traffic Safety Administration [NHTSA] to evaluate whether incorporating V2X-based safety applications into the NCAP could accelerate its deployment and adoption.

Digital Twin Technologies.—The Committee is aware that State departments of transportation face ongoing fiscal constraints and must carefully manage Federal investments to improve the safety, reliability, and performance of the Nation's roadway infrastructure. The Committee notes that digital twin technologies-using pre-

dictive analytics and real-time data-can enhance transportation planning and operational decision-making, including for highway traffic management and public transportation systems.

The Committee understands the potential that digital infrastructure technologies, including software platforms and related services, have in modernizing our Nation's existing and future infrastructure. These technologies have the potential to reduce project costs, accelerate project delivery, and build more innovative, resilient, and efficient infrastructure, including bridges and other surface transportation assets. As such, the Committee directs the Department to include digital infrastructure technologies in NOFOs in an effort to leverage Federal resources to the maximum extent possible and to bring the U.S. into the next generation of bridge design, construction, operations, and maintenance. Further, the Committee also directs the Department, where practicable and consistent with existing authorities, to encourage the consideration and use of digital twin technologies during the planning, design, and construction phases of eligible major projects with total project costs exceeding $100,000,000. The Committee also directs the Department to ensure non-Federal stakeholders are informed of the eligibility of technology in the delivery of federally funded projects.

Transportation Workforce Outreach Program.—The Committee strongly supports initiatives to encourage awareness of career opportunities in the transportation sector. The Committee directs the Department to implement the transportation workforce outreach program as authorized in section 25020 of the IIJA. Further, the Committee directs the Department to utilize program funds to support the development, production, and use of broadcast, digital, and print media advertising and outreach efforts as part of a public awareness campaign.

Foreign Control of Helicopter Operators.—The Committee expects the Department to address allegations of U.S. carriers under actual foreign control that are operating between two U.S. points for compensation without satisfying 49 U.S.C. 40102(a)(15) and to take enforcement or other action as appropriate on such carriers found to be operating in violation of existing law.

Chinese Light Detection and Ranging [LiDAR] Technology.—The Committee is aware Chinese light detection and ranging [LiDAR] manufacturers are targeting deployment of LiDAR sensors on U.S. critical infrastructure as part of "Smart City" technology, including at ports, airports, intersections, drawbridges, crosswalks and other US infrastructure. Chinese LiDAR, typically deployed through U.S. based companies, gathers vast data on U.S. geography and behaviors, thus creating vulnerabilities for foreign adversaries like China to exploit. Therefore, the Committee directs DOT to not contract for, and to prohibit contractors or recipients of Federal financial assistance from the operation, procurement, or contracting action for LiDAR sensors made by Chinese companies or other foreign adversaries that create a national or homeland security risk in projects receiving DOT funding. DOT is further directed to work with the Department of Homeland Security, as Co-Sector-Specific Agencies for the Transportation Systems Sector under Presidential Policy Directive 21 [PPD–21], to develop guidance concerning use of

LiDAR sensors made by Chinese companies or other foreign adversaries.

Airport Access Study.—The Committee recognizes the importance of airport facilities, including gates, baggage handling, and check-in areas, in supporting an efficient and competitive airline industry. The Committee notes that the Department's last comprehensive study of airport business practices and their impact on commercial air carriers was conducted in 1999. Given the significant evolution of the airline industry over the past two decades, the Committee directs the Department to update the October 1999 "Airport Business Practices and Their Impact on Airline Competition" report to reflect the current operating environment.

Domestic Content Compliance Resources.—The Committee recognizes that consistent implementation of Made in America laws, including the Build America, Buy America [BABA] Act, the Buy American Act, and other domestic content requirements is in the National interest and strengthens growth and competitiveness of U.S. manufacturing. The Committee notes that the Federal Highway Administration [FHWA] provides industry resources on domestic materials certification on its website to assist Federal-aid recipients and their contractors, subcontractors, and suppliers. The Committee encourages the Department to assist recipients of Federal financial assistance subject to domestic content laws with compliance by identifying and sharing information on voluntary compliance assistance programs.

Land Port of Entry Infrastructure.—The Committee recognizes there is no existing infrastructure program at the Department exclusively dedicated to improving travel and commerce through land ports of entry. The Committee encourages the Department to consider how Federal funding, including current discretionary grant programs, can assist localities with improving the infrastructure connecting with land ports of entry along the Northern and Southern Border. The Department is directed to brief the House and Senate Committees on Appropriations not later than 90 days after enactment of this act on current or future funding opportunities that can be used for infrastructure connecting with land ports of entry, barriers to accessing funding for and financing of such projects, opportunities for improved interagency planning and project synchronization, and any recommendations for Congress to consider.

Microplastics.—The Committee encourages the Department to investigate the role of the transportation sector in microplastic pollution, as well to research, aggregate, and provide best practices to prevent or mitigate microplastic pollution from entering our Nation's waters and environment. The Department, in coordination with the Environmental Protection Agency, should review (1) the extent to which vehicles and transportation infrastructure are sources of microplastics and nanoplastics that enter water systems and the environment; (2) the pathways by which microplastics and nanoplastics from vehicles and transportation infrastructure enter water systems and the environment; and (3) recommendations to prevent the spread of microplastics and nanoplastics from vehicles and transportation infrastructure into water systems and the envi-

ronment, including recommendations for infrastructure improvements, design modifications, and best practices.

MFIP Report.—The Committee directs the Department to submit the notification required under section 118(i) of title 49, United States Code, to the House and Senate Committees on Appropriations, the Senate Committee on Commerce, Science, and Transportation, and the House Committee on Transportation and Infrastructure.

Safe Streets and Roads for All [SS4A].—While the Committee appreciates the Department's work to issue the fiscal year 2026 NOFO for the SS4A program, the Committee is disappointed with the inclusion of direction for the senior review team to consider applications that include new dedicated bicycle lanes that reduce vehicular capacity or impair movement and that include infrastructure reducing the level of service for vehicles as less favorable when considering which applications to advance for a potential grant award. Such considerations run contrary to Congressional intent for the SS4A program, which includes data-driven approaches to identifying projects or strategies to prevent fatalities and serious injuries in a locality. The Committee is concerned that if such a data-driven approach recommends bicycle lanes or a reduction in the vehicle level of service, an applicant would be penalized and less competitive under the fiscal year 2026 NOFO. The Committee encourages the Department to reconsider these less favorable considerations in future NOFOs for the SS4A program.

Drug Testing.—The Committee directs the Department of Transportation to maintain current drug testing requirements for cannabis to ensure the continued safety of the Nation's transportation systems. Cannabis use presents a potential impairment risk for operators responsible for public safety, particularly in aviation, trucking, rail, transit, and pipeline operations, as well as for Federal/DOT employees that serve in safety-sensitive (e.g., air traffic controllers, safety inspectors, etc.) and security-sensitive (e.g., those with security clearances) positions. In the absence of a scientifically validated threshold correlating cannabis metabolite levels with impairment, relaxing testing requirements could compromise workforce safety and regulatory consistency. The Committee further urges the Department to continue coordinating with HHS and NHTSA on research to develop improved impairment detection methodologies and utilize alternative matrices.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

The Assistant Secretary for Budget and Programs serves as the Chief Financial Officer for the Department and provides leadership on all financial management matters. The primary responsibilities of this office include ensuring the development and justification of the Department's annual budget submissions for consideration by the OMB and the Congress. The office is also responsible for the proper execution and accountability of these resources. In addition, the Office of the Chief Financial Officer for the Office of the Secretary is located within the Office of the Assistant Secretary for Budget and Programs.

COMMITTEE RECOMMENDATION

The Committee recommends $20,355,000 for the Office of the Assistant Secretary for Budget and Programs, which is $1,150,000 less than the fiscal year 2026 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

The Assistant Secretary for Governmental Affairs advises the Secretary on all congressional and intergovernmental activities and on all departmental legislative initiatives and other relationships with Members of Congress. The Assistant Secretary promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs and ensures that consumer preferences, awareness, and needs are brought into the decision-making process.

COMMITTEE RECOMMENDATION

The Committee recommends $3,191,000 for the Office of the Assistant Secretary for Governmental Affairs, which is $616,000 less than the fiscal year 2026 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

PROGRAM DESCRIPTION

The Assistant Secretary for Administration is responsible for establishing policies and procedures; setting guidelines; working with the operating administrations to improve the effectiveness and efficiency of the Department in human resource management, security and administrative management; real and personal property management; and acquisition and grants management.

COMMITTEE RECOMMENDATION

The Committee recommends $14,677,000 for the Office of the Assistant Secretary for Administration, which is $1,504,000 less than the fiscal year 2026 enacted level.

Staffing.—DOT staff in each modal administration plays a critical role in maintaining a safe transportation system and carrying out the Department's mission. With the significant reduction in staffing levels in fiscal year 2025 as a result of employees electing to take the deferred resignation program [DRP], the Committee remains concerned about the potential impact this reduction will have on the Department's ability to fulfill statutory responsibilities and Congressional directives. The Secretary should ensure that each office within the Department is at a staffing level supported by the funding levels provided by the Committee, and ensure that each office at the Department can carry out all statutorily authorized activities including, but not limited to: improving safety; conducting inspections; providing technical assistance; and reviewing and approving plans for obligating and expending Federal formula and grant funding. The Committee directs the OST to submit to the House and Senate Committees on Appropriations the staffing

report required under this heading in Senate Report 119–47 not later than 30 days after enactment of this act.

Headquarters Consolidation.—The Committee notes that in 2025 DOT began implementing plans to relocate Federal Aviation Administration [FAA] staff from the Orville Wright Building, Wilbur Wright Building, and four leased spaces in the National Capital Region into the DOT headquarters buildings. The Committee provides $15,000,000 to support this multi-year consolidation effort that involves moving operating administrations within the DOT headquarters buildings, moving the DOT Office of Inspector General out of the DOT headquarters building into a new location, moving the FAA into the DOT headquarters buildings and other buildings nearby as needed, and making improvements to the DOT headquarters buildings to support the FAA and for joint use spaces. The Committee directs the Department to provide the House and Senate Committees on Appropriations quarterly briefings on the headquarters consolidation, including estimated timelines for staff moves, estimated costs and obligations incurred to date by fiscal year and account, status of major renovations or construction of secure spaces and operations centers at the DOT headquarters buildings, and any new leases to supplement the space at the DOT headquarters buildings. Further, such briefings shall include any actions DOT takes in response to recommendations from the recent U.S. Government Accountability Office [GAO] report, GAO–26–108089.

Regional, Division, and Field Offices.—The Committee directs the Department, when considering plans to open, close, redesignate as a lesser office, or reorganize a regional, division, or field office within the Department or an operating administration of the Department, to conduct an analysis on the effect of such action on each relevant office, which shall consider the potential costs; impacts on staffing and workforce; relevant external stakeholders, as appropriate; and the Department's ability to carry out all statutorily authorized activities. The Department is directed to provide such analysis to the House and Senate Committees on Appropriations not later than 20 business days after such analysis is requested by either the House or Senate Committee on Appropriations.

OFFICE OF PUBLIC AFFAIRS AND PUBLIC LIAISON

PROGRAM DESCRIPTION

The Director of Public Affairs is the principal advisor to the Secretary and other senior departmental officials on public affairs questions. The office is responsible for managing the Secretary's presence in the media, writing speeches and press releases, and preparing the Secretary for public appearances. The office arranges media events and news conferences, and responds to media inquiries on the Department's programs and other transportation-related issues. It also provides information to the Secretary on the opinions and reactions of the public and news media on these programs and issues.

COMMITTEE RECOMMENDATION

The Committee recommends $5,942,000 for the Office of Public Affairs and Public Liaison, which is $278,000 more than the fiscal year 2026 enacted level.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

The Executive Secretariat assists the Secretary and the Deputy Secretary in carrying out their management functions and responsibilities by controlling and coordinating internal and external written materials.

COMMITTEE RECOMMENDATION

The Committee recommends $2,410,000 for the Executive Secretariat, which is $78,000 more than the fiscal year 2026 enacted level.

OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE

PROGRAM DESCRIPTION

The Office of Intelligence, Security, and Emergency Response ensures the development, coordination, and execution of plans and procedures for the Department to balance transportation security requirements with the safety, mobility, and economic needs of the Nation. The office keeps the Secretary and senior leadership apprised of current developments and long-range trends in international issues, including terrorism, aviation, trade, transportation markets, and trade agreements. The office also advises the Department's leaders on policy issues related to intelligence, threat information sharing, national security strategies, and national preparedness and response planning.

To ensure the Department is able to respond to disasters, the office prepares for and coordinates the Department's participation in national and regional exercises and training for emergency personnel; administers the Department's continuity of government and continuity of operations programs and initiatives; provides direct emergency response and recovery support through the National response framework; and operates the Department's crisis management center that monitors the Nation's transportation system 24 hours a day, 7 days a week, and is the Department's focal point during emergencies.

COMMITTEE RECOMMENDATION

The Committee recommends $20,923,000 for the Office of Intelligence, Security, and Emergency Response, which is $1,535,000 more than the fiscal year 2026 enacted level.

OFFICE OF THE CHIEF DIGITAL AND INFORMATION OFFICER

PROGRAM DESCRIPTION

The Office of the Chief Digital and Information Officer serves as the principal advisor to the Secretary on matters involving IT, cybersecurity, privacy, and records management.

COMMITTEE RECOMMENDATION

The Committee recommends $1,000,000 for the Office of the Chief Digital and Information Officer, which is $707,000 less than the fiscal year 2026 enacted level.

Agile Software Development.—To align Federal technology procurement with modern standards, the Committee urges the Chief Digital and Information Officer, in coordination with the Office of the Assistant Secretary for Administration, when procuring or updating software systems, to base oversight and contract design on high-level objectives, testing the software product with end-users throughout the development cycle, and funding development teams to improve the product over time, as user needs shift.

OFFICE OF TRIBAL AND GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

The Office of Tribal and Governmental Affairs was authorized in the IIJA to advise the Secretary and senior leadership in the Department on all Tribal matters. The office works to fulfill the Secretary's legislative priorities that will strengthen Tribal economies, improve infrastructure, and serve as the liaison between the Department and Tribal governments in support of Tribal self-governance activities.

COMMITTEE RECOMMENDATION

The Committee recommends $1,546,000 for the Office of Tribal and Governmental Affairs, which is $29,000 more than the fiscal year 2026 enacted level.

RESEARCH AND TECHNOLOGY

Appropriations, 2026	$74,471,000
Committee recommendation	66,000,000

PROGRAM DESCRIPTION

The Office of the Assistant Secretary for Research and Technology assumed responsibilities previously held by the Research and Innovative Technology Administration. The responsibilities include coordinating, facilitating, and reviewing the Department's research and development programs and activities; and overseeing and providing direction to the Bureau of Transportation Statistics, the Intelligent Transportation Systems Joint Program Office, the university transportation centers program, the Volpe National Transportation Systems Center, and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommends $66,000,000 for the Office of the Assistant Secretary for Research and Technology, which is $8,471,000 less than the fiscal year 2026 enacted level. The Committee directs the Department to continue to improve the representation of administrative costs for the office and directs the Department to include details relating to staffing levels across activities in future budget justifications. The following table provides funding levels for

activities within this account, and includes programmatic and staffing related to such activities.

	Recommendation
Highly automated systems safety center of excellence	$5,000,000
PNT technologies and GPS backup	3,000,000
Advanced research projects agency-infrastructure [ARPA–I] initiative	12,000,000
Drone Infrastructure Inspection Grant Program	10,000,000
Automated Roadway Asset Inspection Technologies	5,000,000
Advanced Driver Assistance Systems [ADAS] Information Integration	5,000,000

Positioning, Navigation, and Timing [PNT] Technologies and Global Positioning System [GPS] Backup.—The Committee recommendation provides $3,000,000 to support this initiative established by Congress in 2022 that allows for the wide adoption of multiple technologies that provide the necessary GPS backup and complementary PNT technologies as identified in 2021 in the U.S. Department of Transportation Complementary PNT Action Plan (March 2024). The Department is directed to use the funds provided in this and prior year appropriations acts to enable the deployment of commercial solutions that provide permanent complementary PNT services. The Committee also encourages the Department to use enhanced contracting authority, such as cooperative agreements, cooperative research, and development agreements, or small business innovation research [SBIR] to rapidly deploy such services.

ARPA–I.—The recommendation includes $12,000,000 to support ARPA–I as authorized under 49 U.S.C. 119, and the open research initiative as authorized under 49 U.S.C. 5506. The funding will advance and deploy technology products that have the potential to transform transportation systems and the way they are used. The Committee is aware of the significant number of bridges across the country in need of repair or replacement and the high costs associated with traditional bridge construction and maintenance techniques and materials. Therefore, of the amount provided for ARPA–I, $10,000,000 is to support ARPA–I's work to advance and deploy composite material technology for short- and medium-span bridge construction in order to reduce costs and improve bridge lifespans.

Ferry Decarbonization Data.—The Committee directs the Department brief the House and Senate Committees on Appropriations no later than 60 days after enactment of this act on its efforts to meet the requirement under this heading in Senate Report 119–47 to collect additional data in conjunction with the National census of ferry operators to better understand the condition of the existing domestic ferry fleet.

Drone Infrastructure Inspection Grant Program.—The Committee recommendation includes $10,000,000 for the drone infrastructure inspection grant program to support the use of drones and other small, unmanned aircraft systems for inspecting, repairing, or constructing road infrastructure.

Connected Vehicle.—The Committee recognizes the benefits of connected vehicles and believes it is important that drivers receive critical safety information from connected vehicle systems. Therefore, the Committee provides $5,000,000 to research the integration

of information from connected vehicles into the Advanced Driver Assistance Systems [ADAS].

Automated Roadway Asset Inspection Technologies.—The Committee is concerned about the resources required and reliability challenges associated with manual inspections of the Nation's roadway assets, including pavement markings, guardrails, roadside signs, and work zones. To improve the safety, maintenance, and reliability of the roadway network, the Committee recommendation includes $5,000,000 to accelerate the deployment of automated vehicle-based inspection technologies that support State departments of transportation in conducting roadway inventory and maintenance operations. These systems should be capable of assessing the presence, condition, and visibility of pavement markings, guardrails, roadside signs, and work zones, and should support the collection and reporting of work zone presence and related information to the Work Zone Data Exchange [WZDx] The Committee encourages the Department to prioritize deployments that improve the readiness of public roadways for automated vehicle operations while also supporting more efficient asset management and maintenance decision-making by State DOTs.

Jet Fuel Supply.—The Committee recognizes U.S. jet fuel pipeline distribution, and logistics infrastructure plays a crucial role in supporting civil and military aviation as well as disaster-relief efforts. Reliable air service depends on a complex series of aging and fragile pipelines and storage tanks that often lack adequate capacity and are vulnerable to disruption. Repairs or upgrades are often cost-prohibitive or inadequate, jeopardizing the on-time delivery of high-quality fuel. These disruptions make scheduled air service less reliable and hinder economic growth. With the Federal Aviation Administration [FAA] projecting passenger volumes to grow 29 percent at large hubs and 27 percent at medium hubs over the next decade, urgent action is needed for our jet fuel infrastructure to keep pace. The Committee directs DOT, via the Bureau of Transportation Statistics [BTS], to require pipeline operators to report annual volumes by pipeline segment that would allow for more transparency in assessing the ability of pipelines and related infrastructure serving U.S. airports to accommodate increasing demand for air transportation and to foster economic growth. Specifically, for each segment operated by the pipeline, indicate the name of the pipeline and segment and the grand total barrels shipped during the calendar year in question, with a breakout for each of the following products: gasoline, diesel, heating oil, jet fuel, special fuels for the military, other.

Technology and Infrastructure Investments.—The Committee recognizes that State departments of transportation, toll authorities, motor carriers, and public safety agencies have made significant investments in technologies and infrastructure that support highway safety, transportation efficiency, and freight movement, including electronic toll collection, commercial motor vehicle bypass and electronic screening, safety communications between trucks and enforcement authorities, and supply chain asset identification and management. The Committee directs the Office of the Secretary, in coordination with FHWA and FMCSA, to report to the House and Senate Committees on Appropriations within 90 days of enactment

on the extent to which these technologies are currently deployed and used, their replacement cost, operational impacts associated with their modification, relocation, or replacement, and any pending Federal actions, including actions by agencies outside the Department, that could affect their continued operation.

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$145,000,000
Committee recommendation	500,000,000

PROGRAM DESCRIPTION

This program provides grants and credit assistance to State and local governments, Tribes, transit agencies, ports, or a collaboration of such entities for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area, or a region. Eligible projects include highways and bridges, public transportation, freight and passenger rail, and port infrastructure. The Department awards grants on a competitive basis; however, the Department must ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities, including Tribal areas.

COMMITTEE RECOMMENDATION

The Committee recommends $500,000,000 for grants and credit assistance as authorized under 49 U.S.C. 6702, which is $355,000,000 more than the fiscal year 2026 enacted level.

The national infrastructure investments program, known as the BUILD program, has become integral to improving safety and mobility in communities throughout the country for more than a decade. The outcome-oriented selection criteria that includes state of good repair, economic competitiveness, quality of life, environmental sustainability, safety, innovation, and partnership, nurtures stronger applications and results in successful multimodal projects. Given the importance of infrastructure reuse projects for transportation, economic development, emissions reduction, and recreation, the Committee encourages the Department to consider supporting infrastructure reuse projects.

Geographic Distribution.—The Committee continues to believe that our Federal infrastructure programs must benefit communities across the country. The Committee continues to require the Secretary to award grants and credit assistance in a manner that ensures an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities, including Tribal areas.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

Appropriations, 2026	$9,250,000
Committee Recommendation	5,000,000

PROGRAM DESCRIPTION

The National Surface Transportation and Innovative Finance Bureau [Bureau] administers the Department's infrastructure finance programs authorized by chapter 6 of title 23, the railroad rehabilitation and improvement financing program [RRIF] as authorized by chapter 224 of title 49, United States Code, and technical assistance as authorized by section 21205 of Public Law 117–58.

COMMITTEE RECOMMENDATION

The Committee recommends $5,000,000 for the Bureau, which is $4,250,000 less than the fiscal year 2026 enacted level.

Transit-Oriented Development.—Maximizing a community's access to DOT financing for transit-oriented development has the potential to make affordable and mixed-income housing projects co-located near rail and transit infrastructure possible due to the program's favorable lending rates compared to the private market. The Committee supports the efforts of the Departments in this act to leverage HUD's expertise in housing development financing to streamline the application process for loans under the DOT's Transportation Infrastructure Finance and Innovation Act [TIFIA] credit program and the RRIF program. The Committee notes that Senate Report 119–47 required the DOT and HUD to establish a task force to examine ways to leverage existing underwriting procedures and proformas that are familiar to housing developers for use in the TIFIA and RRIF application process, to explore opportunities to layer Federal financing to meet the investment grade rating requirement of TIFIA, to address timing challenges for projects with multiple financing sources, and to minimize the need for duplicative credit reviews. The Committee looks forward to the establishment of such task force and continues to direct the task force to report to the House and Senate Committees on Appropriations on its priority objectives, assessment of administrative and statutory barriers, and planned action items and milestones not later than 30 days after enactment of this act.

In addition, the Committees directs the Bureau to submit a report to the House and Senate Committees on Appropriations not later than 120 days after enactment of this act that identifies barriers to the use of the RRIF and TIFIA programs for transit-oriented development. The report shall assess the Bureau's capacity to examine and underwrite such projects, identify any necessary statutory changes to facilitate the use of such programs for transit-oriented development, and identify any specific barriers to the use of such programs for office-to-residential conversions or the rehabilitation of vacant property to housing.

TIFIA for Airports.—The Committee directs the Secretary to promote policies and administrative practices that encourage private sector investment in airport infrastructure projects, including those eligible for assistance under TIFIA. The Committee recognizes that public-private partnerships and other private capital structures can accelerate project delivery, reduce risk to taxpayers, and support innovative approaches to modernizing the Nation's aviation infrastructure. The Committee further encourages the Department, when evaluating airport projects for TIFIA loans, to consider to the

maximum extent possible, the total cost of the project, rather than distinguishing between revenue-generating and non-revenue-generating components. The Committee notes that integrated terminal, landside, and passenger-facilitation investments function collectively to improve system performance, enhance safety and security, and support economic growth.

Build America Bureau Implementation Plan.—The Committee is concerned that the Bureau has not lived up to its goal of being a single point of contact where project sponsors could go to help navigate and cut down on bureaucratic red tape. A recent GAO report found that after an initial period in which the Bureau was stood up, there was a concerted effort to implement the streamlining requirements under the FAST Act. However, more recently, personnel vacancies and a lack of clear planning objectives have decreased the Bureau's ability to reduce confusion regarding the application process and limited progress on streamlining objectives. Therefore, the Committee directs the Department to compile an implementation plan for how it plans to meet its objectives as required under 49 U.S.C. 116(d)(5) within 180 days of enactment of this act. This report should include performance indicators to assess the Bureau's progress toward meeting its guiding principles or mission to determine whether the Bureau is meeting its statutory objectives.

RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT

Appropriations, 2026	$10,000,000
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

The rural and Tribal infrastructure advancement program authorized by section 21205 of Public Law 117–58 allows the Build America Bureau to provide financial, technical, and legal assistance to evaluate and support potential transportation projects reasonably expected to be eligible for Federal funding or financing.

COMMITTEE RECOMMENDATION

The Committee recommends $10,000,000 for the rural and Tribal infrastructure advancement program, which is equal to the fiscal year 2026 enacted level.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

PROGRAM DESCRIPTION

The RRIF program, authorized by chapter 224 of title 49, United States Code, provides direct loans and loan guarantees to State and local governments, Government-sponsored entities, and railroads. Credit assistance under the program may be used for rehabilitating or developing rail equipment and facilities.

COMMITTEE RECOMMENDATION

The bill authorizes the Secretary to issue direct loans and loan guarantees pursuant to 49 U.S.C. 224.

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2026	$5,000,000
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

The financial management capital program is a multi-year business transformation initiative to streamline and standardize the financial systems and business processes across the Department. The initiative includes upgrading and enhancing the commercial software used for DOT's financial systems, improving the cost and performance data provided to managers, and instituting new accounting standards and mandates.

COMMITTEE RECOMMENDATION

The Committee recommends $5,000,000 for the Secretary's financial management capital initiative, which is equal to the fiscal year 2026 enacted level, in order to increase data quality, ensure compliance with financial standards and reporting, continue DATA Act compliance, and provide oversight of DOT's risk and controls.

CYBER SECURITY INITIATIVES

Appropriations, 2026	$60,000,000
Committee recommendation	70,000,000

PROGRAM DESCRIPTION

The cyber security initiative is an effort to close performance gaps in the Department's cyber security. The initiative includes support for essential program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department's computer network and reduce the risk of security breaches.

COMMITTEE RECOMMENDATION

The Committee recommends $70,000,000 to support the Secretary's cyber security initiative, which is $10,000,000 more than the fiscal year 2026 enacted level.

OFFICE OF CIVIL RIGHTS

Appropriations, 2026	$11,761,000
Committee recommendation	7,647,000

PROGRAM DESCRIPTION

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal employment opportunity matters, formulating civil rights policies and procedures for the operating administrations, investigating claims that small businesses were denied certification or improperly certified as disadvantaged business enterprises, overseeing the Department's conduct of its civil rights responsibilities, and making final determinations on civil rights complaints. In addition, the office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs.

COMMITTEE RECOMMENDATION

The Committee recommends $7,647,000 for the Office of Civil Rights, which is $4,114,000 less than the fiscal year 2026 enacted level.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$32,043,000
Committee recommendation	36,439,000

PROGRAM DESCRIPTION

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted at the departmental level. This research effort supports the planning, research, and development activities needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms.

COMMITTEE RECOMMENDATION

The Committee recommends $36,439,000 for transportation planning, research, and development, which is $4,396,000 more than the fiscal year 2026 enacted level. Within this funding level, the Committee recommendation includes $2,939,000 to accommodate congressionally directed spending [CDS] for eligible projects. The Committee directs the Office of the Secretary to provide funding for those projects listed in the table at the end of this explanatory statement in the corresponding amounts.

Flight 5342.—In light of the midair collision of American Eagle Flight 5342 and a U.S. Army Black Hawk helicopter, the Committee remains fully committed to ensuring no such accident occurs again. The Committee appreciates the Department quickly executing a contract with the National Academy of Sciences to conduct an independent review of airspace design, civil-military coordination, and operational safety in the National Capital Region, with particular focus on airspace activities at Ronald Reagan Washington National Airport [DCA]. The Committee notes that the National Academy of Sciences appointed a panel and held the first public meeting in May 2026. The Committee looks forward to receiving a summary of findings and recommendations as determined by the panel and subsequently a final report from the National Academy of Sciences as required under this heading in Senate Report 119–47.

Human Trafficking.—Globally, millions of people are subject to human trafficking and forced labor. The vast majority of international human trafficking journeys cross through official border control points such as airports and land borders. Educating and empowering travelers and transportation employees of the indicators of this human rights abuse is a valuable prevention mechanism that can enhance community-coordinated responses and support informed interventions. The Committee supports the DOT's

"Combating Human Trafficking in the Transportation Sector Awareness Training" and directs the Department to encourage relevant stakeholders, including airports, transit hubs, and recipients of financial assistance from the Department, to implement comprehensive policies to combat human trafficking and support survivors based on guidance and recommendations from DOT's Advisory Committee on Human Trafficking.

Human Trafficking Credentialing Gaps.—The Committee directs the Secretary of Transportation to review all existing licensing and certification authorities under titles 46 and 49, United States Code, and identify any gaps in statutory or regulatory authority that would allow such individuals to obtain or retain credentials. Not later than 270 days after enactment of this act, the Secretary is directed to submit a report to the House and Senate Committees on Appropriations that details (1) the credentials, authorities, and offense-equivalence determinations within the scope of the review; (2) any statutory limitations that prevent full implementation of such disqualifications; (3) a plan for interagency coordination with the Department of Homeland Security, the Department of Justice, and the Department of Justice, including development of a relevant offense reference for use across credentialing programs; and (4) estimates of resources required for development and implementation of future regulatory actions to disqualify such individuals to obtain or retain credentials.

WORKING CAPITAL FUND

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2026	$764,965,000
Committee recommendation	827,039,000

PROGRAM DESCRIPTION

The Working Capital Fund [WCF] provides technical and administrative services to the Department's operating administrations and other Federal entities. The services are centrally performed in the interest of economy and efficiency, are funded through negotiated agreements with the Department's operating administrations and other Federal customers, and are billed on a fee-for-service basis to the maximum extent possible.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $827,039,000 on activities financed through the WCF, which is $62,074,000 more than the limit enacted for fiscal year 2026. As in past years, the bill specifies that the limitation on the WCF shall apply only to the Department and not to services provided for other entities. The Committee directs services to be provided on a competitive basis to the maximum extent possible.

Consolidation Efforts.—The Committee appreciates the Department's efforts to identify opportunities to derive efficiencies in operations across the Department and its modal administrations. The Committee notes that the Consolidated Appropriations Act, 2026 (Public Law 119–75) and the accompanying joint explanatory statement provided the Department with the authority to proceed with

the consolidation of non-commodity information technology [IT] and procurement services through the WCF. The Department provided the House and Senate Committees on Appropriations plans for these consolidations, as required, and the transfer of personnel, functions, and related costs to the WCF from the participating operating administrations is ongoing. As the Department continues to execute these consolidations, the Committee does not support the request in the fiscal year 2027 budget request to consolidate human resources activities and personnel into the WCF at this time. Further, the Committee provides direction in the bill for the Government Accountability Office [GAO] to conduct an independent review of the ongoing consolidation activities occurring within the WCF and to take into consideration whether proposed consolidation of human resource activities into the WCF will help agencies within the Department operate more efficiently. The Committee fully expects the Department to provide the GAO with all of the necessary materials requested in a timely manner to carry out its review.

In addition to the monthly briefings on the consolidations required in the bill, the Committee directs DOT to transmit a monthly report of the WCF and provide monthly briefings to the House and Senate Committees on Appropriations regarding all expenditures of the WCF, including the shared services within the fund and the use of the fund by operating administration.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriations, 2026	$5,330,000
Committee recommendation	5,001,000

PROGRAM DESCRIPTION

This appropriation provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts for transportation-related projects that involve Federal spending. Separate funding is provided for these activities since this program provides grants and contract assistance that serve Department-wide goals and not just OST purposes.

COMMITTEE RECOMMENDATION

The Committee recommends $5,001,000 for the Office of Small and Disadvantaged Business Utilization and Outreach, which is $329,000 less than the fiscal year 2026 enacted level. The Committee reminds the Department of the requirement under this heading in Senate Report 119–47 to provide a briefing to the House and Senate Committees on Appropriations on certification requirements for the disadvantaged business enterprise determinations regarding Tribal entities.

Disadvantaged Business Enterprise Program.—The Committee recognizes the critical role that the Department's Disadvantaged Business Enterprise [DBE] program has played in the success of women- and minority-owned businesses since its inception in 1983. The Committee directs the Department to carefully consider the impact of any proposed changes to the program on the success of

women- and minority-owned firms and on economic development in the transportation sector.

Small Business Transportation Resource Centers [SBTRCs].—The bill requires the Office of Small and Disadvantaged Business Utilization to maintain and operate not less than six SBTRCs. The Committee continues to direct that one of the not less than six SBTRCs shall serve the Mid-South Atlantic Region and be located in the same state as in fiscal year 2025.

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION GRANTS

Appropriations, 2026	.....
Committee recommendation	$30,000,000

PROGRAM DESCRIPTION

The Infrastructure Investment and Jobs Act [IIJA] established the Strengthening Mobility and Revolutionizing Transportation [SMART] discretionary grant program. This program provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. The Department awards grants on a competitive basis; however, the Department must ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities, including Tribal areas.

COMMITTEE RECOMMENDATION

The Committee recommends $30,000,000 for grants as authorized under section 25005 of division B of Public Law 117–58, which is $30,000,000 more than the fiscal year 2026 enacted level.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2026	$513,637,000
Committee recommendation	595,000,000

PROGRAM DESCRIPTION

This appropriation provides funding for the essential air service [EAS] program, which was created to continue air service to communities that had received federally mandated air service prior to deregulation of commercial aviation in 1978. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The FAA collects user fees that cover the air traffic control services the agency provides to aircraft that neither take off from, nor land in, the United States. These fees are commonly referred to as "overflight fees" and the receipts from the fees are used to help finance the EAS program.

COMMITTEE RECOMMENDATION

	Appropriations	Mandatory	Total
Appropriations, 2026	$513,637,000	$174,363,000	$688,000,000

	Appropriations	Mandatory	Total
Recommendation	595,000,000	174,363,000	769,363,000

The Committee recommends an appropriation of $595,000,000 for the EAS program. This appropriation is in addition to an estimated $174,363,000 from overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of $769,363,000. The Committee's recommendation for the appropriation is $81,363,000 more than the fiscal year 2026 enacted level.

Status of Funds.—The Department is directed to provide the House and Senate Committees on Appropriations quarterly updates on overflight fee collections and program costs to ensure the continued success of the EAS program.

Maintaining EAS Service.—The Committee supports continuous Essential Air Service at all eligible airports and notes that 49 U.S.C. 41731(b) States that the Secretary may not decide that a place described within 49 U.S.C. 41731(a)(1) is not an eligible place on a basis that is not specifically stated in law. The Committee directs the Secretary to report to the House and Senate Committees on Appropriations not less than 90 days in advance of any changes to the EAS program.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

Section 101 prohibits funds available to the DOT from being obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the operating administrations, except for activities underway on the date of enactment of this act, unless such assessments have completed the normal reprogramming process for congressional notification.

Section 102 requires the Secretary of Transportation to post on the Internet a schedule of all council on credit and finance meetings, agendas, and meeting minutes.

Section 103 allows the DOT working capital fund to provide payments in advance to vendors for the Federal transit pass fringe benefit program, and to provide full or partial payments to, and to accept reimbursements from, Federal agencies for transit benefit distribution services.

Section 104 allows the DOT's working capital fund to use certain recoveries from the transit benefit program to improve the administration of that program.

Section 105 requires the approval from the Assistant Secretary for Administration for retention or senior executive bonuses for all employees.

Section 106 requires the DOT working capital fund to use certain transfer equipment into the working capital fund and collect replacement reserve for the equipment equal to the useful life and estimated replacement cost of the equipment.

Section 107 requires congressional notification before the Department provides credit assistance under the TIFIA program.

Section 108 allows the operating administrations to transfer funds to the Office of Tribal Government Affairs for recipients of the Tribal Transportation Self Governance program.

Section 109 allows the Secretary to transfer and consolidate administrative resources for certain programs.

Section 109A modifies the amount of funding reserved for planning grants under the safe streets and roads for all program.

Section 109B extends the period of availability for certain fiscal year 2023 grants.

Section 109C provides air service protections for rural communities who have regularly scheduled EAS service.

Section 109D provides $15,000,000 for the expenses related to DOT's headquarters building space and related services.

FEDERAL AVIATION ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Aviation Administration is responsible for the safe movement of civil aviation and the evolution of a national system of airports. The Federal Government's regulatory role in civil aviation began with the creation of an Aeronautics Branch within the Department of Commerce pursuant to the Air Commerce Act of 1926 (Public Law 69–254). This act instructed the agency to foster air commerce; designate and establish airways; establish, operate, and maintain aids to navigation; arrange for research and development to improve such aids; issue airworthiness certificates for aircraft and major aircraft components; and investigate civil aviation accidents. In the Civil Aeronautics Act of 1938 (Public Law 75–706), these activities were transferred to a new, independent agency named the Civil Aeronautics Authority. Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When the DOT began its operations in 1967, the Federal Aviation Agency was renamed the FAA and became one of several modal administrations within DOT. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978 (Public Law 95–504), and ceased to exist in 1984. Responsibility for the investigation of civil aviation accidents was given to the National Transportation Safety Board in 1967. FAA's mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary, and decreased in December 2001 with the transfer of civil aviation security activities to the Transportation Security Administration.

COMMITTEE RECOMMENDATION

The total recommended funding level for the FAA for fiscal year 2027 amounts to $23,915,213,000, including new budget authority and a limitation on the obligation of contract authority. The following table summarizes the Committee's recommendations for fiscal year 2027:

	Committee recommendation
Operations	$14,355,687,000
Facilities and equipment	4,500,000,000
Research, engineering, and development	375,000,000
Grants-in-aid to airports (obligation limitation)	4,000,000,000
Grants-in-aid to airports (general fund)	684,526,000
Total	23,915,213,000

ATC Modernization.—The Committee supports the Federal Aviation Administration's ongoing efforts to modernize the Nation's aging air traffic control infrastructure and acknowledges the operational and safety benefits realized to date. However, given the pace of technological advancement and increasing system demands, sustained and accelerated progress remains essential to ensure the continued safety, reliability, and global competitiveness of the National Airspace System. Accordingly, the Committee directs the Administrator to continue active engagement with industry, system users, manufacturers, and workforce representatives to identify opportunities to expedite modernization timelines, streamline procurement processes, deploy resilient and scalable technologies across the NAS, and ensure that air traffic control facilities are fully staffed to safely and efficiently meet operational demands. Particular attention should be given to reducing dependence on legacy systems, improving data integration, and strengthening system redundancy and cybersecurity. The Committee recognizes that achieving a fully modernized and resilient NAS will require sustained and, where necessary, additional targeted investments, and expects the FAA to clearly articulate funding requirements aligned with accelerated modernization objectives. The Committee further directs the FAA to provide a report to the House and Senate Appropriations Committees detailing specific actions undertaken to accelerate modernization efforts, address institutional and technical barriers to timely technology refresh and deployment, establish measurable benchmarks for progress, and identify any resource constraints that could impede timely implementation within 90 days after the enactment of this act.

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2026	$13,710,000,000
Committee recommendation	14,355,687,000

PROGRAM DESCRIPTION

This appropriation provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, international, commercial space, medical, research, engineering, and development programs, as well as policy oversight and agency management functions. The operations appropriation includes the following major activities:

—the Air Traffic Organization [ATO], which operates, on a 24-hour daily basis, the National air traffic system, including the

establishment and maintenance of a national system of aids to navigation, the development and distribution of aeronautical charts and the administration of acquisition, and research and development programs;
—the regulation and certification activities, including establishment and surveillance of civil air regulations to ensure safety and development of standards, rules and regulations governing the physical fitness of airmen, as well as the administration of an aviation medical research program;
—the Office of Commercial Space Transportation; and
—headquarters and support offices.

COMMITTEE RECOMMENDATION

The Committee recommends a total of $14,355,687,000 for FAA operations. This funding level is $645,687,000 more than the fiscal year 2026 enacted level. As in past years, the FAA is directed to report immediately to the House and Senate Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system. The following table summarizes the Committee's recommendation in comparison to the fiscal year 2026 enacted level:

FAA OPERATIONS

	2026 enacted	Committee recommendation
Aviation safety management	$51,065,000	.....
Aviation safety oversight and certification organization	1,842,037,000	$1,900,000,000
Air traffic organization	10,340,667,000	9,325,000,000
Airspace modernization office	.....	1,509,443,000
Advanced aviation technologies	.....	34,946,000
Commercial space transportation	41,755,000	56,844,000
Administration and finance	963,410,000	1,130,297,000
NextGen and operations and planning	65,813,000	.....
Security and intelligence organization	154,896,000	123,583,000
Policy and legal office	.....	174,509,000
Staff offices	301,422,000	.....
Total	13,710,000,000	14,355,687,000

Funding Level.—The Committee provides $14,355,687,000 for FAA operations, which is $645,687,000 above the fiscal year 2026 enacted level. This increase consists of not less than $275,525,000 in adjustment to base increases and the following discretionary adjustments (Note: List is not all-inclusive.):
—$95,400,000 for the controller hiring and training surge, with a goal of hiring 2,300 new controllers in fiscal year 2027;
—$10,000,000 for the first increment of new 2101 series job hires in fiscal year 2027, including all initial training;
—$21,800,000 to more effectively manage the growing demand for operator and airman certifications and operational suitability evaluations;
—$1,500,000 for a public information campaign to highlight the FAA's efforts to reduce the stigma around mental healthcare in aviation and to encourage pilots and air traffic controllers to seek necessary mental health treatment;

—$5,268,000 for air carrier surveillance and production oversight, to be prioritized for the FAA's enhanced oversight of Boeing and other aviation manufacturers; and
—$42,125,000 for cybersecurity efforts.

Staffing.—According to the FAA, over 2,000 employees accepted the DRP and left the agency. The Committee reminds the FAA of the requirement under this heading in Senate Report 119–47 to provide a complete list of positions that will not be filled due to the employee accepting the DRP.

Air Traffic Controller Hiring.—The Committee supports the FAA's efforts to hire at least 2,300 new air traffic controllers in fiscal year 2027. The FAA shall continue to maximize its available capacity for training at the FAA Training Academy at the Mike Monroney Aeronautical Center [MMAC] and supplement these efforts by expanding air traffic controller training through the air-traffic collegiate training initiative [AT–CTI] program. The Committee also encourages the FAA to consider increasing its recruiting mechanisms and to evaluate the salaries and benefits, among other incentives, as needed to ensure full staffing at all FAA facilities within 3 years. The Committee directs the FAA to provide quarterly staffing updates, including hiring and separations, by program office for all positions funded by this and any other act, and to provide on a quarterly basis: (1) the status of hiring new controllers; (2) actual staffing levels, including hiring and separation levels, at each air traffic control [ATC] facility; and (3) flight delays at each ATC facility by category.

AT–CTI.—The Committee supports the FAA's efforts to ensure that all air traffic controller trainees from the AT–CTI and enhanced-CTI programs are taught according to the same rigorous and uniform standards. The Committee recommendation includes $7,000,000 for a pilot program where the Administrator awards grants to existing AT–CTI programs to procure new training equipment, simulators, or related technologies needed for successfully training future air traffic controllers. The Committee expects the FAA to closely monitor these programs and provide sufficient oversight for each school. The Committee also reminds the FAA of the report required under this heading in Senate Report 119–47.

Controller Training and Simulation Initiative II.—The Committee directs the FAA, in conducting the Controller Training and Simulation Initiative II [CTS II] procurement, to prioritize performance, innovation, and long-term cost effectiveness outcomes that align to student and agency success. The Committee is concerned that a lowest-price acquisition or a best value approach may limit vendors and proposals offering transformational simulation and adaptive training technologies that could accelerate controller certification timelines and improve throughput at FAA training facilities. The FAA shall ensure that performance-based requirements allow for a diverse range of simulation architectures, distributed training delivery models, and emerging technologies, including immersive and synthetic training environments, to be evaluated on their merits. The Committee further directs the FAA to conduct meaningful pre-solicitation engagement with relevant stakeholders, including representatives from the air traffic controller workforce, aviation training institutions, and industry, to ensure requirements

prioritize and reflect operational realities and the full range of available training technologies. The Committee expects this engagement to be completed prior to issuance of a final solicitation. Therefore, not later than 60 days after enactment of this act, the Administrator of the FAA shall submit to the relevant Committees a report on the status and strategy of the CTS II procurement, including: a description of the source selection methodology; an assessment of how CTS II requirements enable participation by vendors offering novel simulation, adaptive learning, or distributed training technologies; a summary of pre-solicitation stakeholder engagement conducted; and projected impact of CTS II on controller certification throughput.

Designee Training.—The Committee provides not less than $9,000,000 for the Office of Aviation Safety Oversight and Certification Organization [AVS] to improve the training of designees, applicants, candidates, and FAA employees assigned to provide oversight of designees authorized under 14 Code of Federal Regulations [CFR] Part 183. These funds should also be used to increase the number of designees authorized under 14 CFR Parts 183.23, 183.25, 183.29, 183.31, and 183.33, but only to the extent that such designees will improve aviation safety. AVS may select appropriate third-party providers, including educational institutions, to provide this training. This funding may facilitate the effective use of designees to support the certification of new and novel aircraft designs and other certificate activities, to the extent permissible under current law.

Organization Chart.—The Committee directs the FAA to include a more detailed organization chart as an exhibit to section one of the President's budget justification that provides not less than two levels of offices below the Office of the Administrator and Deputy Administrator for the Air Traffic Organization and the Office of the Assistant Administrator for Aviation Safety.

Congested Airspace.—The Committee recognizes the safety, efficiency, environmental, and noise-mitigation benefits of Area Navigation [RNAV] Required Navigation Performance [RNP] procedures and notes that many airports have published terminal RNP procedures that remain underutilized or unused. In order to help mitigate any possible issues within congested airspace, the Committee directs the Federal Aviation Administration [FAA] to develop and implement a comprehensive strategy to increase the operational acceptance, availability, and use of RNP procedures where such procedures are published and/or forecast to be published. This strategy shall include: (1) identifying and mitigating barriers to operator/stakeholder use of RNP procedures including equipage, affected air traffic control rules, regulations, orders, and policies, procedure design constraints, and environmental review processes; (2) establishing clear metrics for increasing operational availability and wide-spread utilization; (3) expanding and ensuring adequate, timely controller training and facility-level guidance that supports routine use of RNP procedures; and (4) engaging broad-based stake-holders including air carrier and air taxi operators, airport operators, professional aviation and labor organizations, and others to ensure harmonized implementations. The Committee further directs the FAA to submit a report within 180 days of enactment of

this act detailing its plan, associated resource needs, and measurable targets with practical timelines for improving RNP acceptance, availability, and utilization nationwide.

Pilot and Controller Mental Health.—The recommendation includes $110,000,000, an increase of $10,000,000 above the fiscal year 2026 enacted level for the Office of Aerospace Medicine, and the Committee directs the FAA to use these resources to ensure sufficient staffing of staff psychiatrists, physicians, Legal Instrument Examiners, and Program Analysts. These resources will enable the Office of Aerospace Medicine to expedite and reduce the existing backlog of pilot and air traffic controller medical certifications, including special issuance determinations, special considerations and medication approvals, and to modernize its information management systems to reduce processing times and improve decisionmaking for medical certification and clearances. The Committee encourages the Office of Aerospace Medicine to work with the Air Traffic Organization to improve awareness and recognition of mental health conditions and to integrate mental health education into controller training. The Committee looks forward to the briefing required by the joint explanatory statement accompanying Public Law 119–75, which should include an update on the agency's progress utilizing the additional resources and statutory flexibility provided for these purposes. The Committee also directs the FAA to publish a user-friendly list of medications, providing more transparency and clarity about the medications that can be used without impacting medical certificates. The Committee recommends GAO conduct a study on the status of sufficient physicians at the Civil Aerospace Medical Institute at the FAA. Included in this study should be an examination of whether the 2025 hiring freeze had an adverse effect on sufficient physician staffing at the Civil Aerospace Medical Institute. In addition, the GAO should also study manning at the Regional Flight Surgeon Offices because 40 percent of the aeromedical certification work is done in the Regions as well as the bulk of the Air Traffic Controller Health Program. The study should also include manning levels of Legal Instrument Examiners and Program Analysts assigned to the office of Aerospace Medicine.

Air Traffic Control Privatization.—The United States has the largest, safest, most efficient, and most complex air traffic control system in the world, and the FAA should remain a global leader with a singular and unified mission of safety. To that end, the Committee does not support any efforts to transfer the FAA's air traffic functions to a not-for-profit, independent, private corporation. The Committee is aware that if the Nation's air traffic control system had been privatized during the COVID–19 pandemic, similar to other air navigation service providers in Canada and the European Union, the United States would have faced severe funding shortfalls. These shortfalls would have likely led to controller layoffs and greater risks to flight safety, and a slower recovery after the end of the pandemic, thus leading to more flight delays and price increases for consumers. The Committee firmly believes that given the level of investments provided by Congress to modernize our Nation's airspace system through the annual appropriations process and from the one-time influx of funding provided from Pub-

lic Law 119–21, that privatizing the FAA's air traffic functions could introduce unnecessary disruption and uncertainty and would not be a prudent or cost-effective use of taxpayer resources.

Contract Towers.—The Committee recommendation provides not less than $309,500,000 for the contract tower program, including the cost-share for contract towers, of which $6,500,000 is to make grants to Federal Contract Towers to procure, install and operate airborne position reference tool technology in contract towers to provide controllers with a real-time display of the local airspace. The Committee directs the FAA to continue to operate all contract towers currently in the program, including the contract tower cost-share program, as well as to expeditiously add qualified eligible airports. The Committee directs the FAA to expedite the applications for cost-benefit ratio studies upon receipt of all applications to the contract tower program and to take into account all relevant operations activities, including military and commercial operations, as permissible under current law.

The Committee recommendation also includes not less than $6,250,000 for the pilot program to convert high activity air traffic control towers operating under the contract tower program to FAA staffed visual flight rules towers, as authorized under section 625 of the FAA Reauthorization Act of 2024. The Committee directs the FAA to commence this program within 90 days of enactment of this act and to prioritize contract towers as required under section 625(a)(2) of such act.

Contract Tower Staffing.—The Committee understands the staffing challenges faced by Federal Contract Towers at small-hub airports, particularly those with unique terrain and weather challenges. The Committee directs FAA to provide flexibility to Federal Contract Towers at small hub airports to increase staffing to include a minimum of two controllers during all regularly scheduled commercial flights.

Radar Approach Control.—The Committee is aware that radar approach control enhances aviation safety and efficiency for regularly scheduled commercial airline service. The FAA should utilize existing budget authorities, if excess funding is available, to provide radar to all air traffic control towers with significant adverse terrain and seasonal winter weather conditions.

FAA Public Hearing.—The Committee notes that the proposal to modify the Condor 1 and Condor 2 military operating areas has been withdrawn. However, the Committee remains concerned with any potential proposals to modify these military operating areas and encourages the FAA to work with its partner agencies by holding a public hearing with representatives from the relevant Federal agencies in western Maine if any such proposal is issued. The Committee recognizes that the Air National Guard, as the lead agency under the National Environmental Policy Act [NEPA] (Public Law 91–190) process, has previously sought to meet the minimum legal requirements for public participation and comment in past proposals. Should any similar proposal be issued, the Committee directs the FAA to report to the House and Senate Committees on Appropriations prior to the issuance of a record of decision regarding any modification of the Condor 1 and Condor 2 military operations areas that includes a summary of any public meetings and

hearings and a list of the comments, questions, and responses presented at these meetings and hearings.

Special Use Airspace.—The Committee remains interested in the Holiday Airspace Release Program [HARP] implemented by Department of Defense [DoD], in coordination with the FAA. The Committee also continues to support FAA's joint efforts with the DoD to establish and implement a real-time, dynamic scheduling and management of special activity airspace to optimize the use of the National airspace system for all stakeholders. The Committee, therefore, directs FAA to take necessary actions to expedite these efforts to further develop dynamic scheduling and management of special activity airspace. This should include establishing a collaborative forum for regular exchange between FAA, DoW, and aircraft operators on priorities for operational requirements for real time scheduling and the scope of SUA. The Committee directs the FAA to work with the DoD to develop a best practices approach to releasing airspace in real-time and provide a report to the Committee within 90 days of enactment of this act. The report will include whether funding or technical systems already exist that would support the release of this airspace, and, if not, what additional funding or systems are required.

Unmanned Aircraft Systems [UAS] Test Sites.—The Committee recommendation continues to include $6,000,000 for providing matching funds to commercial entities that contract with an FAA-designated UAS test range to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS into the NAS. The FAA Reauthorization Act of 2024 allows the FAA to select up to two additional locations as UAS test sites through a criteria-based selection process. Prior to selecting these two additional locations, the FAA shall brief the House and Senate Committees on Appropriations on the criteria that will be used to select these additional test site locations, including references to criteria used to select the previous test sites, whether those criteria will be retained, and if not, why they were replaced. The Committee further expects the FAA to ensure that any new test site selected possesses a level of expertise and capacity to safely operate UAS equivalent to the existing test sites.

Know Before You Fly.—The Committee supports FAA's "Know Before You Fly" public-private partnership to improve the safety of UAS operations.

UAS Operator Verification.—The Committee recognizes the growth and normalization of civil use UAS which operate beyond-visual-line-of-sight, in addition to the use of UAS to augment critical safety and security functions domestically. As UAS operations increase in maturity, and with compliance rising accordingly, the Committee encourages the Administrator of the FAA to identify criteria which incorporate an assessment of an operator's managerial competence, safety culture, and overall compliance posture, such that qualified UAS operators may be verified and permitted digitally to allow access to airspace that might otherwise be restricted.

UAS Environmental Assessment.—The Committee is concerned that the FAA is expending significant resources on additional environmental assessments for UAS operations that result in repetitive

Findings of No Significant Impact. The UAS industry and communities they serve are slowed by a process which is not intended for UAS operations, and the FAA is slowed by the requirement to complete multiple, repetitive processes which have proven unnecessary. The Committee directs the FAA to promptly approve environmental assessments for UAS activities which are materially similar in nature based on findings of previous determinations.

Military UAS Integration.—The Committee recommendation continues to support the inclusion of up to $1,000,000 to fund collaborative efforts with the DoD to safely integrate military UAS into the NAS and to manage the deployment of counter-UAS systems used by the Department of Defense to protect sensitive domestic installations.

Experimental Certificates for Former Military Aircraft.—The Committee is encouraged by the final rule published by the FAA in the Federal Register on July 18, 2025 which would create a new category of experimental airworthiness certificates for former military aircraft that support U.S. military activities. The Committee urges the FAA to continue to work with industry stakeholders and the Department of War on this matter as modifications are considered to FAA Order 8130.2.

Aircraft Certification.—The Committee recommendation includes not less than $395,000,000 for the aircraft certification service [AIR]. The additional positions included in the budget request shall be prioritized to address the FAA's increased oversight of Boeing and other aviation manufacturers.

Alaska Air Flight 1282.—The NTSB's final report on the Alaska Air flight 1282 accident principally highlighted the manufacturer's failure to provide adequate training, guidance, and oversight of its manufacturing personnel, particularly for the parts removal process. In addition, the NTSB determined that the FAA had ineffective compliance and audits over the manufacturer, including failure to identify and address repetitive and systemic nonconformance issues. The Committee recommendation provides $5,268,000 as requested in the budget for 24 new aircraft certification and 21 new flight standards positions to assist the FAA in its efforts to continue its increased oversight of aviation manufacturers and aircraft operators. The Committee reminds the FAA of the briefing required under this heading in Senate Report 119–47.

Aircraft Certification Modernization.—The Committee provides sufficient resources to ensure technical expertise and workforce training is made available to strengthen safety and production oversight. The aircraft certification process can, at times, be plagued by antiquated procedures and delayed due to the need to transfer thousands of physical documents between the FAA and manufacturers. Manufacturers have also highlighted the lack of harmonization between the FAA's regulatory requirements and those of international regulatory bodies. Such competitive distortion may not have any corresponding safety benefits. The Committee believes investing in the digitization and modernization of the aircraft certification process, while ensuring a safety-focused and level international playing field, will serve to advance the FAA's safety mission while enhancing U.S. industry competitiveness. The Committee directs the FAA to expedite implementation

of sections 310, 311, 313, 358, and 359 of the FAA Reauthorization Act of 2024 and continues to request a briefing from the FAA on its implementation plans within 30 days of the enactment of this act.

International Competitiveness.—The Committee expects the FAA to continue addressing long-standing congressional direction to facilitate better outcomes for U.S. manufacturers, training providers, and maintenance organizations in the validation and acceptance of these products and services in the international marketplace. The Committee also directs the FAA to provide a report within 90 days of enactment of this act to the House and Senate Committees on Appropriations that details metrics associated with validation timelines and usage of harmonized safety standards that facilitate product delivery in the international marketplace. The report should encompass the validation of products, pilot licensing, flight simulation, and maintenance organizations, identify current challenges with other aviation authorities and detail how they are being addressed.

New Aircraft Technologies to Improve Safety.—A multitude of redundant sensors can provide accurate and consistent data to aircraft, and validating aircraft and environmental data that feeds these systems will be increasingly critical as automation increases in flight control systems. Within 180 days of enactment of this act, the FAA shall provide the House and Senate Committees on Appropriations a report analyzing the safety benefit of employing a redundant technology sensing requirement for safety critical air data systems, including but not limited to primary ice detectors for part 23 and part 25 aircraft, as well as part 27 and part 29 rotorcraft.

Aviation Safety-Enhancing Technology.—The Committee acknowledges the role that technologies such as high-integrity autotaxi, auto-takeoff, and auto-land could have in improving aviation safety. When coupled with a qualified and certificated remote pilot in command, detect and avoid technology, and redundant command and control links, these technologies will enhance safety, connect more communities with air service, and provide additional career paths for pilots. Moreover, Congress has provided the FAA with the authorization to establish the Advanced Aviation Technology and Innovation Steering Committee, which will help the FAA better oversee and integrate such technologies into the National Airspace System. Therefore, the Committee directs the FAA to provide a briefing to the House and Senate Committees on Appropriations within 90 days after enactment of this act on the agency's progress in establishing this Steering Committee and how the FAA is prioritizing the certification and operational approval of aviation safety-enhancing technology.

Office of Commercial Space Transportation [AST].—The Committee recommendation includes $56,844,000 for AST and expects AST to accelerate the pace of hiring in fiscal year 2027 in order to keep up with the pace of licensing applications, as well as the ongoing transition to part 450 regulations in 2026. The Committee is aware that despite AST evaluating license applications on average within 118 days, well within the statutory mandated deadline, license applicants continue to face delays in the pre-application process. However, the licensing process remains increasingly strained

due to delays in resolving substantive disagreement about how to comply with part 450 regulations between AST staff and certain applicants. Therefore, the Committee continues to direct AST to implement a technical escalation process through which disputes can be adjudicated. This process, which may be requested by the license applicant when the applicant receives a notification from AST that a technical methodology or application element is insufficient, should ensure a consistent standard of review between all license applications, provide equal opportunity for licensing material that may represent new or innovative solutions, and ensure that individual AST licensing staff can access additional resources for critical decisions. The process must include the license applicant, require adjudications to be made within 15 days, and require that rationale be documented and shared with the applicant. The applicant shall have three opportunities for adjudications for a new license application. The Committee continues its direction for the FAA to brief the House and Senate Committees on Appropriations on the status and utilization of this process within 180 days of enactment of this act.

Tower Services.—The Committee directs the FAA Administrator to provide a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act that (1) identifies airports that are currently served by FAA towers with nonradar approach and departure control (type 4 classification in the Federal Aviation Administration OPSNET]; and (2) develops an implementation plan, which takes into account budgetary and flight volume considerations, to provide an airport identified under paragraph (1), if appropriate, with approach control radar.

Aircraft Operator Identification and Verification at Non-Towered Airports.—The Committee recognizes the growing need to enhance aviation safety, security, and situational awareness at small and rural airports, particularly non-towered facilities, as UAS and advanced air mobility operations continue to expand. The Committee is concerned that existing technologies, including ADS–B and UAS Remote ID, do not independently provide a comprehensive means of verifying aircraft operator identity, operational authorization, and compliance with applicable aviation requirements in real time. The Committee believes that integrating existing aircraft surveillance and identification technologies with digital pilot credentials, operator authentication, and automated compliance verification capabilities could significantly improve situational awareness, strengthen accountability, and enhance aviation safety without imposing additional workload on air traffic controllers or airport personnel. Therefore, the Committee provides $15,000,000 within the funds made available to the Operations aviation safety activities to establish a demonstration program at small and rural non-towered airports to evaluate commercially available technologies capable of integrating aircraft detection, real-time pilot and operator identity verification, operational authorization, and compliance data. The FAA shall work in collaboration with airport stakeholders and technology providers that have developed and tested operator-verification software and airport-based sensing capabilities, either separately or as integrated systems. Participating solutions shall link authenticated pilots and operators to specific aircraft and oper-

ations; evaluate applicable credentials and operational permissions alongside local aircraft observations; and identify missing, stale, or conflicting information requiring review. These solutions shall build upon existing FAA data systems, where access is authorized, and technologies including ADS–B and UAS Remote ID, incorporate airport-based detection and local data-processing infrastructure, and preserve time-stamped records connecting aircraft activity with verification events, authorization determinations, and supporting evidence for safety oversight, incident investigations, and regulatory compliance review.

Direct Aircraft-to-Aircraft Communications.—The Committee continues to be concerned about the expected potential exponential growth in the NAS of UAS creating significant traffic and congestion and increasing the risk of collisions. The Committee believes that, in addition to UAS traffic management services, fast, reliable, and secure communications between drones are also needed to ensure safe flights and to prevent collisions. Direct aircraft-to-aircraft communications enable drones to detect and avoid each other without the need for terrestrial or satellite connectivity and can play a critical role in ensuring that safety-critical communications are always available. Therefore, the Committee expects the FAA to consider and study the use of well-established wireless communications standards for direct aircraft-to-aircraft communications, including those proposed by the radio technical commission for aeronautics, 3rd generation partnership project, and Institute of Electrical and Electronics Engineers, to ensure safe drone operations in the NAS. The Committee reminds the FAA of the direction required under this heading in Senate Report 119–47 to report its findings to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Mobile Clearances.—The Committee commends the FAA on the progress it has made on mobile delivery of clearances. The Committee notes more needs to be done and therefore directs the FAA to use resources made available under this heading to continue development, implementation, and deployment of digital flight filing and clearance delivery capabilities to the five designated pilot locations around the country in 2026, as directed in the FAA Reauthorization Act of 2024.

Flight Diversions.—The Committee directs the Secretary to report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on: (1) the number of flight diversions by regularly scheduled passenger airlines in the most recent year for which the FAA has such data compared to the previous three calendar years; (2) the location to which such flights were diverted; (3) the reason for such diversions; and (4) the airlines' obligations under current laws and regulations to support its passengers during a flight diversion.

Hawaiian Islands Airspace Modernization Project.—The Committee directs the FAA to prioritize the completion of work on the Hawaiian Islands Airspace Modernization Project [HIMAP]. In fiscal year 2022, the FAA announced the selection of airspace around the Hawaiian Islands as a candidate for the FAA Airspace Modernization Roadmap [AMR] program. The FAA noted that modernization of the 30+ year old Hawaii airspace design is necessary

to improve the safety and efficiency of the National Airspace System [NAS]. However, the FAA subsequently paused work on the project. Hawaii residents rely on interisland flights to travel to medical appointments and to work-making it all the more critical that flight spacing reflects current needs. Additionally, given the Department of Defense's equities in Hawaii, an updated design is important to our National security. The Committee also directs the FAA to provide the Committee with a briefing on the project's current status and a timeline for completion within 90 days, and to provide regular updates every 6 months after the initial submission.

Wildland Fire Technology and Integration Pilot.—The Committee recognizes the need for innovative technologies to better protect the public, firefighters, and first responders. The Committee directs the FAA work with the U.S. Wildland Fire Service to fund a competitive wildfire technology integration pilot with a contracted entity capable of integrating proven advanced sensing, artificial intelligence, communications, predictive analytics, autonomy, and open-architecture command and control. The pilot shall focus on early detection, prediction, coordination, and mitigation activities through near-real time data integration and firefighter-centered decision support. By field-testing modular capabilities within an interoperable framework, the pilot will enhance data sharing, agency-defined standardization, predictive modeling, operational coordination, resource optimization, suppression strategies and tactics, and ultimately, the safety of the public and firefighters.

FAA and Wildland Fire Operations.—The Committee is aware that effective wildfire detection and suppression depends on the safe use of both crewed and uncrewed aircraft in accordance with federally standardized communication and airspace deconfliction protocols and under the control of a federally qualified aerial supervisor. To address this growing concern, aerial firefighting operations require immediate use of temporary flight restrictions [TFR] to provide for the safe operation of firefighting aircraft and deconflict aircraft operations. However, the FAA currently relies on the time-intensive process of issuing Notices to Airmen [NOTAMs] in support of Fire Traffic Areas, which creates administrative delays in providing timely alerts to pilots and surrounding communities. The Committee directs the FAA establish a more efficient pathway and use its existing processes, which may include prioritizing the issuance of on-demand TFR approvals for fire departments and agencies with jurisdiction, to enable wildfire detection, suppression, and recovery operations up to 5500 feet Above Ground Level [AGL] while accounting for controlled airspace. The Committee further directs that the FAA provide quarterly updates on the progress of implementing these changes and addressing this airspace safety concern.

Human Intervention Motivation Study [HIMS] and Flight Attendant Drug and Alcohol Program [FADAP].—The Committee recommendation includes not less than $1,000,000 for HIMS and FADAP, which are important for mitigating drug and alcohol abuse through a peer identification and intervention program. The FAA shall continue to prioritize these programs.

Bessie Coleman Women in Aviation Advisory Committee.—In recognition of the lack of recruitment and retention of women in key aviation fields, the Committee reminds the FAA of the report required under this heading in Senate Report 119–47.

Crew Complements.—The presence of a minimum of two well-trained, qualified pilots in commercial aircraft is another example of safety through redundancy. The Committee does not support funds provided in this act to be used to make reductions in flight deck crew in commercial operations as provided under 14 CFR Part 121. This direction is not intended to limit the FAA's research and development activities related to unmanned aerial vehicles.

Office of Spectrum Engineering.—The Committee recommendation includes $16,000,000 for the Office of Spectrum Engineering, which provides funding for additional staff. The FAA should increase staffing in this office in order to be able to expeditiously provide the required consultation prior to DoD's deployment of counter-UAS systems.

Interagency Coordination.—The Committee further recognizes the importance of effective interagency coordination to the safe execution of counter-unmanned aircraft systems activities in the National airspace system. Following enactment of updated counter-UAS authorities in December 2025, the Committee is concerned by reports of coordination challenges that contributed to temporary airspace restrictions earlier this year. The Committee directs the FAA to brief the House and Senate Committees on Appropriations, not later than 60 days after enactment of this act, on actions taken to update counter-UAS coordination processes, the volume and status of coordination requests received from Federal agencies, average timelines for completing such coordination, and any resource and staffing requirements needed to execute FAA responsibilities.

Illegal Charter Enforcement.—The Committee remains concerned about uncertified air charters, also referred to as illegal charters, conducting commercial flights in violation of 14 CFR parts 119 and 135. The Committee strongly encourages the FAA to continue to pursue enforcement action against illegal charters, consult with the Department of Justice as appropriate in such cases, and to maintain a single public-facing portal for reporting suspected illegal-charter activity, so that rogue operators can be identified and removed without hindering legal, compliant Part 135 air carriers.

Coordination.—The Committee notes that the FAA and the Coast Guard continue discussions regarding the regulation of wing-in-ground-effect craft. The FAA shall continue to coordinate with its Coast Guard counterparts to develop and execute a memorandum of understanding governing the specific roles, authorities, delineations of responsibilities, resources, and commitments of the FAA and the Coast Guard, respectively, pertaining to wing-in-ground-effect craft. The Committee reminds the FAA of the briefing required under this heading in Senate Report 119–47.

Aircraft Certification and Knowledge Sharing Opportunities.—The Committee supports continued robust funding for the FAA's aviation certification activities to facilitate critical hiring and training. The FAA's safety oversight resources, capabilities and technical competencies correlate directly with the industry's ability to bring safety enhancements to the marketplace and maintain its

competitiveness. To strengthen these efforts, the Committee directs the FAA to continue its facilitation of knowledge-sharing opportunities in partnership with industry workforce development programs and vice versa to strengthen technical expertise, safety processes and knowledge of best practices. The Committee also acknowledges the role and importance of the FAA's certification efforts in addressing issues related to airspace modernization, aircraft technology, and spectrum management. The Committee directs the FAA to outline resource needs associated with these priorities in future budget requests.

Community Collaboration Program.—The Committee supports section 793 of the FAA Reauthorization Act of 2024 (Public Law 118–63), which established the Community Collaboration Program that provides a framework for engagement between the FAA and communities affected by aviation operations, including aircraft noise, airspace changes, and emerging aviation technologies such as advanced air mobility [AAM]. The Committee encourages the FAA to move forward with implementation of the program to strengthen engagement with local communities and governments. The Committee directs the FAA not later than 90 days after the enactment of this act to submit an update to the House and Senate Committees on Appropriations describing the agency's progress toward implementation of the Community Collaboration Program and how the program will support engagement with local communities, including those not represented at airport roundtables, regarding aviation activities, including the integration of AAM.

Unfinished Rulemakings.—The Committee notes that the FAA has not met the statutory deadlines to comply with section 302 of the FAA Reauthorization Act of 2024 (Public Law 118–63), which requires the FAA to issue a rule related to minimum qualifications for persons that perform safety-sensitive maintenance functions on commercial air carrier aircraft at part 145 aircraft repair stations located outside of the United States. The statute also requires the FAA to conduct at least one unannounced inspection annually at every certified repair station outside of the U.S. Further, the Committee notes that the rulemaking on establishing a security threat assessment requirement for these persons has similarly not been initiated. The Committee directs the FAA to report to the House and Senate Committees on Appropriations within 60 days of enactment and quarterly after the submission of the first report, on actions taken and the timeline for implementing section 302 of the FAA Reauthorization Act of 2024.

Portable Oxygen Concentrators.—The Committee is concerned that airlines continue to deny boarding access to oxygen patients who are carrying FAA approved portable oxygen concentrators due to misinterpretations of lithium battery regulations. The Committee encourages the FAA to engage with airlines on best practices for complying with lithium battery regulations and to provide a briefing to the House and Senate Committee on Appropriations on ongoing efforts within 120 days after the enactment of this act.

Boarding and Deplaning Equipment.—The Committee is aware that the FAA is conducting two studies regarding boarding and deplaning of nonambulatory passengers, including in emergency situations. The Committee encourages the FAA to consider rec-

ommendations from stakeholders to address potential identified risks to these passengers. The Committee directs the FAA to notify the House and Senate Committees on Appropriations within 90 days of enactment of this act on the status of these studies and the timeline for the subsequent completion of the reports.

Temporary Contract Tower.—The Committee directs the FAA to brief the House and Senate Committees on Appropriations on the pathways available to ensure airports that have been accepted into the FAA Contract Tower Program but have not completed a new permanent tower are able to obtain the air traffic control services they require within 30 days of enactment of this act.

ATC Modernization Technician Staffing.—The Committee recognizes the FAA's ongoing efforts to modernize the National Airspace System through the development and deployment of a new air traffic control system. The Committee emphasizes that adequate staffing is foundational to the success of any modernization initiative and directs the FAA to treat controller and technician staffing as a core pillar of its modernization strategy. The Committee recommendation includes an increase of $10,000,000 for new 2101 series job hires in fiscal year 2027, including all initial training, to ensure that sufficient personnel are available to maintain systems and equipment in good state-of-repair. The Committee directs the FAA to provide a briefing to the House and Senate Committees on Appropriations within 120 days of enactment of this act detailing how controller and technician input is being integrated and how staffing considerations are being prioritized within the modernization program.

Controller Staffing.—The Committee acknowledges the critical role that air traffic controllers and the employees that support them play in the safety of our Nation's airspace and recognizes that more than 3,500 such positions are currently vacant. The Committee directs the FAA to increase its recruiting mechanisms and evaluate the salaries and benefits, among other incentives, as needed to ensure full staffing at all FAA facilities as quickly as possible. The Committee encourages the FAA to reach full staffing within 3 years. Therefore, not later than 90 days after enactment of this act, and every quarter thereafter until full staffing levels are reached, the FAA shall brief the Committee on the number of vacant positions at each facility around the country and its plan to fill those vacancies as soon as possible.

Reporting System Toxic Fume and Smoke Events on Aircraft.—The Committee is concerned that the FAA has not followed the congressional intent of section 362 of the FAA Reauthorization Act of 2024 (Public Law 118–63) by ensuring there is a standardized reporting system independent of the Service Difficulty Report System for passenger-aircraft aviation employees to voluntarily use in the event of fume and/or smoke events on passenger aircraft. The Committee is aware that the FAA is using the Aviation Safety Action Program [ASAP] to fulfill this requirement. If the FAA continues to use ASAP to fulfill section 362, then the Committee directs the FAA to ensure the following: (1) it has a standardized reporting system specific to fume/smoke events to collect all the information required under section 362 of the FAA Reauthorization Act of 2024 through ASAP; and (2) it requires operators to submit these reports

to the FAA. The Committee directs the FAA to manage this centralized repository and publish an annual report on the aggregate data. The Committee also directs the FAA to conduct outreach to industry stakeholders to ensure that members of the aviation community, including air crew and other airline employees, are aware of the path and processes to report fume and/or smoke events through ASAP programs. Finally, the Committee directs the FAA to brief the House and Senate Committees on Appropriations no later than 90 days after the enactment of this act on how it meets the requirements of section 362 of the FAA Reauthorization Act of 2024 and its outreach activities to the aviation community.

AVS Offices and Services Details.—The Committee directs the FAA to include a detailed budget justification table of each individual office within the Detailed Justification for Aviation Safety Oversight and Certification Organization in the fiscal year 2028 budget request.

eVTOL Integration Pilot Program [eIPP] Site Development.—The Committee recognizes the recent establishment of the eVTOL Integration Pilot Program [eIPP], which aims to accelerate the safe deployment of Advanced Air Mobility [AAM] vehicles in the National Airspace System through public-private partnerships. To ensure the successful implementation of this initiative, the Committee directs the FAA Administrator to submit a report to the House and Senate Committees on Appropriations within 120 days of enactment of this act. This report shall identify and evaluate all existing agency funding streams and grant programs that could be leveraged to support infrastructure, planning, and operational development at designated eIPP sites for program awardees. Furthermore, if the FAA determines that no current funding mechanisms exist or that current streams are legally restricted from supporting these public-private partnerships, the report shall include a detailed assessment of the specific statutory authorities Congress would need to amend or establish to allow the agency to directly award financial assistance to eIPP recipients.

Aviation Weather.—The Committee notes that 70 percent of all flight delays in the National Airspace System are weather-related, and that commercial weather providers have demonstrated world-class forecasting capabilities increasingly relied upon by the aviation industry. The Committee is concerned that the FAA continues to rely solely on weather services provided through a Memorandum of Understanding with the National Weather Service and has not advanced beyond issuing Requests for Information on potential commercial weather solutions. The FAA is directed to provide the House and Senate Committees on Appropriations a report and briefing, within 60 days of enactment of this act, detailing its past efforts to evaluate commercial weather forecasting services, any barriers to adoption, and planned next steps to expand its use of commercial weather data in support of reducing weather-related flight delays.

Data Collection.—Consistent with section 545 in the FAA Reauthorization of 2024, the Committee directs the agency to report to the House and Senate Committees on Appropriations within 90 days after the enactment of this act on complaints related to aisle chair assistance, including complaints of injury or fears of bodily

harm, in the boarding and deplaning process to improve transparency.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2026	$4,000,000,000
Committee recommendation	4,500,000,000

PROGRAM DESCRIPTION

The facilities and equipment appropriation provides funding for modernizing and improving air traffic control and airway facilities, equipment, and systems. The appropriation also finances major capital investments required by other agency programs, experimental research and development facilities, and other improvements to enhance the safety and capacity of the NAS. The program aims to keep pace with the increasing demands of aeronautical activity and remain in accordance with the FAA comprehensive 5-year capital investment plan.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $4,500,000,000 for the facilities and equipment account of the FAA. The recommended level is $500,000,000 more than the fiscal year 2026 enacted level. The Committee expects the FAA to make sound investment decisions and report to the House and Senate Committees on Appropriations on any major cost overruns or delays. The Committee continues to direct the FAA to notify the House and Senate Committees on Appropriations within 3 business days of the joint resources council making any final investment decisions, establishing a baseline for previously approved projects, or making acquisition program baseline changes that alter program performance, cost or schedule baseline.

The following table shows the Committee's recommended distribution of funds for each of the budget activities funded under this heading in this act:

Allocation of FAA Facilities and Equipment Funding in this Act—Fiscal Year 2027

	Committee recommendation
Activity—Engineering, Development, Test and Evaluation	
Advanced Technology Development and Prototyping	$119,500,000
William J. Hughes Technical Center Laboratory Sustainment	16,900,000
William J. Hughes Technical Center Infrastructure Sustainment	17,000,000
Separation Management Portfolio	9,000,000
Traffic Flow Management Portfolio	9,000,000
On Demand NAS Portfolio	12,200,000
NAS Infrastructure Portfolio	11,800,000
Support Portfolio	9,400,000
Unmanned Aircraft Systems [UAS]	20,000,000
Enterprise, Concept Development, Human Factors, & Demonstrations Portfolio	2,000,000
Total activity 1	226,800,000
Activity 2—Air Traffic Control Facilities and Equipment	
a. En Route Programs.	

Allocation of FAA Facilities and Equipment Funding in this Act—Fiscal Year 2027—Continued

	Committee recommendation
En Route Automation Modernization [ERAM]-System Enhancements and Tech Refresh	45,000,000
Next Generation Weather Radar [NEXRAD]	3,000,000
Air Route Traffic Control Center [ARTCC] & Combined Control Facility [CCF] Building Improvements	138,000,000
Air/Ground Communications Infrastructure	6,000,000
Air Traffic Control En Route Radar Facilities Improvements	5,000,000
Oceanic Automation System	17,000,000
Next Generation Very High Frequency Air/Ground Communications [NEXCOM]	.....
System-Wide Information Management	1,900,000
ADS–B NAS Wide Implementation	257,300,000
Air Traffic Management Implementation Portfolio	188,500,000
Time Based Flow Management Portfolio	24,600,000
Weather Processor	15,000,000
Airborne Collision Avoidance System X [ACASX]	15,000,000
Data Communications in Support of NextGen Air Transportation System	106,900,000
Offshore Automation	50,000,000
Commercial Space Integration	1,000,000
Common Automation Platform	300,000,000
Subtotal En Route Programs	1,174,200,000
b. Terminal Programs	
Standard Terminal Automation Replacement System [STARS]	115,650,000
Terminal Automation Program	7,400,000
Terminal Air Traffic Control Facilities-Replace	40,000,000
ATCT/Terminal Radar Approach Control [TRACON] Facilities-Improve	40,000,000
NAS Facilities EOSH Standards	30,000,000
Integrated Display System [IDS]	145,450,000
Terminal Flight Data Manager [TFDM]	230,000,000
Performance Based Navigation Support Portfolio	5,000,000
UAS Implementation	10,000,000
Airport Ground Surveillance Portfolio	15,000,000
Terminal and EnRoute Surveillance Portfolio	13,400,000
Terminal and EnRoute Voice Switch and Recorder Portfolio	22,300,000
Enterprise Information Communication	1,500,000
Remote Towers	3,000,000
Voice Switch Replace	237,300,000
Radar Replacement	.....
Subtotal Terminal Programs	916,000,000
c. Flight Service Programs	
Future Flight Services Program	.....
Alaska Flight Service Facility Modernization [AFSFM]	5,000,000
Weather Camera Program	7,700,000
Weather Systems Portfolio	35,300,000
Don Young Alaska Safety Initiatives	50,000,000
Subtotal Flight Service Programs	98,000,000
d. Landing and Navigational Aids Program	
Wide Area Augmentation System [WAAS] for GPS	81,100,000
Instrument Flight Procedures Automation [IFPA]	2,000,000
Runway Safety Areas-Navigational Mitigation	1,000,000
Landing and Lighting Portfolio	65,000,000
Subtotal Landing and Navigational Aids Programs	149,100,000
e. Other ATC Facilities Programs	
Fuel Storage Tank Replacement and Management	18,000,000
Unstaffed Infrastructure Sustainment	2,000,000
Aircraft Replacement and Related Equipment Program	6,500,000
Airport Cable Loop Systems-Sustained Support	3,870,000
Real Property Disposition	5,000,000

Allocation of FAA Facilities and Equipment Funding in this Act—Fiscal Year 2027—Continued

	Committee recommendation
Child Care Center Sustainment	1,600,000
Electrical Power Systems-Sustain/Support	57,000,000
Energy Management and Compliance [EMC]	3,200,000
FAA Telecommunications Infrastructure	716,730,000
Operational Analysis and Reporting Systems	.....
Aeronautical Information Management Program	46,000,000
Mission Essential Cloud	11,200,000
Subtotal Other ATC Facilities Programs	871,100,000
Total Activity 2	3,208,400,000
Activity 3–Non-Air Traffic Control Facilities and Equipment	
a. Support Equipment	
Hazardous Materials Management	20,000,000
Aviation Safety Analysis System [ASAS]	35,800,000
National Air Space [NAS] Recovery Communications [RCOM]	12,000,000
Facility Security Risk Management	14,300,000
Information Security	32,000,000
System Approach for Safety Oversight [SASO]	8,300,000
Aerospace Medical Equipment Needs [AMEN]	3,000,000
System Safety Management Portfolio	15,000,000
National Test Equipment Program	7,000,000
Mobile Assets Management Program	3,000,000
Aerospace Medicin Safety Information Systems [AMSIS]	.....
Configuration, Logistics, and Maintenance Resource Solutions [CLMRS]	16,700,000
Tower Simulation Systems [TSS]/Tower Training Stimulator [TTS]	.....
Subtotal Support Equipment	167,100,000
b. Training, Equipment and Facilities	
Aeronautical Center Infrastructure Sustainment	22,500,000
Distance Learning	1,200,000
Subtotal Training, Equipment and Facilities	23,700,000
Total Activity 3	190,800,000
Activity 4–Facilities and Equipment Mission Support	
System Engineering and Development Support	39,000,000
Program Support Leases	55,000,000
Logistics and Acquisition Support Services	12,000,000
Mike Monroney Aeronautical Center Leases	28,000,000
Transition Engineering Support	16,000,000
Technical Support Services Contract [TSSC]	24,000,000
Resource Tracking Program [RTP]	10,000,000
Center for Advanced Aviation System Development [CAASD]	40,000,000
Total Activity 4	224,000,000
Activity 5–Personnel and Related Expenses	
Personnel and Related Expenses	650,000,000
Total All Activities	4,500,000,000

UAS.—The Committee recommendation includes $20,000,000 to enable the FAA to complete the development and standardization of the airborne collision avoidance system [ACAS] program, to support UAS, small UAS, and rotorcraft operations. The ACAS program may provide a safety-enhancing replacement for the existing

traffic alert and collision avoidance system [TCAS II] to support NextGen operations.

Common Automation Platform.—The Committee recommendation includes $300,000,000 to continue airspace modernization efforts by upgrading to a single-all encompassing platform that will help to reduce the workload of air traffic controllers who currently need to monitor separate systems for both air and surface situational awareness.

ATC Systems and Displays Consolidation and Integration Efforts.—The Committee continues to support the FAA's efforts to consolidate and improve the integration of its current ATC systems and displays. As the FAA works with third parties to define, develop, test, procure, and implement these improvements, the FAA shall consult with appropriate Federal departments or agencies to fully vet risks, including cyber risks, posed by such third parties, including those that have legal or business relationships with the People's Republic of China [PRC] or any other entity otherwise owned or controlled by any governmental organization of the PRC. To preserve and protect a transparent and competitive process, the Committee directs the FAA to not disqualify a company on the sole basis of a pre-existing legal or business relationship, absent specific findings of risk as identified during the vetting process.

To the extent that there is a relationship between a third party supporting the common automation platform work of the FAA and the PRC, the FAA shall report to the House and Senate Appropriations Committees within 30 days of award of any contract, agreement, or other transaction with such third party providing on, with regard to their relationship with the PRC: (1) the risks posed to personnel, equipment, and operations of the FAA; (2) any measures that the FAA will take to mitigate such risks; (3) any measures that will be taken by that third party or other parties to mitigate such risks; and (4) any other matters the FAA determines to be relevant.

Operational Automation Transition.—The Committee recognizes the complexity required to transition the operational automation systems safely and efficiently into a unified platform and the aggressive timeline the FAA has set to achieve this goal. For this reason, the Committee encourages the FAA and Prime Integrator to select a U.S. industry partner with proven expertise in automation systems and deployment working with the FAA, as well as knowledge and demonstration of open systems architecture design. The Committee recommends the FAA move quickly to begin the demonstration of a CAP solution in Alaska to reduce risk and prove out capabilities.

Offshore Automation.—The Committee recommendation includes $50,000,000 for offshore automation. The FAA should keep the House and Senate Committees on Appropriations up to date on this critical project and ensure that the project incorporates the needs of the FAA service operations centers, including equipage, cabinetry and consoles, and improved floor-space design. Further, as the FAA works to modernize the Nation's air traffic control system, the Committee reminds the agency to ensure that offshore automation platforms in Hawaii, Alaska, and other U.S. territories are included in the overall modernization plans. The Committee directs

the FAA to collaborate with the workforce in the FAA service operations centers to accommodate necessary equipage, cabinetry, consoles and appropriate floor-space design.

Commercial Space Integration.—The Committee recommendation continues to include $1,000,000 for commercial space integration activities. This recommendation includes funding to operationalize the space operations portal and for the investment analysis in preparation for the final investment decision for a program to enable space data to be displayed on existing automation systems. The FAA should continue its work on the development, acquisition, and deployment of technologies and capabilities, including automation where appropriate, to aid in space launch and reentry integration into the NAS and to enable near real-time dynamic rerouting of commercial aircraft during and following commercial space launch and reentry operations. The Committee directs the FAA to brief the House and Senate Committees on Appropriations no later than 180 days after the enactment of this act on its efforts, including potential challenges it may face, to integrate space launch and reentry tracking data into air traffic controller displays.

Remote Towers.—The Committee is aware of the growing need from small and rural communities to improve safety and modernize the air traffic control capabilities of their airports in a timely manner. The Committee supports the FAA's work on remote towers as a potential solution to address this need. The Committee provides no less than $3,000,000 for the remote towers program. The Committee reminds the FAA of the briefing required under this heading in Senate Report 119–47.

Remote Digital Tower System Validation.—The Committee understands the FAA plans to publish clearly defined standards and thresholds for the validation and approval of Digital Tower Systems no later than September 1, 2026. The Committee is concerned that the FAA has been slow to establish such standards in the past, leaving industry waiting on regulatory clarity and delaying the deployment of safe, proven technologies within the National Airspace System. The Committee therefore recommends that the FAA make every possible effort to publish these standards and thresholds expeditiously. In establishing this framework, the Committee directs the FAA to recognize the demonstrated operational ability of Digital Tower Systems as validated by recognized foreign civil aviation authorities and recommends that the FAA certify such technology at the location at which it is being tested or operated rather than requiring relocation or duplicative domestic testing. To prevent indefinite delay, the FAA shall complete its initial scoping determination within 60 days of a complete application, establish a binding validation schedule with the applicant OEM within 90 days, and complete all required validation activities within 18 months of a schedule agreement. Not later than 120 days after the date of enactment of this act, the FAA Administrator shall submit a report to the House and Senate Committees on Appropriations describing the status of pending validation applications, any resource or scheduling constraints, and any administrative or legislative recommendations to improve the efficiency and transparency of the validation process.

Don Young Alaska Aviation Safety Initiative.—The Committee recommendation includes $60,000,000 to implement the Don Young Alaska aviation safety initiative [DYAASI], which includes $50,000,000 from this budget line item [BLI], $7,300,000 from the ADS–B NAS-wide implementation BLI, and $2,700,000 from the weather camera program BLI. The Committee notes the persistent lack of certified weather reporting capability in the FAA Alaska region and directs the FAA to provide the House and Senate Committees on Appropriations with a plan for the visual weather observation program within 30 days of enactment of this act.

Terminal Flight Data Manager [TFDM].—The Committee recommendation provides $230,000,000 to sunset the use of antiquated paper flight strips at our Nation's airports and directs that of the funds provided for TFDM, $60,000,000 shall be used to migrate the program to a cloud-based architecture. Leveraging available cloud technologies will ultimately reduce costs associated with maintaining hardware and associated infrastructure and improve cybersecurity and operational agility and reliability. Furthermore, the Committee directs the FAA to strongly consider expanding the waterfall for TFDM to include all large, medium, and small hub airports. The Committee directs the FAA to develop a plan and complete an investment analysis needed for this expanded implementation of TFDM, as required by the FAA acquisition management system, within 120 days after the enactment of this act. As part of this analysis and plan, the FAA shall consider the improved safety, efficiency benefits, and reduced maintenance costs resulting from integrating the functionalities of other safety, digital communication, and traffic flow management systems.

Air Traffic Management Implementation Portfolio.—The Committee recommendation includes $188,500,000 to support FAA's Traffic Flow Management System [TFMS] and Flow Management Data and Services [FMDS]. These tools are designed to monitor air traffic and predict congestion, especially during events like bad weather that reduce airspace capacity. The Committee recommendation includes $1,000,000 to update the Departure Sequencing Program [DSP] within TFMS to allow full utilization of the Trajectory Operations Set [TOS] in the congested New York airspace. In addition, the Committee directs the FAA to take proactive steps to get more towers TOS capable and to provide a briefing to the House and Senate Committees on Appropriations on how many towers in the NAS are equipped with the TOS toolset. The Committee supports the FAA plans for the modernized national planning tool (Flow Management Data System or FMDS] that is expected to provide the FAA with the necessary capabilities in concert with operator flight planning automation enhancements and directs the Agency to accelerate the timeline for implementation that is currently anticipated for fiscal year 202028. The Committee directs the FAA to partner with industry stakeholders on requirements to deliver new capabilities that provide scalability and adaptability, not just modernized platforms, and enhance the functionality and decision support tools for operational personnel.

Airfield Safety During Tower Replacement.—The Committee recognizes that air traffic control tower replacement, relocation, and commissioning activities, and other major air traffic control facility

modernization efforts, can temporarily increase operational complexity in the surface environment. The Committee remains concerned with runway incursions and wrong-surface events and notes ongoing FAA efforts to reduce surface risk through technology, data-driven risk management, and runway safety initiatives. Therefore, the Committee recommendation provides $15,000,000 for the Airport Ground Surveillance Portfolio to establish a Modernization Transition Safety and Continuity capability comprised of temporary, rapidly deployable, and re-deployable surface situational-awareness equipment and associated integration and training used during defined modernization transition windows. The Committee directs the FAA to provide a briefing within 90 days of enactment of this act to the House and Senate Committees on Appropriations on its implementation plan, including eligibility and selection criteria, acquisition approach, deployment and redeployment concept, integration with runway safety and airport operations workflows, and performance metrics, and steps the FAA is taking to consider execution risks and actions it plans to mitigation identified risks.

Landing and Lighting Portfolio.—The Committee is aware that many aging instrument landing systems [ILS] were installed in the 1970's and 1980's and their age presents a significant threat to maintaining NAS capacity and safety. The Committee provides $30,000,000 for ILS within this heading. Additionally, the Committee supports the FAA's effort to replace visual aids systems that utilize incandescent bulbs with light emitting diode that reduce energy usage and includes not less than $10,000,000 for the procurement, installation, and commissioning of precision approach path indicators within this heading.

Light Emitting Diode [LED] Medium Intensity Approach Lighting System [MALSR] Lamps.—The Committee appreciates the FAA's focus on expediting the transition to LED lamps for MALSR with runway alignment indicator lights installations, which will provide significant benefits in safety, reliability, and cost savings. The Committee directs the FAA to continue to prioritize the acquisition and installation of commercial off-the-shelf LED lamps that have already been FAA-approved for MALSR LED transitions by the spectrum engineering services group at the MMAC and successfully installed at more than 20 airports across the United States. The Committee directs the FAA to provide a briefing to the House and Senate Committees on Appropriations on its progress of installing these commercial off-the shelf LED lamps for MALSR LED transitions within 60 days of enactment of this act.

Military Operations Areas.—The Committee finds that radar and future NextGen systems capable of controlling airspace down to 500 feet above ground level enhance aviation safety in military operations areas that overlay public use airports. The Committee recommends that the FAA utilize existing resources to promptly provide radar or NextGen capability in areas with more than 5,000 operations per year.

Spectrum Coordination.—Radio frequency spectrum is foundational to safe and reliable air traffic operations as it supports various communication, navigation, surveillance, and safety systems. Protection of this safety-critical and finite resource is es-

sential to air safety and the movement of goods and services across the aviation system, and it requires early coordination across government agencies and consistency with international aviation spectrum allocations to support global operations. In addition, the transition to a new generation of radio altimeters will be expensive and burdensome for the aviation industry. The Committee directs the FAA to establish a permanent interagency working group with the Federal Communications Commission [FCC] to consult on the impacts and costs of potential spectrum impacts on aviation safety. In addition, the Committee directs the FAA to provide a report to the House and Senate Committees on Appropriations not later than 90 days after enactment of this act that details the planned coordination process with the FCC, the steps taken to support this process, any findings or recommendations resulting from their joint assessment of spectrum-related aviation safety concerns, and an outline of potential cost-sharing programs to ensure a more equitable investment plan for the research and development of a new generation of radio altimeters.

Airborne Situational Awareness Technology.—The Committee is aware that many FAA contract towers operate without radar display capabilities, which may limit air traffic controller's situation awareness. The Committee further understands that the FAA is in the process of reviewing the use of Airborne Position Reference Tools [APRT] to supplement non-FAA operated control towers visual operations and radio communications with pilots. The Committee encourages the FAA to expeditiously conduct the review of these technologies to enhance aviation safety at contract tower airports and further encourages the FAA, through its ongoing review of the AIP handbook, to consider allowing non-Federal entities to acquire these technologies using both discretionary and entitlement grant funding.

Aviation Safety Oversight.—The Committee understands that while the FAA is data rich, aviation safety information remains fragmented across legacy systems and organizational silos, limiting the agency's ability to proactively identify and perform analysis on risks with the speed needed to prevent dangerous air traffic events. The Committee recognizes the FAA's Safety Data Transformation Challenge [SDTC] as a promising effort to accelerate the use of advanced artificial intelligence [AI] and machine learning [ML] to identify and mitigate safety risks across the NAS. However, the Committee remains concerned that the FAA has not yet developed the capability to effectively fuse and analyze disparate safety data sources to provide a timely and holistic view of emerging risks. Therefore, the Committee directs the FAA to submit to the House and Senate Committees on Appropriations within 180 days of enactment of this act an implementation plan for deploying AI-enabled predictive decision-support tools to strengthen proactive safety oversight and risk mitigation

Terminal Weather Sensing Modernization.—The Committee encourages the FAA to ensure that the ongoing NAS modernization effort includes a strategy for upgrading terminal weather sensing capabilities, with a particular focus on addressing windshear, microbursts, and rapid convective shifts. To maximize benefits and accelerate deployment, the Committee encourages the FAA to le-

verage existing Commercial Off-the-Shelf [COTS] technology. Such an approach will enable the FAA to bypass lengthy development cycles and provide air traffic controllers with high-fidelity, real-time weather data at reduced cost. The Committee directs the FAA to provide a briefing to the House and Senate Committees on Appropriations within 180 days of enactment on its plan to incorporate COTS terminal weather sensing into the broader NAS recapitalization roadmap, including an assessment of airports that would see the greatest safety improvements from such deployments.

Air Traffic Management.—The Committee recognizes that the modernization of the National Airspace System requires flexible, scalable technologies capable of supporting operations across terminal, enroute, and oceanic environments. The Committee notes that the FAA Anchorage Air Route Traffic Control Center provides a unique operational environment where cargo, passenger, military, and general aviation traffic intersect with oceanic operations, making it an ideal proving ground for testing integrated air traffic management capabilities. Therefore, the Committee directs the FAA to conduct a test and demonstration of an industry-provided solution at the Anchorage Air Route Traffic Control Center that can support operations across terminal, enroute, and oceanic domains. The purpose of this demonstration shall be to evaluate operational capabilities, system adaptability, and integration potential prior to broader deployment within the National Airspace System. In selecting a demonstration capability, the FAA shall prioritize solutions that incorporate a modular, open systems architecture that allows the FAA to avoid vendor lock-in, enable interoperability with existing and future systems, and facilitate innovation through configurable applications and customizable interfaces. Such architectures can allow the FAA to integrate emerging technologies, support evolving airspace demands, and reduce long-term sustainment and lifecycle costs currently associated with legacy, closed systems.

The Committee further encourages the FAA to work with industry partners to evaluate how open architectures and modular capabilities can improve the agency's ability to adapt to increasing air traffic complexity, including the integration of new entrants and emerging aviation technologies. Further, given the safety-critical and dual-use nature of air traffic management technologies, the Committee urges that preference be given, to the extent practicable and consistent with law, to solutions developed and manufactured by United States companies with domestic production and engineering capabilities. The Committee notes that protecting these complex systems from foreign state or non-state interference is essential to national security and to maintaining a resilient American industrial base supporting aviation safety infrastructure. The Committee expects the FAA to brief the House and Senate Committees on Appropriations within 180 days of enactment of this act on the status of the demonstration, the capabilities evaluated, and the lessons learned for potential future deployment across the National Airspace System.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2026	$290,000,000
Committee recommendation	375,000,000

PROGRAM DESCRIPTION

The research, engineering, and development appropriation provides funding for long-term research, engineering, and development programs to improve the air traffic control system by increasing its safety and capacity, as well as by reducing the environmental impacts of air traffic. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety through improvements in facilities, equipment, techniques, and procedures to ensure that the system will safely and efficiently handle future volumes of aircraft traffic.

COMMITTEE RECOMMENDATION

The Committee recommends $375,000,000 for the FAA's research, engineering, and development activities. The recommended level of funding is $85,000,000 more than the fiscal year 2026 enacted level.

The following table provides the Committee's recommended distribution of funds for each of the budget activities under this heading in this act:

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Committee recommendation
Fire Research and Safety	$6,500,000
Propulsion and Fuel Systems	4,000,000
Advanced Materials /Structural Safety	10,000,000
Advanced Materials /Structural Safety-Joint Center of Excellence for Advanced Materials [JAMS]	37,000,000
Aircraft Icing	2,400,000
Digital System Safety	5,450,000
Continued Air Worthiness	8,200,000
Flight deck/Maintenance/System Integration Human Factors	12,000,000
System Safety Management/Terminal Area Safety	9,000,000
Air Traffic Control/Technical Operations Human Factors	5,600,000
Aeromedical Research	11,000,000
Weather Program	15,500,000
Unmanned Aircraft Systems Research	10,000,000
Unmanned Aircraft Systems Research-Center of Excellence for UAS Research [ASSURE]	14,000,000
Alternative Fuels for General Aviation	10,000,000
Commercial Space Transportation Safety	3,450,000
Wake Turbulence	4,000,000
Information/Cyber Security	4,000,000
Energy & Efficiency	12,500,000
Energy & Efficiency-Center of Excellence for Alternative Jet Fuels and Environment [ASCENT COE]	10,000,000
Aircraft Technologies and Fuels Research	8,000,000
Aircraft Technologies and Fuels Research-Continuous Lower Energy, Emissions, and Noise Program [CLEEN]	44,000,000
Aircraft Technologies and Fuels Research-ASCENT COE	32,000,000
System Planning and Resource Management	3,800,000
Aviation Grant Management (Aviation Workforce Development Grants)	60,000,000
William J. Hughes Technical Center Laboratory Facilities	6,600,000
Artificial Intelligence and Machine Learning	5,000,000
No-Bleed Environmental Control System Research	10,000,000
Tarmac Safety and Runway Incursion Prevention	1,000,000

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

	Committee recommendation
Aviation Accessibility Research	5,000,000
Aircraft Radio Altimeter Development, Testing, and Certification	5,000,000
Total RE&D	375,000,000

Advanced Materials/Structural Safety.—The Committee recommendation includes a total of $10,000,000 for advanced materials/structural safety. Of the amount provided in this BLI, the Committee provides not less than $6,500,000 for the continued advancement of thermoplastics research. The Committee expects the FAA to continue its work with industry on additional applications, including aircraft cabin interiors, aircraft systems, and advanced air mobility systems.

Joint Center of Excellence [COE] for Advanced Materials and Structures [JAMS].—The FAA Joint Centers of Excellence for Advanced Materials and Structures [JAMS] was established in 2004 to help ensure the safe and reliable application of composite and advanced materials into commercial aircraft and to support the ongoing innovation of the U.S. aviation sector. The JAMS program provides the American public with safe, timely, and cost-effective introduction of new aerospace products while managing the risks of change. JAMS partners include several academic research institutions, including Mississippi State University, the University of Washington, Wichita State University, Washington State University, and others. The Committee recommendation includes a total of $37,000,000 for advanced materials/structural safety work conducted through JAMS. Of this total, no less than $15,000,000 shall be used for the FAA to work directly with the Advanced Composites Institute and its private partners to conduct research to develop, evaluate, and validate out-of-autoclave composite manufacturing methods and related emerging processes relevant to airworthiness certification. This includes, but is not limited to, advanced composite manufacturing, joining, repair, and sustainment technologies across thermoset and thermoplastic systems. Of the total provided, the Committee recommendation provides not less than $8,000,000 for the Advanced Materials in Transport Aircraft Structures and not less than $4,000,000 to advance the use of fiber reinforced composite materials in the commercial aviation industry through JAMS.

The Committee recognizes the importance of advanced manufacturing for aerospace. The FAA should conduct research, in partnership with the commercial sector, to address gaps in knowledge for the use of large-scale metal wire arc additive manufacturing in aerospace, including to manufacture aerospace products such as aircraft and other aerospace vehicles. The focus of the research should be: (1) process development for the creation of additive manufacturing design and manufacturing standards for aerospace vehicles; (2) improving certification efficiency of additively manufactured aviation products; (3) evaluating long-term material and structural behavior and associated maintenance, including support for fatigue life determination, structural changes related to fatigue,

thermal, corrosive environments, and expected maintenance of such material to include recommended repair techniques; and (4) utilizing commercial partners to mature and certify large-scale metal wire arc additive manufacturing and advanced materials capabilities, including the development and qualification of new material chemistries, optimized for large-scale metal wire arc additive manufacturing, to be used in the manufacture of aerospace vehicles.

UAS Research.—The Committee recommendation includes $10,000,000 for UAS research and an additional $14,000,000 for the UAS COE. Of the amounts for the UAS COE, $2,000,000 is for transportation disaster preparedness and response, in partnership with institutions that have demonstrated experience in damage assessment, collaboration with State transportation agencies, and applied UAS field testing; and $2,000,000 is to continue efforts with the safety standards of UAS for development and validation of certification standards for such systems. The UAS COE research may include cyber security, agricultural applications, and BVLOS.

Energy and Efficiency.—The Committee recommendation includes $12,500,000 for energy and efficiency, and an additional $10,000,000 for energy and efficiency for the aviation sustainability center [ASCENT] COE for research focused on sustainable aviation fuels [SAFs].

Aircraft Technologies and Fuels Research.—The Committee recommendation provides a total of $84,000,000 for aircraft technologies and fuels research. Of this amount, the Committee recommendation includes $8,000,000 for Aircraft Technologies and Fuels Research, an additional $32,000,000 for the ASCENT COE on SAFs and aviation noise, and an additional $44,000,000 for the continuous lower energy, emissions, and noise [CLEEN] program. The Committee continues to direct the FAA to prioritize research related to SAFs, certification of SAFs, and challenges associated with the SAF supply chain. The Office of Environment and Energy and the Office of Airports should work together to identify SAF-related projects at airports that can be funded from airport improvement program grants. The FAA should also support hydrogen and fuel-cell related technologies that could reduce the noise and emissions footprint in future aircraft.

Within the CLEEN program, the FAA may use any unused funds to work with commercial supersonic aircraft manufacturers that will help mature clean and quiet technologies for conventional non-supersonic aircraft manufacturers.

Aviation Grant Management.—The Committee recommendation includes $60,000,000 for the aviation workforce development programs as authorized by section 625 of the FAA Reauthorization Act of 2018, as amended by the FAA Reauthorization Act of 2024.

The Committee encourages the FAA, to prioritize applicants for the aviation workforce development programs that provide an assurance to either use grant funds to: (1) encourage the participation of populations that are underrepresented in the aviation industry, including women, minorities, and individuals in economically disadvantaged communities and rural communities; or (2) strengthen aviation programs at a minority-serving institution, a public institution of higher education, or a public postsecondary vo-

cational institution, including such institutions in rural communities.

Aviation Accessibility Research.—The Committee recommendation provides $5,000,000 for the development, testing and certification of aviation accessibility technologies, including solutions for passengers to travel onboard aircraft using power wheelchairs, accessible lavatory designs, and other cabin and boarding technologies that would enable greater mobility and ease of travel.

Persons with reduced mobility have been disproportionately impacted by challenges associated with air travel due to limited cabin space and relevant accommodating technologies. The Committee remains concerned that the Department continues to receive numerous consumer complaints related to commonly mishandled and/or damaged equipment in aircraft cargo handling.

Next Gen Altimeter Funding.—The Committee continues to support the FAA's ongoing work at the MMAC, in partnership with aviation manufacturers, to accelerate testing, certification, and implementation of new radio altimeter capabilities consistent with the next generation avionics standards. Radio altimeters are vital to aviation safety, providing accurate height above terrain measurements that support critical flight operations, particularly in adverse weather or challenging environments. Congressionally directed funding has consistently provided critical research and development funding for work on next generation altimeters at the FAA Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma. The Committee recommendation includes $5,000,000 for the FAA's ongoing work at the Mike Monroney Aeronautical Center on next generation altimeters and continues to direct the FAA to provide an updated report on the roadmap and timeline for development, testing, and certification to the House and Senate Committees on Appropriations within 180 days of the enactment of this act.

Electric Vertical Take-Off and Landing [eVTOL] Aircraft.—The Committee directs the FAA to review the eIPP pilot program. As part of the review the Committee directs the FAA to collect and analyze the data gathered from the Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot [eIPP] Program. Based on the review, the FAA is directed to brief the House and Senate Committees on Appropriations on recommendations on potential updates to FAA regulations, procedures, and guidance documents that may be needed to ensure the safe and lawful integration of eVTOL and other AAM aircraft operations in the United States.

No-Bleed Environmental Control System Research.—The Committee recommendation provides $10,000,000 to the FAA for the study and development of environmental control systems that do not require the use of bleed air, sized and packaged to be used in commercial single aisle applications. The Committee recognizes the desire to move away from traditional bleed-air systems due to potential health and safety risks posed by excess fumes in the cabin.

Turbulence Detection.—The Committee recommendation provides not less than $5,000,000 from Aircraft Technologies and Fuels Research for the advancement and adoption of state-of-the-art sensing

technology to enhance safety and situational awareness to pilots and operators for turbulence detection.

Artificial Intelligence and Machine Learning Development.—The Committee understands industry is moving towards future flight technologies and systems that utilize artificial intelligence and machine learning to increase operational safety and efficiency. The Committee provides $5,000,000 to the FAA's Aircraft Certification Service [AIR] to develop a certification plan inclusive of non-safety critical technologies as well as more critical aircraft systems.

Portable, Non-Traditional Avionics Technologies.—The Committee recognizes that broad participation in aircraft position reporting is essential to the safety and efficiency of the NAS. While Automatic Dependent Surveillance-Broadcast [ADS–B] Out has significantly improved surveillance, certain classes of aircraft operate under exemptions or alternative equipage arrangements. In addition, operators are not required to share positions outside mode C airspace, which is a majority of the NAS. Advances in low-power, portable, and non-traditional avionics technologies may provide additional or alternative means of aircraft position reporting thus ensuring all aircraft are sharing their position in all airspace. Therefore, the Committee directs the FAA to evaluate and study technologies that enable alternative means of aircraft position reporting, and the feasibility of deploying such technologies to users in all airspace including general aviation, experimental and those currently operating under ADS–B Out exemptions or deviations. Technologies should include economically viable and commercially feasible, low-power, portable, and not fully integrated into certified cockpit avionics that enable aircraft position reporting and sharing for aircraft-to-aircraft situational awareness. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on its progress and findings within 150 days of enactment of this act.

Data Accessibility Improvements.—The Committee recognizes the important role that general aviation and small airports play in supporting rural connectivity, economic activity, and access to critical services across the Nation. The Committee further acknowledges the value of accurate and accessible operational data in helping local airports plan, maintain, and improve service levels. The Committee encourages the FAA to work with local airports and relevant stakeholders to support the collection, analysis, and appropriate sharing of aviation activity data, including data derived from ADS–B systems. The Committee notes that such data can serve as a valuable tool for improving operational awareness, infrastructure planning, and long-term sustainability of small and rural airports. The Committee encourages the FAA to consider ways to improve data accessibility and usability for local airport sponsors, while ensuring appropriate privacy and security protections.

ASCENT.—The Committee is concerned with the FAA's delay in obligating funding for projects supported by ASCENT. The Committee notes that fiscal year 2024 funding has an obligation date of September 30, 2026, and directs the FAA to fully obligate the remaining unobligated fiscal year 2024 funding prior to this deadline. For two-thirds of the remaining unobligated funding from fiscal years 2025 and 2026 provided for ASCENT, the Committee directs

the FAA to develop project packages in conjunction with ASCENT partners no later than 90 days after enactment of this act and directs the FAA to obligate such funding according to such project packages through sponsored program agreements no later than 150 days after enactment of this act. Any remaining unobligated funding from fiscal years 2025 and 2026 provided for ASCENT shall be obligated no later than 1 year after enactment of this act. Further, for one-third of the fiscal year 2027 funding, the Committee directs the FAA to develop project packages in conjunction with ASCENT partners no later than 120 days after enactment of this act and directs the FAA to obligate such funding according to such project packages through sponsored program agreements no later than 180 days after enactment of this act. Each additional third of the fiscal year 2027 funding shall be obligated no later than 1 year and 2 years after enactment of this act, respectively, or before the September 30, 2029, obligation date, whichever is sooner.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

PROGRAM DESCRIPTION

Funding for grants-in-aid for airports pays for capital improvements at the Nation's airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program include improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and a liquidating cash appropriation of $4,000,000,000 for grants-in-aid for airports for fiscal year 2027. This is equal to the enacted level for fiscal year 2026.

Administrative Expenses.—The Committee recommends not more than $160,000,000 to cover administrative expenses. This funding level is equal to the fiscal year 2026 enacted level. Increased staffing should be used to support the FAA's work to help airports develop plans to mitigate the impact of climate change on airport infrastructure, including deploying systems that reduce energy costs and improve energy resiliency.

Airport Cooperative Research.—The Committee recommends not less than $15,000,000 for the airport cooperative research program. This funding level is equal to the fiscal year 2026 enacted level.

Airport Technology.—The Committee recommends not less than $42,173,000 for airport technology research. This funding level is $346,000 more than the fiscal year 2026 enacted level. Of this amount, $6,000,000 is for the airfield pavement technology program authorized under section 744 of Public Law 115–254, of

which $3,000,000 is for concrete pavement research and $3,000,000 is for asphalt pavement research.

Small Community Air Service Development Program.—The Committee recommends $15,000,000. This funding level is equal to the fiscal year 2026 enacted level.

Cost Share.—The bill includes a provision that allows small airports to continue contributing 5 percent of the total cost for unfinished phased projects that were underway prior to the passage of the FAA Modernization and Reform Act of 2012 (Public Law 112–095).

Boarding Bridges.—The Committee remains supportive of section 711 of the FAA Reauthorization Act of 2024, that prohibits Federal funding from going towards the procurement of passenger boarding bridges from Chinese State-owned, controlled, or subsidized companies that seek to threaten the United States' economy and national security.

Reimbursable Agreements.—The Committee remains concerned with the challenges facing the administration of the State Block Grant Program for certain airports, and the reimbursable agreement [RA] associated with them. The Committee, through Senate Report 119–47, directed the FAA to work with stakeholders and relevant FAA offices to improve the process with specific attention to improve the fairness and transparency of reimbursable agreements with State Block Grant Program participants by: (1) providing upfront cost estimates for each required work item; (2) establishing and adhering to defined completion timelines; and (3) furnishing an itemized accounting of actual costs upon completion of the work and refunding any overpayments not later than 120 days. The Committee recognizes the FAA has made efforts to improve this process, but work remains to fully reform this process. Therefore, the Committee directs the FAA to brief the House and Senate Committees on Appropriations on its progress towards making reimbursable agreements with block grant States more fair and transparent no later than 30 days after the enactment of this act.

Project Contracting Methods.—The Committee directs the FAA to allow State Block Grant Program participants to utilize indefinite delivery, indefinite quantity [IDIQ] contracting methods for the procurement of professional services when acting as an agent for project sponsors. The Committee directs the Secretary of Transportation to ensure that State Block Grant Program agreements authorize such use and require that appropriate terms reflecting this authority be incorporated into agreements with recipients for airport projects funded under the program.

Environmental Review Streamlining.—The Committee recognizes the importance of timely and efficient environmental reviews for airport infrastructure upgrade projects, including runway extensions. Therefore, the Committee directs the FAA to identify opportunities to streamline Environmental Impact Statements [EIS] and Environmental Assessments [EA] to reduce duplicative and burdensome reviews. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on its findings within 180 days of enactment of this act. The Committee recommends the FAA identify opportunities to eliminate unnecessary regulations and streamline burdensome regulations to ensure the

FAA is a good steward of limited tax payer resources and produces physical infrastructure that supports long-term economic growth. Further, in reducing the regulatory burden, the FAA should identify areas where more autonomy can be given to local jurisdictions with a better understanding of needs and challenges in building and maintaining infrastructure.

Buy America Compliance.—The Committee is concerned about the misapplication of Buy America laws in federally funded airport improvement projects. The Committee directs the FAA to review past awardees from the past 3 years that have received funding through the Airport Terminal Program and Airport Improvement Grants [AIG] programs to ensure that these federally funded projects are in compliance with Buy America laws. The Committee directs the FAA to provide a briefing to the House and Senate Appropriations Committees on the results of its compliance study within 180 days after the enactment of this act.

General Aviation Entitlement Study.—The Committee is concerned about the methodology used by the FAA to allocate entitlement funding under the Airport Improvement Program [AIP], particularly for general aviation airports hasn't been updated in over 20 years. Current statutory formulas primarily provide entitlements to primary commercial airports based on passenger enplanements, while general aviation airports receive a fixed entitlement amount of $150,000 annually regardless of the number of enplanements or activity level of the airport. Therefore, the Committee directs the FAA to evaluate the feasibility, impacts, and potential benefits or drawbacks of incorporating passenger enplanement data, where available, into the entitlement funding formula for general aviation airports. In carrying out this study, the Committee directs the FAA to (1) assess the extent to which general aviation airports currently accommodate passenger enplanements, including on-demand air taxi, charter, scheduled charter, and emerging aviation services; (2) examine alternative metrics or supplemental factors that could better reflect airport activity and national system value, including operations counts, based aircraft, and economic impact; (3) consider requiring mandatory reporting of enplanements for all Part 135 operators (charter, scheduled charter); (4) consider modifying the current Airport Criteria to remove the requirement to have "received Large Certificated Air Carrier Service" and base it strictly on the number of enplanements; and (5) provide policy options, including maintaining the current structure, adopting a hybrid model, or transitioning to a revised formula. Finally, the Committee directs the FAA to submit a report to the House and Senate Committees on Appropriations within 270 days after the enactment of this act detailing the findings of this study, along with any recommendations for administrative or legislative action.

Transmitters for Ground Support Vehicles.—While the NTSB investigation into the Jazz Aviation, Air Canada Express Flight 8646 collision with a fire truck at LaGuardia Airport on March 22, 2026, is ongoing, the Committee notes that airports should take steps now to improve safety by addressing the FAA's recommendations under Advisory Circular 150/5220–26 to install Vehicle Movement Area Transmitters [VMATs] on ground vehicles that routinely oper-

ate on taxiways and runways. The Committee directs the FAA to conduct outreach to airports with advanced airport surface surveillance technologies to raise awareness on the safety benefits of installing VMATs in airport-owned ground vehicles, available Federal funding for such activities, including AIP and AIG, and engagement with airport stakeholders that operate ground vehicles on taxiways and runways. The Committee directs the FAA to survey airports with advanced airport surface surveillance technologies by requesting information on how many ground vehicles that routinely operate on taxiways and runways are equipped with VMATs, how many ground vehicles are not equipped with VMATs, and how many ground vehicles the airport intends to equip with VMATs in fiscal year 2027. Further, the Committee commends the FAA for working to equip all FAA-owned airport vehicles with VMATs. Within 90 days of the enactment of this act, the FAA shall brief the House and Senate Committees on Appropriations on such outreach activities, the results of the survey, and the status of the FAA's efforts to equip FAA-owned airport vehicles with VMATs.

GRANTS-IN-AID TO AIRPORTS

Appropriations (including transfer), 2026	$577,356,000
Committee recommendation	684,526,000

PROGRAM DESCRIPTION

Funding for grants-in-aid for airports pays for capital improvements at the Nation's airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program include improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $684,526,000, of which, $380,500,000 is for additional airport infrastructure grants, $10,000,000 is to establish an airport accessibility pilot program, $12,500,000 is for the advanced air mobility pilot program, and $281,526,000 is for CDS. The Committee directs the FAA to provide funding for the CDS projects listed in the table at the end of this explanatory statement in the corresponding amounts. The Committee is aware of the importance of this funding for nonhub, small hub, reliever, and nonprimary airports.

Rural Terminal Infrastructure.—The Committee recognizes that safe, modern, and appropriately sized airport terminal facilities are essential to supporting passenger service, accommodating growth, improving accessibility, and maintaining the long-term viability of commercial air service. The Committee is particularly concerned that many small and non-hub airports face significant challenges financing necessary terminal improvements because of limited passenger volumes, constrained local revenues, and limited access to other sources of capital. For these airports, the cost of replacing, expanding, or modernizing aging terminal facilities can far exceed available local resources and may result in necessary projects being delayed for many years.

The Committee notes that airport terminal projects meeting applicable statutory requirements are eligible for assistance under the Airport Improvement Program [AIP]. The Committee directs the Administrator to give priority to otherwise eligible terminal projects at airports with demonstrated terminal infrastructure needs and limited access to other sources of capital that meet the requirements included in this section.

The Committee further expects the FAA to ensure that its implementation of other funding priorities or preferences under this heading does not have the effect of excluding otherwise eligible terminal projects from consideration. The Committee believes that targeted AIP investment in terminal infrastructure can be transformative for smaller communities by addressing critical infrastructure needs, supporting continued and expanded commercial air service, and leveraging limited local resources to deliver projects that might otherwise remain unfunded for years.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical staff years at the Center for Advanced Aviation Systems Development to no more than 600 in fiscal year 2027.

Section 111 prohibits funds in this act from being used to adopt guidelines or regulations requiring airport sponsors to provide the FAA "without cost" buildings, maintenance, or space for FAA services. The prohibition does not apply to negotiations between the FAA and airport sponsors concerning "below market" rates for such services, or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

Section 112 permits the Administrator to reimburse FAA appropriations for amounts made available for 49 U.S.C. 41742(a)(1) as fees are collected and credited under 49 U.S.C. 45303.

Section 113 allows funds received to reimburse the FAA for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114 prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday.

Section 115 prohibits the FAA from using funds provided in the bill to purchase store gift cards or gift certificates through a Government-issued credit card.

Section 116 requires that, upon request by a private owner or operator of an aircraft, the Secretary block the display of that owner or operator's aircraft registration number in the aircraft situational display to industry program.

Section 117 prohibits funds in this act for salaries and expenses of more than nine political and Presidential appointees in the FAA.

Section 118 requires the FAA to conduct public outreach and provide justification to the House and Senate Committees on Appropriations before increasing fees under 49 U.S.C. 44721.

Section 119 requires the FAA to notify the House and Senate Committees on Appropriations at least 90 days before closing or relocating a regional operations center or reducing the services it provides or its personnel.

Section 119A prohibits funds from being used to change weight restrictions or prior permission rules at Teterboro Airport in New Jersey.

Section 119B prohibits funds from being used to withhold from consideration and approval any new application for participation in the contract tower program, including applications from cost share program participants if the Administrator determines such tower is eligible.

Section 119C prohibits the FAA from closing, consolidating, or redesignating any field or regional airports office without a reprogramming request.

Section 119D allows for organizational changes consistent with the budget request and this act.

Section 119E allows funds from the "Grants-in-Aid for Airports" account to reimburse airports affected by temporary flight restrictions for residences of the President.

Section 119F requires an initial briefing no later than 30 days after enactment and then every 60 days thereafter from the FAA Administrator on all activities, plans, and progress being made on consolidation and realignment efforts of air traffic control facilities.

Section 119G prohibits the privatization or separation of the air traffic control functions of the FAA.

Section 119H prohibits the construction of a second air traffic controller training academy.

Section 119I allows the FAA to increase pay for employees with a medical degree in the Office of Aerospace Medicine.

Section 119J requires a monthly spend plan and briefing from the FAA Administrator and other senior officials on all air traffic control modernization efforts.

Section 119K provides restrictions on the use of the authorities under 49 U.S.C. 44502 to transfer certain air traffic system or equipment to the FAA.

Section 119L requires the FAA to receive written approval from the Secretary prior to taking any significant action relating to the establishment, modification, or implementation of policies governing human resources, personnel management, and any organizational changes.

FEDERAL HIGHWAY ADMINISTRATION

PROGRAM DESCRIPTION

The principal mission of the Federal Highway Administration [FHWA] is, in partnership with State and local governments, to foster the development of a safe, efficient, and effective highway and intermodal system nationwide.

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of $64,461,945,821 is provided for the activities of the FHWA in fiscal year 2027. This total program level excludes contract authority exempt from obligation limitation. The recommendation is $591,041,591 less than the fiscal year 2026 enacted level.

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2026	$507,435,977
Committee recommendation	507,435,977

PROGRAM DESCRIPTION

This limitation on obligations provides for the salaries and expenses of the FHWA for program management, direction, and coordination; engineering guidance to Federal and State agencies; and advisory and support services in field offices.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of $507,435,977 for the administrative expenses of the FHWA, of which $3,248,000 is for the administrative expenses of the Appalachian Regional Commission in accordance with 23 U.S.C. 104. Additional staff should be prioritized for administration and oversight of competitive grants, including to reach grant agreements between the Department and awardees.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2026	$62,657,105,821
Committee recommendation	62,657,105,821

PROGRAM DESCRIPTION

The Federal-aid highway program provides financial support to States and localities for the development, construction, and repair of highways and bridges through grants. This program is financed from the Highway Trust Fund, and most of the funds are distributed through apportionments and allocations to States. Title 23 of the United States Code and other supporting legislation provide authority for the various activities of the FHWA. Funding is provided by contract authority, with program levels established by annual limitations on obligations set forth in appropriations acts.

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2027 obligations for the Federal-aid highway program to $62,657,105,821. This limitation is equal to the fiscal year 2026 enacted level.

Staffing.—The Committee is aware of the significant reduction in the agency's workforce, resulting in part from employees choosing to take the deferred resignation program [DRP] offer. The Committee also understands that some division offices have lost up to 50 percent of their staff. The Committee remains concerned about the impact of these dramatic staffing reductions on the Department's ability to build our Nation's highways, bridges, and other infrastructure projects. The Committee directs the FHWA to submit

to the House and Senate Committees on Appropriations the staffing report required under this heading in Senate Report 119–47 not later than 30 days after enactment of this act.

Bridge Investment Program.—The demand for Bridge Investment Program funding has demonstrated the need for a dedicated funding source for improving the condition of large and important bridges across the country. The Committee encourages the Department to implement this program to rebuild bridges in significant states of disrepair.

Reducing Wildlife-Vehicle Collisions.—The Committee encourages the FHWA to work with States to reduce wildlife-vehicle collisions through implementation of the wildlife crossings pilot program and through the highway safety improvement program and eligibilities under 23 U.S.C. 148(a)(4)(B)(xvii). The Committee encourages the FHWA to expeditiously make awards for the fiscal year 2026 funding for the wildlife crossings pilot program. The Committee directs the FHWA to provide technical assistance related to the implementation of 23 U.S.C. 148(a)(4)(B)(xvii), as needed, and to identify options to further the objectives of the program once all available funding is exhausted.

PROTECT Grants.—In fiscal year 2022, Congress provided the FHWA with $500,000,000 for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation [PROTECT] grant program through both the Highway Trust Fund and General Fund. The Committee notes that $276,500,000 in fiscal year 2022 funds lapsed on October 1, 2025, creating a combined shortfall of $261,900,000 for 15 previously announced grant awards. FHWA's fiscal year 2024 through fiscal year 2026 PROTECT NOFO states that FHWA may elect to utilize these funds for previous PROTECT grant project recipients. The Committee encourages the FHWA to utilize existing funds to complete the 15 grant awards.

Asphalt Research.—The Committee directs the FHWA to evaluate research initiatives eligible under the FHWA's highway research and development program focusing on the properties of purified bituminous coal waste as a source of high quality carbon to be used as an additive for asphalt road building, and reminds the FHWA of the report required under this heading in Senate Report 119–47 outlining the FHWA's action plan to evaluate such research. The Committee also encourages the FHWA to use public-private partnerships to advance its research on the use of purified carbon-rich materials as environmentally beneficial additives for road building material.

Project Delivery.—The Committee recognizes that enabling project sponsors to incur certain eligible costs prior to formal project authorization can accelerate project delivery and reduce delays between environmental clearance and the start of construction, which can extend for several months. The Committee encourages the FHWA to fully utilize the Department's existing authorities to permit projects that have completed all environmental review requirements to begin at-risk, pre-award or pre-agreement activities, including right-of-way and construction-related activities. The Committee notes that such practices can shorten project timelines while maintaining all Federal requirements and safe-

guards and are successfully used in other Department of Transportation programs.

Permeable Pavements.—The Committee continues to encourage the Secretary to accelerate deployment of permeable pavements, including permeable pavers, to achieve flood mitigation, pollutant reduction, stormwater runoff reduction, and resilience in new road construction and retrofitting of existing roads and other facilities. The Secretary is also encouraged to support the use of permeable pavements and permeable pavers in Federal lands highway projects.

Salmon Mitigation.—The Committee provided $5,000,000 in fiscal year 2023 to establish a cooperative series of agreements with universities, Federal agencies, the National Academy of Sciences, transportation agencies, or nonprofit organizations to examine the impacts of culverts, roads, and bridges on threatened or endangered salmon populations. The Committee is disappointed that the FHWA did not meet the requirement in Senate Report 119–74 to publish a solicitation for these funds, and directs the FHWA to provide a written justification to the House and Senate Committees on Appropriations for why such solicitation was not published.

Update and Expand 14th Amendment Highway Report.—Section 1927 of Public Law 109–59 required a report describing the steps and estimated funding to designate and construct a route for the 14th Amendment Highway, which comprises much of the I–14 route. The Committee reminds the Secretary of the requirement under this heading in Senate Report 119–47 to update this report and to include a comprehensive feasibility analysis of the I–14 corridor, with an emphasis on its potential to serve as a bypass to Atlanta and other major cities; enhance connectivity to key military installations, ports, energy production areas, and other economic centers; utilize established modeling systems, including the highway economic requirements system, travel demand models, and regional economic development models; analyze environmental and economic impacts, safety improvements, and national security benefits; and produce actionable recommendations for inclusion in statewide and metropolitan plans and transportation improvement programs.

I–69 Corridor Development in West Tennessee.—The Committee encourages the FHWA to continue working with the Tennessee Department of Transportation and local stakeholders to advance the completion of I–69 through Tennessee, a critical component of high-priority corridor 18. With I–69 now providing continuous interstate connectivity from the Canadian border to the Kentucky state line, completing segments seven through nine is essential to closing a major gap in the National corridor. The Committee supports continued coordination and investment to complete this nationally significant corridor.

Computer Vision in Roadway Maintenance.—The Department establishes minimum standards for traffic control devices that enhance safety and reliability throughout our Nation's roadway infrastructure. The Committee recognizes the safety and operational benefits of computer vision, a specialized field of artificial intelligence, in assisting infrastructure owners and operators to assess roadway conditions and damage to roadway assets, such as missing

signage, pavement damage, and other infrastructure concerns, without requiring human inspectors to enter dangerous or inaccessible areas. Furthermore, the Committee recognizes the critical importance of maintaining pavement marking and retroreflectivity for roadway safety. As such, the Committee believes it is important to ensure that non-Federal stakeholders are informed of the eligibility of computer vision technologies for inspecting roadways and traffic control devices and directs the Department to provide sufficient notice to relevant non-Federal stakeholders.

Emerging Vehicle Technology Safety.—The Committee is concerned by the results of recent testing of the compatibility of roadside safety hardware with electric vehicles. With an increasing number of electric vehicles on the roadways and the emergence of other technologies including hydrogen and autonomous vehicles, the Committee believes that continued research and testing is essential to ensure the safe integration of emerging vehicle technologies on our Nation's roadways. Such efforts should prioritize the testing of current, and development and testing of new, roadside safety hardware. The FHWA is encouraged to collaborate with State DOTs and institutions of higher education that have experience with and are currently conducting research and testing on roadside safety hardware for emerging vehicle technologies, as well as participants in transportation pooled fund studies examining these issues.

Emergency Relief Manual.—The Committee remains disappointed that the FHWA has yet to meet the statutory deadlines for updating the Emergency Relief program manual (section 11519 of Public Law 117–58) and continues to direct the FHWA to provide an update to the House and Senate Committees on Appropriations on the status of implementation on a quarterly basis.

Anti-Competitive Bidding.—The Department's Office of Inspector General has found nearly $1,200,000,000 in estimated higher costs associated with undetected collusive bidding on Federal highway projects in six randomly-selected eastern States over 8 years. These cost increases represent a nearly 7 percent increase in project costs due to anti-competitive bidding practices, primarily driven by complementary bidding amongst bidding firms. If extrapolated to all Federal-aid highways program funding, there could be over $21,000,000,000 in highway funds lost to fraud, rather than spent on highway construction. The Committee reminds the FHWA of the requirement under this heading in Senate Report 119–47 to report on steps taken to implement the Inspector General's recommendations to amend FHWA guidance to recommend State DOTs: (1) conduct frequent, regular, systematic reviews of procurements made over multiple years using specific statistics to identify anti-competitive bidding patterns; and (2) to the extent practical, reduce reliance on historical data when developing engineer's estimates, instead moving to methods FHWA has found to be more reliable, including cost-based estimation.

Unobligated Balances.—The Committee directs the FHWA to submit a list of all unobligated balances of contract authority and budget authority as of September 30, 2026, to the House and Senate Committees on Appropriations by January 1, 2027, and provide an annual update with each year's President's budget request. The

list of unobligated balances shall include the account name, program name, Treasury account symbol, amounts remaining available for obligation, date of most recent obligation, and any other information that will help the House and Senate Committees on Appropriations determine the status of all unobligated balances. For allocated program unobligated balances that remain available for obligation, the FHWA shall determine whether the funds are likely to be obligated in the near term. For each formula program unobligated balances that remain available for obligations, the FHWA shall provide a State-by-state distribution list.

Unmanned Aircraft Systems [UAS] for Infrastructure Maintenance.—The Committee encourages the FHWA to evaluate and disseminate information on the use of domestically manufactured UAS and robotic systems for infrastructure maintenance activities, including bridge preservation, protective coating, and cleaning, that are eligible for funding under Federal-aid highway programs. The Committee further encourages the FHWA to consider the inclusion of UAS-based maintenance technologies in guidance and technical assistance provided to State departments of transportation.

Highway Guide Sign Legend Design.—The Committee directs the FHWA, within 180 days of enactment of this act, to submit a report to the House and Senate Committees on Appropriations evaluating the safety and operational effects of alternative legend designs for highway guide signs, including typefaces subject to Federal Highway Administration interim approvals prior to the 11th edition of the Manual on Uniform Traffic Control Devices, and to include in such report any recommendations regarding reinstatement of such approvals.

Improved Pavement Materials.—The Committee recognizes that advances in asphalt mixes and concrete blends, including nontraditional recycled, modified and underutilized materials, have the potential to reduce costs, enhance durability, strengthen domestic supply chains, and improve roadway safety and sustainability. The Committee encourages the FHWA, in coordination with State DOTs and other relevant stakeholders, to develop a collaborative process to research, test, and evaluate market-ready, alternative asphalt mixes and concrete blends to generate performance-based data to assist States in updating their materials specifications. The FHWA is further encouraged to facilitate the incorporation into States' material specifications of those blends and mixes determined through this examination to cost-effectively meet or exceed existing performance criteria.

Restoration of FMIS Access.—The Committee is concerned about recent limitations placed on metropolitan planning organizations' [MPOs] access to the Financial Management Information System [FMIS]. Access to this information is essential for MPOs to effectively carry out their transportation planning responsibilities, including tracking project status, monitoring Federal funding obligations and expenditures, supporting regional project coordination, ensuring transparency and accountability in the use of Federal transportation funds, and informing data-driven planning and investment decisions. Timely access to FMIS data is critical to maintaining coordination among Federal, State, and local partners and ensuring efficient delivery of transportation projects. Therefore, the

Committee directs the FHWA to fully restore FMIS access for any MPO that held such access as of January 1, 2026, not later than 60 days after enactment of this act, and to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on the status and timeline of that restoration.

Automated Vehicles [AVs] Infrastructure Assessment.—The Committee encourages the FHWA, in consultation with the National Highway Traffic Safety Administration [NHTSA], to partner with academia, to conduct a long-term comprehensive evaluation program to assess the performance of production AVs [PAVs] on different classes of roads across varying weather conditions. The evaluation should consider the need for infrastructure improvement solutions concerning road markings and signage repair to guide state transportation agencies and regional infrastructure development initiatives to ensure the safe deployment of PAVs.

Charging and Fueling Infrastructure [CFI] Grants.—The Committee notes that across three grant rounds, the FHWA awarded 147 grants totaling $1,779,000,000 to recipients in 44 States, D.C., and Puerto Rico. The Committee is concerned that a significant number of the more than 300 previously awarded competitive grants that remain under review by the Department are these CFI grants. States, local governments, and Tribes are experiencing unnecessary delays and cost increases as the Department continues to delay executing grant agreements and obligating these grant awards. The Committee directs the FHWA to provide a briefing to the House and Senate Committees on Appropriations not later than 30 days after the date of enactment of this act on the status of all previously awarded CFI grants and plans for the available fiscal year 2026 CFI funding.

Congestion Mitigation and Air Quality [CMAQ] Cost Effectiveness Tables.—The Committee notes that CMAQ cost effectiveness tables currently only include electric vehicle charging stations and natural gas fueling infrastructure and do not include other alternative transportation fuels, as defined in the Energy Policy Act. Therefore, the Committee encourages FHWA to ensure that the next update of the CMAQ program cost-effectiveness tables reflect and include analysis of a broader set of alternative transportation fuels available to State and local project sponsors. The update should capture real-world fleet transition options and, at a minimum, include propane autogas and renewable propane among other fuels that meet the Energy Policy Act alternative fuel definitions under 10 CFR 490.2.

National Roadway Safety Strategy.—The Committee is concerned with the number of fatalities and serious injuries that occur on U.S. roadways, especially with respect to pedestrians, bicyclists, and other vulnerable road users. The Committee directs the Department to continue implementing National Roadway Safety Strategy, as published in January 2022. Such strategy encompasses a department-wide adoption of the safety systems approach, which the Committee recognizes as an effective framework to achieve a future with zero roadway facilities and serious injuries.

National Toll Interoperability.—The Committee notes that national electronic toll collection interoperability, as required by section 1512(b) of the Moving Ahead for Progress in the 21st Century

Act (Public Law 112–141), is an important national transportation objective. The Committee encourages the FHWA to continue working with States, toll facility operators, and industry partners to facilitate implementation and provide technical assistance, coordination support, and resources to help agencies achieve seamless interoperability while protecting customer privacy and data security.

Reuse of Surplus Toll Plaza Facilities.—The Committee recognizes that many tolling agencies have transitioned to all-electronic tolling and that certain toll plazas have become surplus to operational needs. The Committee encourages the FHWA to provide guidance, technical assistance, and administrative flexibilities to tolling agencies to support the safe and productive reuse of such assets to enhance safety, improve system performance, strengthen economic development, and improve the user experience within transportation corridors.

Highway Safety Countermeasures.—The Committee recognizes that roadway departure crashes remain a leading cause of traffic fatalities in the United States, accounting for approximately 50 percent of fatal accidents and nearly 10,000 deaths per year. The Committee further recognizes that the economic burden of traffic-related injuries and fatalities ranges from $340,000,000,000 to over $470,000,000,000 annually, with a net societal impact exceeding $1 trillion. The Committee notes that several cost-effective highway safety countermeasures have been identified that may significantly reduce roadway departure crashes. Accordingly, the Committee directs the Federal Highway Administration to submit to the House and Senate Committees on Appropriations not later than 12 months after the date of enactment of this act a report that shall include a comprehensive evaluation of the benefits and costs of implementing each of the following highway safety countermeasures on a nationwide basis: (a) requiring six-inch-wide pavement marking lines as the standard width for longitudinal pavement markings on Federal-aid highways, in lieu of the current four-inch standard; (b) establishing enhanced retroreflectivity standards of 50 mcd/m^2/lux for roadways with speeds above 35 mph and greater than 6,000 average daily traffic; (c) requiring installation of rumble strips on centerlines of two-lane roads and edge lines of rural roads with speed limits of 50 miles per hour or greater; and (d) requiring installation of high friction surface treatments [HFST] at horizontal curve locations where speed advisory signage is required. Such report shall include, at a minimum: (1) an assessment of the estimated safety benefits of each countermeasure, including projected reductions in fatalities and serious injuries; (2) an assessment of the estimated costs to States and local governments for implementation, including capital costs, maintenance costs, and administrative costs; (3) an analysis of the cost-effectiveness of each countermeasure relative to alternative safety investments; (4) an evaluation of the potential impact on State transportation budgets and the Highway Safety Improvement Program; and (5) an identification of any barriers to implementation. The report shall also include the findings of the evaluation, recommendations for any legislative proposals, and a summary of the views expressed by State departments of transportation and other stakeholders consulted during such evaluation.

LIQUIDATION OF CONTRACT AUTHORIZATION

HIGHWAY TRUST FUND

Appropriations, 2026	$63,396,105,821
Committee recommendation	63,396,105,821

PROGRAM DESCRIPTION

The Federal-aid highway program is funded through contract authority paid out of the Highway Trust Fund. Most forms of budget authority provide the authority to enter into obligations and then to liquidate those obligations. Put another way, it allows a Federal agency to commit to spending money on specified activities and then to actually spend that money. In contrast, contract authority provides only the authority to enter into obligations, but not the authority to liquidate those obligations. The authority to liquidate obligations, to actually spend the money committed with contract authority, must be provided separately. The authority to liquidate obligations under the Federal-aid highway program is provided under this heading. This liquidating authority allows the FHWA to follow through on commitments already allowed under current law; it does not provide the authority to enter into new commitments for Federal spending.

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of $63,396,105,821. The recommended level is equal to the fiscal year 2026 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

HIGHWAY INFRASTRUCTURE PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$2,395,881,591
Committee recommendation	1,804,840,000

PROGRAM DESCRIPTION

The Committee provides funding for highway infrastructure programs [HIP] to improve highway safety and efficiency for all Americans through general fund investments.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $1,804,840,000 in funding for highway infrastructure programs, to be derived from the general fund and by transfer of certain unobligated balances, which is $591,041,591 less than the fiscal year 2026 enacted level. Of the total amount provided, $894,028,000 is for congressionally directed spending [CDS], and the Committee directs the FHWA to provide funding for the projects listed in the table at the end of this explanatory statement in the corresponding amounts.

National Scenic Byways Program.—The Committee directs the FHWA to not include any preference for projects based on the total cost of the project when awarding grants under this program. Of the funds provided for this program, up to $1,000,000 shall be for

FHWA technical assistance activities. For the purposes of this program, technical assistance as authorized in 23 U.S.C. 162 may include the development and dissemination of resources for use by States and Tribes such as a program website, updated maps, and economic research.

Truck Parking.—The Committee is aware of the lack of safe truck parking on our Nation's highways, which creates a hazard for truck drivers, reduces safety for all road users, and hinders recruitment. The Committee commends the Department for identifying existing sources of funding in the IIJA that States can use to address the Nationwide truck parking shortage and for working with private sector stakeholders, State DOTs, and metropolitan planning organizations to fund requests for discretionary grant funding to increase the availability of safe truck parking. The Committee directs the Department to continue these efforts and to continue to use existing discretionary grant programs to fund truck parking projects, where eligible and appropriate.

The Committee recommendation includes an investment of $100,000,000 for the construction of safe truck parking spaces nationwide. The Committee directs the Department to provide a briefing within 120 days of enactment of this act to the House and Senate Committees on Appropriations on the ongoing distribution of funding from the previous fiscal year and projects planned to be undertaken in the current fiscal year. This briefing shall include an estimation of the number of commercial motor vehicle parking spaces that have been constructed in the year preceding enactment of this act. Further, the Committee directs the Department to report within 180 days of enactment of this act on the expected distribution of additional funding under this act as well as the number of commercial motor vehicle parking spaces expected to be constructed using funding from this act.

Roadside Safety.—The Committee remains concerned with the significant number of fatalities caused by high-speed roadway departure crashes and notes that guardrail end terminals remain a critical safeguard for reducing such incidents. The current testing standard for guardrail end terminals in the manual for assessing safety hardware [MASH], under which the FHWA requires devices to be tested in order to be Federal-aid eligible, utilizes a maximum speed of 62 miles-per-hour and relies on research that was conducted more than 40 years ago. Given the significant changes to vehicle fleets, highway speed limits, other changes to the operating environment, and the development of more advanced devices, the Committee continues to strongly encourage the FHWA to engage with the American Association of State Highway and Transportation Officials to pursue updates to the testing standard that better reflect current real-world conditions.

According to the MASH, "after a system has been proven to meet the recommended impact performance guidelines, the evaluation should switch to an in-service evaluation of the feature's field performance. It is recommended that in-service performance evaluations be conducted when new safety features are placed in service," and "experience has shown that as new designs are developed, current test procedures may not properly evaluate critical conditions for these designs." To this effect, the Committee recommendation

includes $10,000,000 for a pilot program for eligible States to install guardrail end terminals with certain demonstrated testing speeds. Additionally, the Committee recommendation requires participating States to provide an evaluation of the pilot program to the FHWA. The Committee looks forward to receiving the report required in Senate Report 119–47, and further directs the FHWA to provide a briefing to the House and Senate Committees on Appropriations within 120 days of enactment of this act on implementation of the pilot program.

Safety.—The Committee remains concerned by the staggering number of pedestrian fatalities each year involving vehicles and is aware that an increasing number of municipalities are developing plans to significantly reduce these incidents. The Committee directs the FHWA to continue developing resources and providing technical assistance to help State and local governments facilitate the implementation of their vision zero plans and strategies to reduce pedestrian fatalities and injuries consistent with the directives in House Report 117–402 and Senate Report 118–70. The Committee recommendation includes $5,000,000 for a pilot program to assist States and local governments with bollard installation projects to improve pedestrian safety as authorized in section 11502 of the IIJA. The Committee notes that the FHWA has not yet issued a NOFO for the $5,000,000 provided for such pilot program in the Consolidated Appropriations Act, 2026, and encourages the FHWA to do so expeditiously. Further, the Committee directs the Department to educate States and localities on other possible funding resources for bollard installation projects.

Reconnecting Communities.—The Committee recommendation includes $27,500,000 for the reconnecting communities pilot program. The Committee directs the Department to provide technical assistance, including webinar and other informational sessions, to help local government applicants whose grant funding was rescinded work with State DOTs and Federal agencies to identify other sources of funding to complete these projects.

Stormwater Management.—The Committee is concerned with the impact of emerging contaminants on the environment, such as the compound N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine [6PPD] and its transformant, 6PPD-quinone. The Committee recommendation includes $7,000,000 for the FHWA to continue to work with State DOTs and other relevant State agencies to build or implement, operate, and maintain low-cost and rapidly deployable stormwater management technologies and techniques to reduce the impacts of 6PPD and 6PPD-quinone on salmon-bearing streams.

The results of this research shall be used by the FHWA to inform its stormwater policies and guidance publications. This research shall be conducted in coordination with Federal, State, and Tribal agencies engaged in relevant research, along with academia. This research shall be conducted in locations that: (1) have resident salmonid populations that have documented acute toxicity effects to the stormwater contaminant, 6PPD-quinone, and where harmful stormwater contaminants may bioaccumulate in endangered southern resident killer whales through their salmon prey; (2) provide a variety of land uses for optimizing technologies to specific transpor-

tation scenarios; (3) are available for near-term installation; and (4) provide opportunities for long-term monitoring.

In conducting this research, the FHWA is directed to collaborate and consult with NOAA's National Marine Fisheries Service [NMFS] to ensure that NMFS will be able to directly corroborate the findings and endorse treatment alternatives with proven effectiveness. The intent of this collaboration shall be to ensure that demonstrably effective treatment alternatives identified through this research can help expedite NMFS consultations to the extent that stormwater quality is a consideration for determination.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120 distributes obligation authority among Federal-aid highway programs.

Section 121 continues a provision that credits funds received by the Bureau of Transportation Statistics to the Federal-aid highways account.

Section 122 sets forth parameters for any waiver of Buy America requirements.

Section 123 mandates 60-day notification for any grants for a project under 23 U.S.C. 117.

Section 124 allows State DOTs to repurpose certain highway project funding and for those funds to be used within 25 miles of their original designation.

Section 125 extends the period of availability of certain INFRA grant funds.

Section 126 extends the period of availability of certain bridge investment program funds.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Motor Carrier Safety Administration's [FMCSA's] mission is to promote safe commercial motor vehicle and motor coach operations, as well as reduce the number and severity of accidents involving those vehicles. Agency resources and activities prevent and mitigate commercial motor vehicle and motor coach accidents through education, regulation, enforcement, stakeholder training, technological innovation, and improved information systems. The FMCSA is also responsible for ensuring that all commercial vehicles entering the United States along its southern and northern borders comply with all Federal motor carrier safety and hazardous materials regulations. To accomplish these activities, the FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, highway safety organizations, and the public.

COMMITTEE RECOMMENDATION

The Committee recommends a total level of $926,600,000 for obligations from the Highway Trust Fund, which is $5,000,000 less than the fiscal year 2026 enacted level.

	2026 enacted	Committee recommendation
Motor Carrier Safety Operations and Programs (obligation limitation)	$390,000,000	$390,000,000
Motor Carrier Safety Grants (obligation limitation)	541,600,000	536,600,000
Total	931,600,000	926,600,000

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2026	$390,000,000
Committee recommendation	390,000,000

PROGRAM DESCRIPTION

This account provides necessary resources to support motor carrier safety program activities and to maintain the agency's administrative infrastructure. This funding supports nationwide motor carrier safety and consumer enforcement efforts, including Federal safety enforcement activities at the United States-Mexico border in order to ensure that Mexican carriers entering the United States are in compliance with FMCSA regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of $390,000,000 for the FMCSA's operations and programs, which is equal to the fiscal year 2026 enacted level. Of the total limitation on obligations, $14,073,000 is for research and technology and not less than $63,098,000 is for information technology [IT] and information management [IM].

The Committee continues to direct the FMCSA to provide a spending plan for the amounts provided for IT and IM and to update the House and Senate Committees on Appropriations on modernizing its legacy systems no less than every 6 months.

Rulemakings.—The Committee directs the FMCSA to provide quarterly briefings on the status of all major rulemakings to the House and Senate Committees on Appropriations.

Predatory Towing.—The Committee is aware that 49 U.S.C. 14501(c)(1) makes the Federal Government the sole regulator of tow truck operators when towing a vehicle with the prior consent or authorization of its owner or operator; however, like the States, the FMCSA does not have explicit statutory authority to regulate towing fees, and Federal regulations have never been promulgated

to prohibit excessive fees in these circumstances. While the vast majority of towing and storage firms are honest and well-intentioned, some bad actors have been allowed to operate in a regulatory gap without oversight or accountability. Predatory towing can lead to supply chain disruptions when motor carriers are held hostage to unethical practices in towing and recovery.

The Committee directs the FMCSA to engage with local, State, and private sector stakeholders to study current practices concerning towing and recovery regulation and fees in order to ensure fair and equitable treatment of roadway safety clearance opportunities for motor carriers. The Committee additionally directs the FMCSA to consider how the National Consumer Complaint Database could be better utilized to collect data on predatory towing and share information with State partners to address the negative financial impacts of predatory towing on motor carriers moving goods in interstate commerce. The FMCSA shall provide a briefing to the House and Senate Committees on Appropriations within 120 days of enactment of this act on the financial impacts of predatory towing on motor carriers moving goods in interstate commerce, its plans to improve consumer and truck driver awareness and usage of the National Consumer Complaint Database, and how the FMCSA uses the information submitted by the public to investigate violations of the law.

Alternative Warning Devices for Trucks.—The Committee is aware that companies have developed a solution that can be used in lieu of traditional warning triangle devices required by current regulation to be placed on the roadway around a stopped commercial motor vehicle [CMV] while maintaining an equivalent or greater level of safety. Specifically, the light-based safety device would allow a CMV to utilize a set of cab-mounted warning beacons to provide faster and effective notice to approaching motorists of the presence of the CMV whenever it is stopped or pulled over on the shoulder of a highway. Studies found that this flashing light-based system was equally or more effective when compared to traditional warning devices in enabling road users to detect, recognize, and react to the hazard presented by a CMV parked or disabled on the roadway. It is more dangerous to be outside of a parked or disabled CMV on the road or highway than it is to stay inside the CMV. FMCSA regulations require drivers to exit the CMV, walk along the road or highway, and place warning devices on the road when it may not otherwise be required for drivers to exit the CMV and without any data to support such requirements. The Committee is encouraged that the FMCSA approved a Waiver of Warning Device Requirements on April 10, 2026. The Committee directs the FMCSA within 90 days of enactment of this act to provide the House and Senate Committees on Appropriations a list of the commercial motor vehicle carriers that utilized the waiver and each waiver term report submitted by commercial motor vehicle carriers utilizing the waiver.

English Language Proficiency Enforcement.—The Committee notes that 49 CFR 391.11(b)(2) requires that CMV drivers "can read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to

make entries on reports and records". On May 20, 2025, the FMCSA issued an internal agency enforcement policy [MC–SEE–2025–0001) reinforcing established safety regulations in accordance with 49 CFR 391.11(b)(2), and the commercial vehicle safety alliance's North American standard out-of-service criteria was amended to make non-compliance with such section a driver out-of-serve violation effective June 25, 2025. Section 131 of this act requires the Secretary to update the Department's regulations to ensure that non-compliance with 49 CFR 391.11(b)(2) triggers an out-of-service order, and the Committee appreciates the FMCSA's ongoing work related to the "English Language Proficiency, Out of Service Criteria" proposed rule. The Committee reminds the Secretary of the report required under this heading in Senate Report 119–47.

Entry-Level Driver Training [ELDT].—The Committee commends the FMCSA for implementing its Entry Level Driver Training [ELDT] program, which improves public safety and enhances the student-to-driver workforce pipeline by providing a reliable public resource for determining which commercial driver license training facilities and students meet national training standards through its Training Provider Registry. As such, the Committee instructs the FMCSA to clarify its policies and procedures for removing providers that do not meet ELDT program requirements within 180 days of enactment of this act. The Committee directs the FMCSA to continue reporting on a bi-annual basis on the training provider registry. The Committee expects the FMCSA to produce a plan, including resource requirements, to conduct regular audits of the training provider registry.

Staffing.—The Committee remains concerned about the number of vacancies across the agency, particularly in safety-critical field positions. Persistent staffing shortages may hinder the FMCSA's ability to conduct timely inspections, investigations, enforcement actions, and oversight activities. The Committee urges the Department to prioritize recruitment and retention efforts to ensure that safety positions are filled expeditiously and that the agency is equipped with the personnel necessary to effectively carry out its mission. The Committee directs the Department within 90 days of enactment of this act to provide a briefing detailing current vacancy rates, hiring timelines, and steps being taken to strengthen the agency's workforce capacity. The Committee additionally reminds the FMCSA of the report required under this heading in Senate Report 119–47.

Enforcement Training and Support Grant Program.—The commercial motor vehicle enforcement training and support grant program was established in the IIJA to train non-Federal employees who conduct CMV enforcement activities and to develop related training materials. The NOFOs for this program have required grantees to use non-Federal instructors who have successfully completed the FMCSA instructor development program [IDP] and maintain all FMCSA-required instructor certifications. Such instructors may receive training through the FMCSA's Federal law enforcement training course accreditation that is different than the training such instructors deliver through the grant program. To better align the training received by non-Federal instructors and provided to non-Federal employees under the grant program, the

Committee directs the FMCSA to notify grantees of any updates to the IDP and Federal law enforcement training course accreditation.

Unlawful Brokerage Activities.—Section 32919 of MAP–21 (Public Law 112–141) established requirements for brokers providing interstate brokerage services to be registered and set civil penalties for brokering without such operating authorities. The Committee is concerned about reports of unlawful brokerage activities and that such reports have continued to increase since the enactment of these requirements with limited enforcement by the FMCSA. It is important that the agency enforce these provisions to ensure that highway safety remains a central focus of the supply chain. The Committee urges the FMCSA to ensure full compliance with and enforcement of the requirements in 49 U.S.C. 14916. The Committee directs the FMCSA to brief the House and Senate Committees on Appropriations no later than 120 days after enactment of this act summarizing the actions taken to address unlawful brokerage.

Broker Transparency.—The Committee is concerned by reports that freight brokers may not be fully complying with existing broker transparency requirements under 49 CFR 371.3, which require brokers to maintain records of each transaction and provide parties to a brokered transaction access to such records. The Committee believes transparency in brokered freight transactions is important to ensuring a fair and competitive marketplace and protecting motor carriers, including small businesses and owner-operators, from unfair or deceptive practices. The Committee is particularly concerned that some brokers may use contractual provisions, delays, or other practices to limit motor carriers' ability to exercise rights afforded under Federal regulations.

Therefore, the Committee directs the FMCSA to ensure compliance with existing broker transparency requirements under 49 CFR 371.3 and to take appropriate action when violations are identified. Not later than 60 days after enactment of this act, the FMCSA shall brief the House and Senate Committees on Appropriations on its efforts to ensure broker compliance with 49 CFR 371.3, including the Agency's oversight and enforcement activities; actions taken in response to allegations of noncompliance; and any additional administrative, regulatory, or enforcement actions the FMCSA believes are necessary to ensure compliance with broker transparency requirements.

Misleading USDOT Registration Solicitations.—The Committee is concerned by the increasing number of private entities that solicit motor carriers regarding USDOT 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 the Department of Transportation. 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 the 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 legiti-

mate Federal registration processes and associated fees; and provide a report to the Committees on House and Senate Appropriations identifying legislative, regulatory, and enforcement recommendations to protect motor carriers from deceptive or misleading registration-related solicitations. The Committee further directs the 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 USDOT number solicitations, enforcement actions undertaken, and recommendations for additional authorities, if necessary.

Roadside Inspections for Autonomous Vehicles.—The Committee notes that commercial vehicles are prohibited from being operated without passing pre-trip, post-trip, and roadside inspections under sections 392.7, 396.9 and 396.11 of title 49, Code of Federal Regulations. These inspections are critical to road safety. While autonomous commercial vehicles are subject to the same series of inspections, Federal standards do not currently include any unique standards or guidance for inspecting autonomous vehicles. The Committee directs the FMCSA to review the current inspection requirements to determine whether additional pre-trip, post-trip, and roadside inspection standards are necessary to ensure the safety of autonomous vehicles and to consider new rulemakings clarifying these new, additional requirements are for autonomous vehicles. The FMCSA is directed to provide a briefing to the House and Senate Committees on Appropriations within 180 days of enactment of this act on its findings from such review.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2026	$541,600,000
Committee recommendation	536,600,000

PROGRAM DESCRIPTION

This account provides resources for Federal grants to support compliance, enforcement, and other programs performed by States. Grants are also provided to States for enforcement efforts at both the Southern and Northern borders in order to fortify points of entry into the United States with comprehensive safety measures; improve State CDL oversight activities to prevent unqualified drivers from being issued CDLs; and support the performance registration information systems and management program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of

$536,600,000 for motor carrier safety grants, which is $5,000,000 less than the fiscal year 2026 enacted level.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130 prohibits funds from being used to enforce the electronic logging device rule with respect to carriers transporting livestock or insects.

Section 131 requires the Secretary to update the Department's regulations to ensure that non-compliance with 49 CFR 391.11(b)(2) triggers an out-of-service order.

Section 132 prohibits funds from being used for salaries and expenses for more than four political and Presidential appointees at the FMCSA.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity within the Department of Transportation in March 1970 in order to administer motor vehicle and highway safety programs. It is the successor agency to the National Highway Safety Bureau, which was housed within the FHWA. NHTSA is responsible for administering motor vehicle safety, highway safety behavior, motor vehicle information, and automobile fuel economy programs.

NHTSA's mission is to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes. To accomplish these goals, NHTSA establishes and enforces safety performance standards for motor vehicles and motor vehicle equipment, investigates safety defects in motor vehicles, and conducts research on driver behavior and traffic safety. NHTSA provides grants and technical assistance to State and local governments to enable them to conduct effective local highway safety programs. Together with State and local partners, NHTSA works to reduce the threat of drunk, impaired, and distracted driving, and to promote policies and devices with demonstrated safety benefits, including helmets, child safety seats, airbags, and graduated licenses. NHTSA establishes and ensures compliance with fuel economy standards, investigates odometer fraud, establishes and enforces vehicle anti-theft regulations, and provides consumer information on a variety of motor vehicle safety topics.

COMMITTEE RECOMMENDATION

The Committee recommends $1,307,104,625, including both budget authority and limitations on the obligation of contract authority. This funding is $47,850,000 more than the fiscal year 2026 enacted level.

OPERATIONS AND RESEARCH

(INCLUDING TRANSFER OF FUNDS)

PROGRAM DESCRIPTION

These programs support traffic safety initiatives and related research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. These highway safety programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community traffic safety evaluations, protection of motorcycle riders, pedestrian and bicyclist safety, pupil transportation, distracted driving prevention, young and older driver safety, and improved accident investigation procedures.

COMMITTEE RECOMMENDATION

The Committee provides $457,450,000 for operations and research, which is $47,850,000 more than the fiscal year 2026 enacted level. Of the total amount recommended for Operations and Research, $247,850,000 is from the general fund, and $209,600,000 is from the Highway Trust Fund.

Rulemakings.—The Committee directs NHTSA to continue to provide quarterly briefings on the status of all major rulemakings to the House and Senate Committees on Appropriations.

Digital Alert Technology.—The Committee continues to support use of digital alert technologies that can provide up-to-date information about dynamic conditions on roads to drivers. NHTSA should deploy this technology with local law enforcement in the field.

Improving Recall Grant Outreach.—NHTSA's "State Process for Informing Consumers of Recalls" grant program is intended to reduce the number of vehicles that have not been repaired appropriately for a vehicle safety recall. This program has been shown to be a cost-effective way to both improve safety and reduce the burden on vehicle owners. The Committee directs NHTSA to examine ways to incentivize more States to apply for this grant program.

Over-the-Air [OTA] Technology.—The Committee recognizes that as vehicles become more automated and connected, the use of over-the-air [OTA] software updates by manufacturers to improve vehicle safety will be increasingly important and a core experience of modern vehicle ownership. Section 24104 of the FAST Act allows vehicle manufacturers to include notification of recalls by electronic means in addition to notification by first class mail. The Committee encourages NHTSA to modernize the recall process to better utilize new technological opportunities presented by OTA software updates.

EMS Preparedness and Response Workforce Shortage Program.—The Committee instructs NHTSA to address the significant EMS workforce shortage, including in underserved, rural, and Tribal areas and to address disparities related to accessing prehospital

ground ambulance healthcare services, including critical care transport. The Committee provides NHTSA, in consultation with the Administration for Strategic Preparedness and Response [ASPR], with $24,000,000 to allocate toward a national grant program for certain States to provide financial resources to governmental and non-governmental EMS organizations, consistent with the definition of emergency response providers at 6 U.S.C. 101(6), to support the recruitment and training of emergency medical technicians and paramedics. The Committee directs NHTSA, in consultation with ASPR, within 1 year of enactment of this act to provide an update on implementation of this new pilot program and recommendations to Congress on what additional resources and authorities are necessary to address EMS readiness and community access to emergency healthcare services.

Impaired Driving.—The Committee is pleased that the Driver Alcohol Detection System for Safety Program [DADSS] passive breath-based technology is anticipated to be ready for commercial deployment by late 2026 or early 2027. The Committee supports future completion of the DADSS touch-based sensor, which has successfully demonstrated the ability to measure alcohol. Thus, the Committee provides $12,000,000 for the development of touch-based technology, including the performance of laboratory, clinical, and on-road testing, and associated activities to facilitate commercial deployment and future integration of both technologies into passenger motor vehicles to complete an in-cabin multimodal impaired driving prevention technology system. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations not later than 120 days after enactment on progress toward commercialization, testing outcomes, and remaining technical barriers.

The Committee continues to support the timely implementation of section 24220 of the IIJA, which requires NHTSA to establish an impaired driving prevention technology safety standard. Pursuant to the IIJA, NHTSA was required to promulgate a final rule by November 2024 or submit a report to Congress explaining why the deadline could not be met. NHTSA submitted a report explaining that the agency is continuing to address key issues in order to advance this critical rulemaking, including alcohol-detection system readiness, test procedure development, and countermeasure evaluation. The Committee directs NHTSA to convene stakeholders including automotive, insurance and alcohol industry leaders, law enforcement and other relevant experts in traffic safety and public health to identify practical pathways for implementing section 24220. Further, NHTSA should cast a wide net and pursue numerous and viable technologies that are commercially available or under development. For example, NHTSA should explore whether advanced vehicle technologies-such as driver monitoring systems, autonomous vehicle technology, and lane control functionality-could be cross applied to detecting and preventing drunk driving. The Committee directs NHTSA to implement the law with appropriate urgency to promulgate a Federal Motor Vehicle Safety Standard [FMVSS] that could save over 10,000 lives a year and prevent hundreds of thousands of serious injuries.

The Committee is also aware of the privacy concerns related to this rulemaking mandate and expects NHTSA to build privacy protections into this new standard that prevent inappropriate access to and misuse of driver data. The success of the implementation of any new standard will depend on public acceptance and understanding of the technology. Therefore, the Committee encourages NHTSA to work with industry and other stakeholders, including privacy experts and drunk driving victims and survivors, on coordinating a public education program regarding the new safety standard and to build privacy protections into its FMVSS under its statutory rulemaking authority.

The IIJA requires NHTSA to provide $45,000,000 from fiscal year 2022 through 2025 for in-vehicle technology research efforts to prevent alcohol-impaired driving. NHTSA may provide additional resources for these efforts in fiscal year 2027 if necessary to complete this research. However, NHTSA should use some of these funds for consumer education programs designed to aid public acceptance of the technology when it becomes available in vehicles and should make the technology available to auto manufacturers and suppliers by the end of this research.

Advanced Crash Test Devices.—The Committee recognizes the importance of ensuring that Federal vehicle safety testing keeps pace with advances in crash test device technology. While NHTSA has made progress in developing advanced anthropomorphic test devices, including the 5th percentile female THOR crash test dummy, the Committee is concerned that the pace of validation and incorporation into Federal testing protocols continues to lag behind available technology. The Committee urges NHTSA to accelerate the evaluation, approval, and integration of the most advanced anthropomorphic female test dummies and to ensure they are incorporated into government crash testing in the driver and front passenger positions. The Committee also encourages NHTSA to establish Federal standards testing protocols and anthropomorphic test dummies with thermal signatures and other characteristics representative of real-world pedestrians and bicyclists in all lighting conditions.

Advanced Driver Assistance Systems [ADAS] Lifecycle Evaluation.—The Committee recognizes the safety benefits of ADAS and notes the growing prevalence of such systems in new passenger motor vehicles. The Committee directs NHTSA to collect data on the functionality of ADAS installed in passenger motor vehicles prior to and after repair, and to perform the necessary research, which may include laboratory testing and real-world inspection data, to produce guidelines to ensure the proper functionality of such systems throughout a vehicle's lifetime. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations no later than 180 days after enactment of this act on its progress and initial findings.

ADS and ADAS Crash Reporting.—The Committee recognizes the importance of consistent data collection to monitor the safety of automated driving technologies. The Committee is concerned that the data collected and published under NHTSA's Standing General Order [SGO] 2021–01 for crashes involving automated driving systems and advanced driver assistance systems is limited

and lacks context required to fully and accurately understand incident rates. Though context data can be valuable for aggregate research purposes, NHTSA has normally prioritized investigation information in the SGO's reporting elements. This allows the SGO to provide NHTSA with timely notice of crashes soon after they occur, in order to gather information and follow up while evidence is fresh. The Committee encourages NHTSA to consider whether context data could be added to the SGO without undermining its value in supporting timely information gathering for NHTSA investigations. The Committee further encourages NHTSA to share data and other relevant information, as permissible under current law, with State and local transportation regulatory agencies.

Drug-Impaired Driving.—The Committee remains concerned about the rates of drug-impaired driving and supports NHTSA's drug-impaired driving initiative, research initiatives, and continued education and training efforts with law enforcement and prosecutors, such as drug recognition expert and advanced roadside impaired driving enforcement training. The Committee encourages the collection of toxicology data in fatal accidents, expanded efforts to fund toxicology labs to process test results in a timely manner, and the development of an objective standard to measure drug impairment and related field sobriety tests. Additionally, NHTSA is encouraged to continue public awareness campaigns.

The Committee directs NHTSA to provide States with flexibility, as permissible under current law, to use impaired driving countermeasures grants for these purposes, and to issue clarifying guidance on the eligible uses of highway safety program grants for roadside drug testing devices. The Committee also directs NHTSA to brief the House and Senate Committees on Appropriations on the status of its work to develop tests to identify drug impairment and its efforts to decrease drug-impaired car crashes. This briefing shall include a summary of any research activities relevant to such work and efforts and the feasibility in developing an objective standard to measure drug impairment.

Automated Vehicles [AVs].—The Committee recommendation includes up to $17,000,000 for NHTSA's Office of Automation Safety within the Office of Rulemaking to support the safe deployment of AVs by developing and setting safety standards, evaluating exemption petitions, and overseeing safety demonstrations and the Committee encourages NHTSA to prioritize hiring in this office. The Committee further directs NHTSA to work towards publishing a proposed FMVSS for autonomous vehicle performance standards. The Committee notes that performance standards for AVs would provide certainty to a critical emerging industry while also providing regulatory oversight to ensure autonomous vehicles meet basic competencies. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations on the status of its work to develop performance standards, including any research activities.

The Committee recommendation includes $4,000,000 for the public-private partnership for analytics research in traffic safety [PARTS] and its focus on real-world insights that can improve the performance of advanced vehicle safety technologies. The Committee encourages NHTSA to include more leading-edge advanced

driver assistance systems and automated driving systems in the program.

Tire Standards.—In 2017, the Department of Transportation issued a Federal Register notice requesting public comment on existing rules. Respondents identified tire-related regulations that were outdated, ineffective, and unnecessary, prompting NHTSA to issue an advance notice of proposed rulemaking [ANPRM] in 2019 that sought public comment on provisions contained in the Federal motor vehicle safety standards for tires. In January 2026, NHTSA issued a request for public comment on Vestigial Vehicle Safety Regulations where industry again identified tire-related regulations for consideration. In October 2026, NHTSA published the Notice of Intent to Establish a Negotiated Rulemaking Advisory Committee for Tire Safety. The Committee supports NHTSA taking this step, which is the first since the ANPRM was issued in 2019 and encourages NHTSA to complete the requirement under this heading in Senate Report 119–47 to finalize the rulemaking initiated in the ANPRM.

In the FAST Act, Congress directed NHTSA to promulgate regulations for tire fuel efficiency and minimum performance standards. The Committee remains disappointed that NHTSA has not completed this congressionally mandated rulemaking. The Committee looks forward to NHTSA's status update on its research program for this rulemaking and reminds NHTSA of the requirement under this heading in Senate Report 119–47 to issue a notice of proposed rulemaking in accordance with the timeline set forth by the OMB's unified agenda and regulatory plan.

Stroke Assessment Performance Measures.—Strokes are a leading cause of death and long-term disability among adults in the United States, but faster diagnosis and treatment greatly increase chances of survival. The Committee applauds NHTSA and its Office of Emergency Medical Services [EMS] for its work to develop and disseminate information on assessment, treatment, and transport-destination protocols within the National model EMS clinical guidelines as part of a comprehensive highway and traffic safety system. The Committee encourages NHTSA to engage with the Centers for Disease Control [CDC] and its Federal partners on the Federal Interagency Committee on Emergency Medical Services [FICEMS] to further the adoption of EMS performance measures developed by the National EMS quality alliance, including the existing national EMS performance measure for stroke. The Committee reminds NHTSA of the briefing required under this heading in Senate Report 119–47.

Accessibility of Child Safety Seats.—The Committee is concerned that NHTSA has yet to complete and publish a report examining the accessibility of child safety seats, as required by section 24207 of the IIJA. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations within 60 days of enactment of this act on the status of this report and estimated timeline for publication.

Motorcycle Advisory Council.—The Committee recognizes that motorcyclists represent a disproportionate number of roadway fatalities and injuries each year, and that efforts to include motorcyclist feedback on key policy areas is helpful to addressing this dis-

parity. As required by the IIJA, the DOT formed a Motorcyclist Advisory Council in September 2023, which was subsequently terminated and members reappointed by NHTSA in May 2026. The Committee directs NHTSA to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on: (1) the composition of the Motorcycle Advisory Council according to guidelines outlined in statute; (2) a schedule of upcoming meetings; and (3) an update on the timeline for completing the first statutorily-required report to Congress based on the work of the Council. The Committee also notes that new, more invasive vetting procedures were applied to the reappointed Council, which may have resulted in qualified candidates not being included. The Committee encourages the Department to return to previous FACA vetting procedures and directs NHTSA to consider opportunities for new members to join the Council in fiscal year 2027.

Motorcycle Safety.—The Committee supports automotive safety technology that can better detect motorcycles and protect motorcycle riders on roadways. It is important that safety innovations consider all roadway users, especially those who are most vulnerable to serious injury.

Automatic Emergency Breaking [AEB].—NHTSA finalized a rule in April 2024 requiring AEB technology on all new light vehicles by 2029, as required by the IIJA. NHTSA estimated that this rule could save more than 360 lives and prevent more than 24,000 injuries annually. The Committee notes that NHTSA has informed the D.C. Circuit Court that the Department of Transportation is currently preparing a notice of proposed rulemaking [NPRM] that would, if finalized, amend certain aspects of the rule, including extending compliance lead times for original equipment manufacturers. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations on its expected timeline for potentially updating the AEB regulations and further urges NHTSA to include in the preamble of any NPRM amending the April 2024 final rule an estimate of the number of crashes, injuries, and fatalities that would be prevented as a result of the revised NPRM.

Cybersecurity.—Cybersecurity is integral to motor vehicle safety for automated and connected vehicles, given the potential for cyber vulnerabilities to increase crash risk, property damage, and loss of human life. The Committee directs NHTSA to consider robust cybersecurity safeguards for automated and connected vehicles. In carrying out this work, NHTSA should not compromise occupant crashworthiness, collision protection standards, or other safety features designed to protect human life.

Federal Role in State Safety Laws.—The Committee recognizes the importance of both maintaining long-standing Federal jurisdiction, such as NHTSA's jurisdiction over vehicle safety, as well preserving the rights of States to exercise authorities available to them under current law to address new and novel technologies on their roadways. The Committee does not support efforts to create new limitations on such State authorities, including prohibiting States from promulgating requirements concerning the presence of human operators onboard commercial motor vehicles.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2026	$849,654,625
Committee recommendation	849,654,625

PROGRAM DESCRIPTION

These programs support section 402 State and community formula grants, the high visibility enforcement grants, and the consolidated national priority safety program, which consists of occupant protection grants, State traffic safety information grants, impaired driving countermeasures grants, distracted driving grants, motorcycle safety grants, State graduated driver license grants, and non-motorized safety grants.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of $849,654,625 and authority to liquidate an equal amount of contract authorization for the highway traffic safety grant programs funded under this heading. The recommended limitation is equal to the fiscal year 2026 enacted level.

The Committee continues to prohibit the use of section 402 funds for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures.

Improving Sections 402 and 405 Highway Safety Grant Programs.—NHTSA's section 402 State and community highway safety grants program and section 405 national priority safety program provide funding for State programs to address critical traffic safety issues. The Committee encourages NHTSA to identify possible changes to the administration of these grant programs in order to streamline their administration and reduce the reporting burden on States, as permitted by law.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Section 140 exempts obligation authority, which was made available in previous public laws, from limitations on obligations for the current year.

Section 141 prohibits the use of funds for advertising campaigns that encourage illegal drug or alcohol use.

FEDERAL RAILROAD ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Railroad Administration [FRA] is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. The FRA is also responsible for administering grants to the National Railroad Passenger Corporation [Amtrak] and other financial as-

sistance programs to rehabilitate and improve railroad infrastructure.

COMMITTEE RECOMMENDATION

SAFETY AND OPERATIONS

Appropriations, 2026	$264,761,000
Committee recommendation	273,400,000

PROGRAM DESCRIPTION

The Safety and Operations account provides support for FRA rail safety activities and all other administrative and operating activities related to staff and programs.

COMMITTEE RECOMMENDATION

The Committee recognizes the importance of taking a holistic approach to improving railroad safety and supports a comprehensive strategy of data-driven regulatory and inspection efforts, proactive approaches to identify and mitigate risks, and strategic capital investments in order to improve safety. The Committee recommends $273,400,000 for Safety and Operations for fiscal year 2027, which is $8,639,000 more than the fiscal year 2026 enacted level. The following table provides funding levels for activities within this account.

Program	Committee recommendation
Automated track inspection	no less than $24,000,000
Positive train control support program	up to $1,000,000
Trespasser prevention	no less than $400,000
Highway-rail grade crossing safety	no less than $1,000,000
Confidential close call reporting system	up to $4,800,000
Grant and project development technical assistance, oversight	up to $500,000

Report Directives.—The Committee is concerned that the FRA has not adhered to the deadlines from any of the directives from Senate Report 119–47 or the joint explanatory statement accompanying Public Law 119–75, which include directives related to Washington Union Station, the Confidential Close Call Reporting System, trespasser prevention, and the Great Lakes Corridor. The Committee directs the FRA to provide a briefing to the House and Senate Committees on Appropriations within 7 days of enactment of this act on the status of these directives and the estimated timeline for complying with such directives.

Inspector Workforce.—The Committee remains concerned with the current level of safety inspectors. The Committee supports the FRA increasing staffing for this critical safety workforce. As part of addressing potential hiring and retention challenges, the Committee continues to encourage the FRA to complete its internal update to the classification standard of railroad inspectors. Once complete, the FRA shall provide the Office of Personnel and Management the suggested update for appropriate action. The Committee continues to direct the FRA to continue to exercise its classification authority and review position descriptions for accuracy on an ongoing basis.

Multi-Disciplinary Safety Audits.—The funding for FRA safety-related personnel supports multi-disciplinary safety audit [MDSA] teams. MDSAs were developed in response to the East Palestine incident to gain a more comprehensive understanding of systemic safety issues on a railroad by examining not only regulatory compliance, but also overall safety culture and operations. The Committee commends the FRA for initiating these assessments, which will include a thorough review of each Class I freight railroad's safety culture, practices, regulatory compliance, and recommended changes that the FRA will track to completion. To date, the FRA has completed supplemental safety assessments on three of the six Class I freight railroads, with the last one completed on January 13, 2025. The Committee is concerned that the FRA has not completed the remaining safety assessments. The Committee encourages the FRA to continue its due diligence in these assessments by completing its review of each Class I railroad and publishing reports detailing the agency's findings.

Automated Track Inspection Program [ATIP].—The Committee recommendation includes no less than $24,000,000 for ATIP to support the FRA's contracts for advanced inspection vehicles, which complement the FRA's field inspectors, to validate the railroads inspection programs, and to advance research priorities. The FRA shall continue to prioritize the inspection of routes transporting passengers and hazardous materials.

System Safety and Maintenance Standards.—The Committee urges the FRA to continue prioritizing investments in safety and maintenance standardization across the industry, which supports the development of technologies designed to verify the functional performance of complex onboard and wayside electronic systems such as, but not limited to: positive train control [PTC], automated train control, passenger door control, train communications, computer based train control, propulsion systems, power distribution, braking systems, land mobile radio testing, train environmental control, and railcar signs. The Committee recognizes the importance of developing and deploying these technologies to address the state of good repair backlog and urges the FRA to continue working with industry to develop standardized performance verification, testing, diagnostics, and repair for such systems.

Blocked Crossings.—The Committee urges the FRA to require States receiving funding through the railroad safety State participation grant program to require first responders to report verified blocked crossing incidents to the FRA blocked crossing portal. The Committee also directs the FRA to work with railroads to collect data on specific blocked crossing events, identify the causes of blocked crossings, and share best practices for preventing and reducing the number and duration of blocked crossing events. The Committee continues to direct the FRA to include in the next annual public report required under section 22404 of the IIJA potential solutions and best practices to improve safety, mobility, and emergency response capabilities at highway-rail crossings. Recognizing that both railroad operational practices and local circumstances lead to the occurrence of blocked crossings, the report shall be informed by the FRA's outreach to stakeholders, including railroads, communities, first responders, labor, and State and local

authorities. The report should include: (1) best practices for engaging the railroad with the public, labor, police, highway officials and other stakeholders; (2) how current and future technology can be used to identify impacted high risk or 911-critical locations; (3) what role train length plays in blocked crossings; (4) how to mitigate impacts from crossing blockage; (5) how to improve mobility for both pedestrians and motorists; (6) how to improve community level emergency response capabilities; (7) how to identify crossing blockage or other mobility constraints at passive crossings that are not a part of the National PTC environment; and (8) how to incorporate data from the FRA crossing blockage reporting website, or other data sources, to ensure effective emergency and response plans.

Confidential Close Call Reporting System [C3RS].—The confidential close call reporting system program enables railroad employees to report close calls and unsafe events without fear of retribution from a railroad or the FRA. The Committee notes that the FRA has not notified the House and Senate Committees on Appropriations upon the expiration of the current Class I freight railroads pilot programs and if the programs will be renewed, which was required under this heading in Senate Report 119–47, and has not briefed the House and Senate Committees on Appropriations on the status of the C3RS program and the FRA's efforts to continue the Class I freight railroads pilot programs. According to the Department's budget request for fiscal year 2027, only one Class I freight railroad and one Class II freight railroad remain in the program, a substantial decrease from 1 year prior. The Committee reminds the FRA of the directives under this heading from Senate Report 119–47 and the explanatory statement accompanying Public Law 119–75 and directs the FRA to comply with the related directives within 30 days of enactment of this act. The Committee supports further enrollment and directs the FRA to continue to work with railroads on ways to improve the C3RS program to expand enrollment and provide protections for railroad employees who report close calls and unsafe events. The Committee further directs the FRA to continue to ensure that the program contains protections for railroad employees to keep their identities confidential and that such employees are not subject to discipline by their employers or the FRA for reports submitted through the program.

Hazardous Materials Incident Mitigation.—The NTSB's investigation of the East Palestine derailment found a need to improve emergency response procedures for unloading damaged railroad tank cars in the field. The Committee understands that the FRA has initiated an update to the 2007 vent and burn reports in collaboration with rail industry hazardous material teams, the first responder community, and other incident command stakeholders. The Committee continues to direct the FRA to complete this update and re-publish the reports, which shall include clear instructions to consult the shipper when considering a vent and burn; more comprehensive guidance on what products are candidates for a vent and burn, along with what chemicals and other hazards may result from a vent and burn; and an updated process flow chart. These reports shall be distributed to emergency responder associations.

Railroad Safety Improvements Utilizing Next Generation 9–1–1 Technologies.—The Committee acknowledges the issuance of the Final Rule of the Pipeline and Hazardous Materials Safety Administration titled, "Hazardous Materials: FAST Act Requirements for Real-Time Train Consist Information" [89 FR 52956; HM–263] and notes the potential for freight rail carriers to coordinate with Emergency Communications Centers for incident reporting and response, including through utilization of Next Generation 9–1–1 technologies. The Committee encourages FRA to identify existing funding opportunities for the deployment of railroad safety technology, including on-board and wayside hardware and associated software, to improve such incident reporting and response.

Staffing.—. The committee reminds the FRA of its requirement in Senate Report 119–47 to provide a report on the number and types of positions lost through the DRP within each office included in the congressional budget justification and identify if the position is based in headquarters or the field and directs the FRA to submit the report within 60 days of enactment of this act.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2026	$40,000,000
Committee recommendation	40,000,000

PROGRAM DESCRIPTION

The railroad research and development program provides scientific and engineering support for the FRA's rail safety rulemaking and enforcement efforts. The program also identifies and develops emerging technologies for voluntary adoption by industry and supports intercity passenger rail development by providing technical assistance, equipment specifications, and proposal evaluations.

COMMITTEE RECOMMENDATION

The Committee recommendation includes an appropriation of $40,000,000 for railroad research and development as authorized under section 22102 of the IIJA, which is equal to the fiscal year 2026 enacted level.

Rolling Stock Equipment and Components [RSEC] Safety, Maintenance, and Inspection.—The recommendation includes no less than $5,000,000 to continue support for RSEC research in order to evaluate, test, and demonstrate the effectiveness and efficiency of automated inspection and maintenance equipment and procedures. The NTSB's investigation of the East Palestine derailment found that more FRA research is necessary to determine whether changes to wayside bearing defect detection systems, such as lowering alert and alarm thresholds, would result in significant safety improvements and to determine which operational responses to bearing alerts and alarms are sufficient to prevent derailments. The Committee commends the significant effort that has been made by the FRA, Railroad Safety Advisory Committee [RSAC], railroads, and other stakeholders to inform wayside maintenance, detector use and placement, data collection and trending, and data sharing and integration. The Committee notes that further opportunities exist to improve monitoring the health of locomotives and rail cars, in-

cluding advancements in wayside detectors such as onboard sensors, better data integration and trending, sharing health equipment across railroads, and multi-detector data integration.

Therefore, as part of the funding for RSEC research, the FRA shall continue to research the effectiveness of current bearing defect detection systems and expand research to include onboard sensors, better data integration including data from multiple sensor types, sharing health equipment across railroads, and multi-director integration. The FRA shall make research on these topics publicly available. The FRA's research and evaluation will inform the capabilities and limitations of existing technologies and provide railroads and regulators with information on what changes could improve railroad safety. The FRA's research is critical for the development of any future standards and minimum requirements for commercially available systems that could protect railroad personnel and the public.

Further, the Committee is pleased that the FRA reinstated RSAC, which is meant to be a forum through which all segments of the rail community can convene to provide advice and recommendations to the FRA on railroad safety matters through a consensus process, and continues to look forward to RSAC advice and recommendations, including those from the RSAC wayside detectors working group. The Committee directs the FRA to continue to use the RSAC to inform industry, Congress, and the public on additional safety measures that should be taken, including regulatory and statutory changes.

Short Line Safety Institute [SLSI].—The Committee remains supportive of the FRA's efforts, in partnership with short line and regional railroads, to build a stronger, more sustainable safety culture in this segment of the rail industry, and includes $2,750,000 for the SLSI. These efforts include safety culture assessments and the provision of hazardous materials emergency response training in an effort to improve the safe transportation of crude oil and other hazardous materials on our Nation's rail network. Funds shall be available for maintenance of safety trainsets and supplement hazardous material safety training for railroad employees and emergency responders, in addition to ongoing safety culture assessments, training and education, outreach activities, and research.

Rail Research and Development Center of Excellence [COE].—The Committee supports the FRA's intent to use no less than $2,500,000 of the resources provided under this heading for the rail research and development COE. The COE is intended to advance basic and applied research, evaluation, education, workforce development, and training efforts related to safety, project delivery, efficiency, reliability, resiliency, and sustainability of urban commuter, intercity high-speed, and freight rail transportation.

Transportation Technology Center.—The Committee recommendation includes up to $3,000,000 for the construction, alteration, and repair of buildings and improvements at the Transportation Technology Center, which is equal to fiscal year 2026 enacted level.

Grade Crossing Safety Technology.—The Committee supports safety and mobility enhancements at rail grade crossings and rec-

ognizes the importance of these enhancements to prevent incidents, reduce delays, and improve local safety. The Committee recommendation includes $5,000,000 for the installation, testing, and evaluation of rail safety technology that utilizes artificial intelligence, visual cameras, advanced sensors, and Positive Train Control integration to identify hazards and provide alerts at grade crossings and other rail settings. The Committee encourages the FRA to work with freight and passenger railroads, local communities, emergency responders, railroad employees, and other stakeholders to deploy such technology in diverse geographic and population density settings, and to establish a testing and evaluation study on the use of such technology in reducing safety incidents at grade crossings and other areas of rail safety concern.

Rail System Technology Engagement.—The Committee recognizes the importance of maintaining Federal technical familiarity and regulatory preparedness with respect to emerging passenger rail technologies that have system characteristics distinct from conventional rail. To ensure the FRA retains technical familiarity and regulatory preparedness, the Committee recognizes that the longstanding U.S.-Japan science and transportation cooperation framework would provide an ideal mechanism for regulator-to-regulator engagement. Accordingly, the Committee expects the FRA to engage with Japan's Ministry of Land, Infrastructure, Transport and Tourism [MLIT] to conduct technical exchanges on superconducting maglev systems. The Committee emphasizes that such activities are intended to enhance regulatory preparedness, do not require additional funding, and shall not include construction, revenue service operations, or project-specific deployment assistance. The Committee directs the Department to keep the Committees on Appropriations informed of significant activities conducted under this engagement and provide a briefing to the House and Senate Committees on Appropriations no later than 90 days after enactment of this act on all current and ongoing activities relevant to this technical exchange.

FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL GRANTS

Appropriations, 2026	$65,000,000
Committee recommendation	75,000,000

PROGRAM DESCRIPTION

The Federal-State partnership for intercity passenger rail grant program provides support for capital projects that reduce the state of good repair backlog with respect to qualified railroad assets and projects that expand or establish new intercity passenger rail service, as authorized under 49 U.S.C. 24911.

COMMITTEE RECOMMENDATION

The Committee recommends $75,000,000 for the Federal-state partnership for intercity passenger rail grant [FSP] program, which is $10,000,000 more than the fiscal year 2026 enacted level.

Regional Rail Planning.—Of the funds provided under this heading in this act, the Committee directs the Secretary to exercise the authorities under 49 U.S.C. 24911(k) to withhold 5 percent of the

total amounts made available to carry out planning and development activities related to the corridor identification and development program [CIDP] authorized under 49 U.S.C. 25101.

Corridor Identification and Development Program.—The Infrastructure Investment and Jobs Act (Public Law 117–58) established CIDP to help facilitate comprehensive intercity passenger rail planning and development and to create a pipeline of intercity passenger rail projects ready for implementation. Section 24911(k) of title 49, United States Code, allows for up to 5 percent of funds made available under such section to be used to carry out CIDP. The Committee notes that more than $1.8 billion has been made available for CIDP yet only 6 percent of available funding has been awarded and obligated to date. The Committee is concerned by delays in FRA's processing of corridors through the program despite several corridors being ready for advancement to the next stage. Accordingly, the Committee directs the FRA to utilize available balances to advance such corridors through the program. The Committee further directs the FRA not later than 30 days after enactment of this act to provide a briefing to the House and Senate Committees on Appropriations on the status of the program, and shall include a list of corridors ready for advancement to the next stage and an estimated timeline for awarding and obligating funds for such corridors.

Passenger Rail Feasibility Analysis.—The Committee notes that the CIDP facilitates the development of new and enhanced intercity passenger rail services, including new high-speed rail. The Committee directs the GAO to complete a study, working with relevant stakeholders including States, Amtrak, the FRA, U.S. Customs and Border Protection, and railroads, and to issue a report on the feasibility, impacts, and benefits of developing high-speed rail to connect New York City, New York; Albany, New York; Lake Placid, New York; and Montreal, Canada. The report shall include a summary of prior studies and assessments conducted on the feasibility of high-speed rail service connecting these locations, the identification of passenger rail service that currently exists to connect these locations, and any challenges that may exist with the existing service. The GAO shall report its initial findings to the House and Senate Committees on Appropriations within 270 days of enactment of this act and submit the study and report upon completion.

Washington Union Station.—As the owner of the station, the Federal Government has a clear role in addressing station infrastructure and system needs, and the Committee appreciates the Department's attention to this important asset and transportation hub. The Committee notes that following the additional authorities provided in Public Law 119–75, DOT awarded more than $465,000,000 in competitive grant funding to the repair and rehabilitation of Washington Union Station. The Committee reminds the FRA of the briefing required by Senate Report 119–47 regarding the facility. The Committee directs the FRA to include in this briefing information on how the recent competitive grant awards will help accomplish the larger capital plan. Further, the Committee continues to direct DOT and the FRA to pursue adding designees from the Commonwealth of Virginia and the State of Mary-

land to the Union Station Redevelopment Corporation Board of Directors.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS GRANTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$137,426,000
Committee recommendation	689,500,000

PROGRAM DESCRIPTION

The consolidated rail infrastructure and safety improvements [CRISI] grants program was authorized to improve the safety, efficiency, and reliability of passenger and freight rail systems. Eligible activities include a wide range of freight and passenger rail capital, safety, technology deployment, planning, environmental analysis, research, workforce development, and training projects as authorized under 49 U.S.C. 22907. Eligible recipients include States, local governments, Class II and Class III railroads, Amtrak, and other intercity passenger rail operators, rail carriers and equipment manufacturers that partner with an eligible public-sector applicant, the Transportation Research Board, university transportation centers, and non-profit rail labor organizations. As authorized, the program requires a minimum non-Federal share of 20 percent, that preference be given to projects with at least a 50 percent non-Federal match, and that at least 25 percent of the funds be provided to projects in rural areas.

COMMITTEE RECOMMENDATION

The Committee recommends $689,500,000 for the CRISI program, which is $552,074,000 more than the fiscal year 2026 enacted level, and of which $300,000,000 is made available by transfer of unobligated balances of certain funds. Within the amounts made available in this act, the recommendation includes $39,500,000 for CDS. The Committee directs the FRA to provide funding for those projects listed in the table at the end of this explanatory statement in the corresponding amounts and for the corresponding recipient. The Committee further directs that the specific funding allocated in the table at the end of this explanatory statement shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans. Additionally, within the amounts made available in this act, the recommendation includes $300,000,000 for the Secretary to distribute as discretionary grants, $100,000,000 for eligible entities described under section 22907(b)(7), and $250,000,000 for major station projects identified in the most recent Northeast Corridor Project Inventory.

Railroad Workforce Development Program.—The Committee directs that not less than $5,000,000 of the funds made available under this heading be directed to develop and execute workforce development, training, and apprenticeship programs.

Technology Eligibility.—The Committee notes that CRISI funds may be used for the acquisition and installation of advanced safety technologies at highway-rail grade crossings to improve safety, re-

duce congestion, and mitigate the impacts of rail operations on surrounding communities and encourages the Secretary to prioritize applications that incorporate innovative technologies, address frequent grade crossing blockages, and demonstrate scalable solutions for similarly situated communities. The Committee further encourages the Department to take this direction into account in upcoming funding cycles, consistent with all applicable eligibility and merit-based requirements.

THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2026	$2,427,000,000
Committee recommendation	2,430,000,000

PROGRAM DESCRIPTION

The National Railroad Passenger Corporation [Amtrak] operates intercity passenger rail services in 46 States and the District of Columbia, in addition to serving as a contractor in various capacities for several commuter rail agencies. Congress created Amtrak in the Rail Passenger Service Act of 1970 (Public Law 91–518) in response to private carriers' inability to profitably operate intercity passenger rail service. Thereafter, Amtrak assumed the common carrier obligations of the private railroads in exchange for the right to priority access to their tracks for incremental cost.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $2,430,000,000 for Amtrak, which is $3,000,000 more than the fiscal year 2026 enacted level, and of which $900,000,000 is derived by transfer of unobligated balances of certain funds.

Charter Trains and Private Cars.—The Committee continues to direct Amtrak to report on the impact of its policies to charter trains and private trains in the fiscal year 2028 General and Legislative Annual Report, and to include the amounts and percentages by which revenues and usage declined, including separate figures for charter trains run with Amtrak-owned and with privately-owned cars. Amtrak should also continue to update the list of eligible locations for private car moves and continue to evaluate such locations going forward. Amtrak should continue to strive to improve public outreach and offer its stakeholders an opportunity to comment on policies that affect services prior to finalizing any such decisions.

Amtrak Station Agents.—Amtrak is required to provide station agents, which include either Amtrak ticket agents or caretakers, at all Amtrak stations that had a ticket agent position eliminated in fiscal year 2018. Amtrak is again directed to communicate and collaborate with local partners and take into consideration the unique needs of each community, including impacts to local jobs, when making decisions related to the staffing of Amtrak stations.

Food and Beverage.—The Committee urges Amtrak to provide food and beverage services in a cost effective manner consistent with available revenue and Federal funds. The Committee directs Amtrak to periodically update the House and Senate Committees on Appropriations on the food and beverage offerings, new initiatives, and operating loss, as appropriate.

Services.—The Committee is concerned with any potential offshoring of services contracts and the potential displacement of U.S. labor. Amtrak should take the necessary affirmative steps to ensure the contracts for customer, professional, and IT services, including such subsidiary services, be performed within the United States, to the extent practicable.

Fleet Modernization.—The Committee commends Amtrak for reaching important milestones in its fleet modernization program with the launch of the NextGen Acelas, testing of the Amtrak Airos, and issuing a procurement for the new long-distance fleet. The Committee directs Amtrak to provide a written update biannually to the House and Senate Committees on Appropriations on its fleet modernization program and projects, including the maintenance facilities required to house the new fleets.

Procurement Practices.—The Committee recognizes that as a federally-chartered organization operated as a private for-profit corporation, Amtrak has a unique set of business considerations that guide its processes, including its procurement policies. The Committee directs Amtrak to provide a briefing to the House and Senate Committees on Appropriations within 90 days of enactment on the potential impacts of aligning its procurement practices for architecture/engineering [AE] and construction management [CM] services with the Federal Acquisition Regulation [FAR], including effects on cost, competition, project delivery timelines, and risk allocation.

Restructuring.—The Committee understands that, for the last several months, the FRA and Amtrak have been in the initial stages of planning and designing a substantial restructuring or reorganization of Amtrak. The Committee is aware of preliminary estimates where additional work related to the restructuring will have a significant upfront and subsequent annual cost that the Committee understands will likely require additional funding from Congress. Substantive reforms to Amtrak, including those that require Federal funding, necessitate input and scrutiny from Congress. The Committee looks forward to working with the FRA to better understand the details and implications of the proposed restructuring, as well as any future funding needs. However, given the FRA and DOT's limited engagement and consultation with Congress to date, the Committee has concerns with a major restructuring of Amtrak that would create multiple new subsidiaries to own, operate, and manage infrastructure, passenger rail services, and rolling stock functions. The Committee seeks to better understand the overall purpose, anticipated financial costs and benefits, impacts on Amtrak customers and its railroad employees, and effects on Amtrak's current rail services on the Northeast Corridor [NEC], state-supported, and long-distance routes, amongst other things. While the Committee commends the recent progress Amtrak has made through improvements to its revenues and ridership, the Committee expects the FRA to demonstrate how a restructuring may complement or facilitate further improvements to Amtrak's network. As such, the Committee does not currently support the use of Federal funds intended for Amtrak train operations and major capital projects to be used by Amtrak to carry out any restructuring efforts. The Committee notes given that Amtrak re-

ceives direct and competitive funding through annual appropriations acts, it is important for DOT and Amtrak to work with Congress on ways to improve Amtrak's organizational structure.

To better understand this proposed restructuring, the Committee directs the FRA and Amtrak to provide a joint briefing to the House and Senate Committees on Appropriations no later than 30 days after enactment of this act on its ongoing work related to any restructuring or reorganization which contains the following information: (1) the purpose of the restructuring, what problems it seeks to address, and how such reorganization will address such problems; (2) the legal basis for Amtrak to restructure and if additional statutory authorities are needed to operationalize or carry out such restructuring; (3) how the reorganization would facilitate Amtrak's statutory mission and other goals established by the Amtrak Board of Directors; (4) estimated short and long-term costs and savings, including the purposes for such costs and savings; (5) identification of all planned and proposed funding sources to plan, design, establish, operationalize, or carry out such reorganization; (6) the impact of the restructuring on Amtrak's current network, passenger services, safety, workforce, capital procurement and projects in process or planned, and state partners on state-supported routes; (7) information on how Amtrak will engage and coordinate with relevant stakeholders and the general public throughout the process, and a summary of any feedback received to date; and (8) a description of any potential outsourcing, concessioning, or third-party operating arrangements resulting from such reorganization.

Grant Agreements.—The Committee is deeply concerned that the FRA has incorporated extraneous and non-statutory requirements into the National Network and Northeast Corridor grant agreements for Amtrak. Such extraneous requirements are detrimental to effectuating safe, on-time, and high-quality passenger rail service from Amtrak. The Committee directs the FRA to remove and exclude these and other extraneous requirements and conditions from future grant agreements with Amtrak. Additionally, the Committee directs Amtrak to provide a briefing to the House and Senate Committees on Appropriations not later than 7 days after October 1, January 1, and April 1 regarding the expected use of annual grant funds per period. The Committee is unfortunately compelled to remind the FRA that it is Congress, not the FRA, that provides the funding for annual National Network and Northeast Corridor grants to Amtrak. Accordingly, section 158 of this act requires Amtrak to develop and submit to the House and Senate Committees on Appropriations, as part of its fiscal year 2028 budget request, a legislative proposal for Amtrak to receive direct appropriations from Congress. The Committee supports the ability for Congress to consider ways to allow Amtrak to deliver the most efficient and effective service, including on long-distance routes that provide transportation access for millions of riders across the country.

Budget Request Submission.—The Committee is disappointed that Amtrak's "General and Legislative Annual Report" for fiscal year 2027 does not include a grant request, as is typical in prior years. Amtrak is directed to provide the House and Senate Committees on Appropriations with an independent grant request for

fiscal year 2028 that, at a minimum, clearly delineates the funding required to maintain existing passenger service, carry out capital and state-of-good-repair activities, and meet statutory requirements. The grant request shall also include an explanation for how the requested funding level relates to Amtrak's most recent 5-year plan and assumptions.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends $850,000,000 for northeast corridor grants to Amtrak, which is equal to the fiscal year 2026 enacted level. The funding level provided includes $5,000,000 for the Northeast Corridor Commission established under 49 U.S.C. 24905.

NEC Capital Project Cost Allocations.—The Committee notes that the complexity of the Northeast Corridor [NEC] rail network requires collaboration amongst State, local, and Federal stakeholders to bring key railroad assets along the corridor into a State of good repair, particularly at potential single-points-of-failure, and ensure the corridor's long-term success. The NEC Commission's Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy, which is developed and maintained through a collaborative process pursuant to section 212 of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432), sets forth the cost-sharing approach and partnership framework to promote accountability, collaboration, and transparency in operating and maintaining the NEC infrastructure. The cost allocation policy reflects the statutory prohibition on cross-subsidization of commuter passenger rail, intercity passenger rail, and freight rail transportation codified in 49 USC 24905(c)(1)(A)(i). The Committee expects that NEC users, such as Amtrak and commuter railroads, continue to adhere to the policies agreed upon through the NEC Commission, including criteria for allocating non-Federal match obligations for NEC project funded through Federal grant programs.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends $1,560,000,000 for national network grants to Amtrak, which is $3,000,000 more than the fiscal year 2026 enacted level. Of this total, $900,000,000 is derived by transfer from certain unobligated balances. The funding level provided includes $6,000,000 for the State-Supported Route Committee established in the FAST Act (Public Law 114–94).

National Network Services.—Amtrak's long-distance routes provide much needed transportation access in hundreds of communities and for rural areas where mobility options are limited. Equally important are routes that provide service to rural areas from urban areas along the NEC. The Committee does not support proposals that will inevitably lead to long-term or permanent service cuts or segmentation of routes, which will result in less service for rural communities.

Corridor Identification and Development Program [CIDP].—Pursuant to 49 U.S.C. 25101, the FRA established the CIDP in May 2023 to facilitate the development of intercity passenger rail corridors across the Nation. To facilitate this effort, the Committee

recommendation includes up to $66,000,000 for Amtrak to carry out activities for corridors selected under CIDP, as authorized under section 22101(h) of the IIJA.

Modernization Projects.—The Consolidated Appropriations Act, 2026 provided $5,000,000 for the Atlanta hub initiative. The Committee supports Amtrak's proposal to use the funds to conduct a study and analysis of potential intercity passenger rail stations in downtown Atlanta that would include stakeholder coordination, side identification and analysis, and early conceptual designs. The Committee directs Amtrak to update the House and Senate Committees on Appropriations on its progress in using the available funding and to submit the final study and analysis including the early conceptual designs once completed.

Midwest Rail Commission Study.—The Committee looks forward to GAO's submission of the study required in Senate Report 119–47 to examine the establishment of a federally authorized commission for the purposes of developing a long-term delivery strategy for Midwest rail.

Wolverine Service Improvements.—The Committee is supportive of Amtrak's plan to offer a daily modified Amtrak Wolverine service that would revive Amtrak service to Michigan Central Station in Detroit and offer cross-border service to Toronto via a connection in Windsor. The Committee encourages Amtrak to continue working with relevant agencies, state partners, and its Canadian counterparts to realize this future service as soon as feasible, including by securing the requisite operating agreements. Amtrak shall report to the House and Senate Committees on Appropriations on any challenges that may arise and create delays in realizing this future service.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

Section 150 allows the FRA to transfer certain amounts made available in this and prior acts to the financial assistance oversight and technical assistance account to support the award, administration, project management oversight, and technical assistance of grants administered by the FRA, with an exception.

Section 151 limits overtime payments to employees at Amtrak to $35,000 per employee. However, Amtrak's president may waive this restriction for specific employees for safety or operational efficiency reasons.

Section 152 prohibits the use of funds provided to Amtrak to reduce the total number of Amtrak Police Department uniformed officers patrolling on board passenger trains or at stations, facilities, or rights-of-way below the staffing level on May 1, 2019.

Section 153 prohibits the use of funds made available by this act by Amtrak in contravention of the Worker Adjustment and Retraining Notification Act.

Section 154 expresses the sense of Congress in support of Amtrak's long-distance passenger routes.

Section 155 requires Amtrak to submit a report to Congress that includes an independent appropriations request.

Section 156 rescinds certain unobligated balances.

Section 157 prohibits the use of certain funds by Amtrak to plan for or implement a restructuring of Amtrak.

Section 158 requires Amtrak to provide Congress with a legislative proposal to receive direct appropriations in lieu of future grant agreements.

Section 159 prohibits the use of funds to remove existing corridors from the corridor identification and development program, unless at the request of a corridor.

FEDERAL TRANSIT ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Transit Administration [FTA] was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Federal Transit Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development. The missions of the FTA are: to help develop improved mass transportation systems and practices; to support the inclusion of public transportation in community and regional planning to support economic development; to provide mobility for Americans who depend on transit for transportation in both metropolitan and rural areas; to maximize the productivity and efficiency of transportation systems; and to provide assistance to State and local governments and agencies in financing such services and systems.

COMMITTEE RECOMMENDATION

Under the Committee recommendation, a total program level of $16,550,819,000 is provided for programs administered by the FTA in fiscal year 2027. The recommendation is $160,104,390 less than the fiscal year 2026 enacted level.

	General fund	Highway trust fund	Total
Appropriations, 2026	$2,068,923,390	$14,642,000,000	$16,710,923,390
Committee recommendation	1,908,819,000	14,642,000,000	16,550,819,000

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Obligation limitation (trust fund)
Appropriations, 2026	$14,642,000,000
Committee recommendation	14,642,000,000

PROGRAM DESCRIPTION

Communities use formula grants funding for bus and railcar purchases, facility repair and construction, maintenance, and where eligible, planning and operating expenses. The formula grants ac-

count includes funding for the following programs: transit-oriented development; planning programs; urbanized area formula grants; enhanced mobility for seniors and individuals with disabilities; a pilot program for enhanced mobility; formula grants for rural areas; public transportation innovation; technical assistance and workforce development, including a national transit institute; a bus testing facility; the National transit database; state of good repair grants; buses and bus facilities formula and competitive grants; and growing States and high-density States formula grants. Set-asides from formula funds are directed to a grant program for each State with rail systems not regulated by the FRA to meet the requirements for a State safety oversight program. The account also provides funding to support passenger ferry services, public transportation on Indian reservations, and the administrative expenses of the FTA.

COMMITTEE RECOMMENDATION

The Committee recommends limiting obligations and the liquidation of contract authorizations in the transit formula grants account in fiscal year 2027 to $14,642,000,000, which is equal to the fiscal year 2026 enacted level.

Ferry Fleet Transition Plans.—The Committee directs the Department to consider ferry fleet transition plans as eligible under the planning programs in 49 U.S.C. 5305, the urbanized area formula program (49 U.S.C. 5307), and rural area formula program (49 U.S.C. 5311).

Bus-to-Person Collisions.—The Committee commends the FTA for its efforts to encourage the adoption of mitigation strategies that reduce bus-to-person collisions, including the issuance of FTA safety advisory 23–1. The Committee expects the FTA to encourage transit agencies to adopt proven on-board technology solutions to detect, deter, and avoid collisions through program guidance and NOFOs, where permissible and feasible.

Bus Safety and Accessibility Research.—The FTA issued a NOFO on November 18, 2024, for the bus safety and accessibility research program making up to $10,000,000 in public transportation innovation program funding available for research, development, demonstration, and deployment activities. A strategic goal for this program is to make "existing and new buses safer for their operators and vulnerable road users" and a key focus area is "Driver Safety Systems". The Committee reminds the FTA of the directive under this heading in Senate Report 119–47 to make awards for the bus safety and accessibility research program. The FTA is directed to make awards not later than 30 days after the date of enactment of this act.

Roadway Worker Protections.—The Committee is concerned about the safety of transit employees working on or near transit rail tracks. Proven roadway worker protection [RWP] technologies exist that provide advanced train approach warnings and have the potential to improve the safety and efficiency of rail operations. The Committee encourages the FTA to promote the maximum level of RWP safety, to the extent permissible under current law.

Updates to the FTA's Best Practices Procurement and Lessons Learned Manual.—The Committee looks forward to FTA's update

to its best practices procurement manual as directed by Senate Report 119–47 and the explanatory statement accompanying Public Law 118–75.

Staffing.—The Committee remains concerned about the impact of staffing reductions on the Department's ability to oversee and support the maintenance and construction of transit infrastructure projects and directs the FTA to submit the staffing report required under this heading in Senate Report 119–47 not later than 30 days after enactment of this act.

Major International Sporting Events.—The Committee appreciates the FTA allocating the funding provided in the Consolidated Appropriations Act, 2026 for the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games in a timely manner and consistent with Congressional intent. The Committee continues to direct the Secretary to work with transit providers to provide appropriate relief from certain FTA requirements, if requested by a transit provider specifically for activities to support the preparation for and delivery of transit service during such events.

Bus Procurement.—The Committee recognizes that public transit bus procurement remains fragmented, costly, and administratively burdensome for local transit agencies and bus original equipment manufacturers [OEMs], contributing to delays, reduced competition, and increased costs. The Committee encourages the FTA to collaborate with local transit agencies, bus manufacturers, and other relevant stakeholders to streamline and standardize procurement processes for transit buses. The Committee further encourages the FTA to consider the development of uniform or standardized bus designs, specifications, or procurement frameworks that can be adopted across multiple transit agencies to facilitate rapid deployment, reduce unnecessary customization, and improve production efficiency. The Committee directs the FTA to review applicable Federal laws and policies relating to the procurement of bus rolling stock by recipients under chapter 53 of title 49, United States Code, and relevant grant programs administered under such chapter. This review shall include comparative analysis of vehicle components, designs, use of performance specifications in contracting, use of State and local purchasing schedules, and total costs associated with the procurement of such vehicles. The FTA shall provide a briefing to the House and Senate Committees on Appropriations on such review no later than 180 days after enactment of this act.

Customer Experience.—The Committee directs the FTA to consider the development of a standardized framework for measuring and improving customer experience, including the collection of consistent, comparable data across transit agencies. The FTA shall provide a briefing to the House and Senate Committees on Appropriations on the agency's efforts to track and improve the customer experience, including through identifying existing funding opportunities for public transportation providers, governmental entities, and other organizations to improve the customer experience.

Financial Accountability.—The Committee recognizes the importance of ensuring that Federal transit investments are managed with the highest standards of financial stewardship, transparency, and accountability. The FTA shall provide a briefing to the House

and Senate Committees on Appropriations on any recommendations for improving financial accountability across transit systems and potential administrative or statutory changes necessary to support these objectives.

TRANSIT INFRASTRUCTURE GRANTS

Appropriations, 2026	$211,423,390
Committee recommendation	251,319,000

PROGRAM DESCRIPTION

The Committee provides funding for transit infrastructure grants to address targeted capital, operating, and state of good repair needs for public transportation providers and services across America.

COMMITTEE RECOMMENDATION

The Committee recommends $251,319,000 in transit infrastructure grants to remain available until expended, which is $39,895,610 more than the fiscal year 2026 enacted level. Of this total, $79,319,000 is for congressionally directed spending [CDS].

Transit Vehicle Innovation Deployment Centers [TVIDC].—The Committee supports the continued use of the FTA's TVIDC program to develop solutions to the challenges transit operators and bus original equipment manufacturers face as they move to full scale adoption of advanced transit technologies. The Committee directs the FTA to prioritize research efforts focused on the dissemination of research and technologies that maximize the value of these investments. The Committee further directs the FTA to utilize the TVIDC program to focus research on efficiency improvements and directs the FTA to fund component testing (including the use of FTA-appointed component testing centers), technical assistance coordination, and increasing understanding and skill sets within transit agencies in regards to planning, procuring, and deploying advanced technologies using the TVIDC's nation and industry-wide coordination structure for the development and testing of new technology components and vehicles. To accelerate the adoption of advanced technology buses, the Committee recommendation includes $10,000,000 for technical assistance, research, demonstration, or deployment activities or projects.

Cost Escalations.—The Committee recognizes that cost escalations can reduce the impact of prior transit grant awards. The Committee encourages the FTA to work with grantees when cost adjustments or other factors impacting the completion of projects become necessary to address.

Critical Components.—The Committee encourages the FTA to work with OMB to utilize all available authorities to ensure critical components of ferry vessels acquired with FTA funds are not excluded as a result of 49 U.S.C. 5323(j). Critical components include items vital to relatability, safety, and performance, such as propulsion systems. The Committee continues to urge the Department to continue to harmonize the regulatory regimes across modes, utilizing existing authorities, to ensure Buy America provisions for ferry construction are transparent and deliver the best vessel for riders and the taxpayer.

Transit Safety.—The Committee recognizes the critical importance of ensuring safe and secure transit environments for both operators and passengers and notes the Department's emphasis on the safety and security of public transportation. The Committee remains concerned about the continued rise in safety incidents, including violence and operational hazards, across transit systems. The Committee encourages the FTA to coordinate with local transit agencies, the Department of Justice, and local law enforcement partners to strengthen safety practices and promote safety across all modes of public transportation. The FTA shall provide a briefing to the House and Senate Committees on Appropriations on its progress in advancing these efforts, including recommendations for strengthening transit safety, improving data transparency, and identifying any administrative or statutory changes necessary.

The Committee notes Federal transit funding may be used by recipients for planning efforts that address transit rider or employee safety and capital projects to improve safety for transit riders and workers, such as purchasing and installing cameras in subway cars, lighting at transit stations, and shields for bus drivers. However, transit agencies in urbanized areas with a population of more than 200,000 are prohibited from using Federal transit funding for public transportation safety and security operating assistance projects, such as staff salaries for personnel exclusively involved with security; contracts for security services, including with police departments; and contracts or salaries for crisis intervention specialists. Transit agencies in such large, urbanized areas use their non-Federal funding to support activities and programs to improve safety and security. To bolster the efforts of large urban area transit agencies, the Committee recommendation includes $20,000,000 for operating costs to improve public safety, reduce crime, and increase security in transit systems. Consistent with the Consolidated Appropriations Act, 2026 and FTA's implementation of such funds, eligible uses of funds provided under this heading shall include salaries for personnel exclusively involved with security, contracts for security services, crisis intervention specialists, and any other operating projects intended to increase the security and safety of an existing or planned public transportation system. Further, the Committee directs the FTA to use all funding made available in this act for grants and not administrative takedown.

Low or No Emission Grant Program.—The Low or No Emission Grant Program makes both low-emission and zero-emission vehicles and its associated facilities eligible for funding. The Committee notes that in DOT's NOFO announced on May 15, 2025, for fiscal year 2025 and fiscal year 2026 funding, the FTA announced it would prioritize low-emission projects over zero-emission projects and subsequently made award selections almost entirely to low emission, rather than zero emission, projects. The Committee further notes that section 5339 of title 49, United States Code, requires the Secretary to consider projects "that make greater reductions in energy consumption and harmful emissions" relative to "comparable standard buses or other low or no emission buses" and requires no less than 25 percent of funding to be awarded to non-zero-emission vehicles and facilities. The Committee directs the Secretary, within 60 days of enactment of this act, to report in

writing to the House and Senate Committees on Appropriations on how it complied with section 5339 of title 49, United States Code, including section 5339(c)(5), when selecting projects for awards under the fiscal year 2025/2026 Low or No Emission Program NOFO.

TECHNICAL ASSISTANCE AND TRAINING

Appropriations, 2026	$7,500,000
Committee recommendation	7,500,000

PROGRAM DESCRIPTION

The FTA is authorized to provide technical assistance, workforce development programs, and training to the public transportation industry under section 5314 of title 49, United States Code. Funding under this heading is supplemental to the funding provided under the heading "Transit Formula Grants" heading as authorized by the IIJA.

COMMITTEE RECOMMENDATION

The Committee recommends $7,500,000 for technical assistance and training, which is equal to the fiscal year 2026 enacted level. The Committee recognizes the need among transit providers serving small cities, rural areas, and disadvantaged communities for technical assistance to help them take advantage of new technologies, including ride-hailing applications, autonomous shuttles, and micro-transit innovations that are transforming how Americans use public transportation. This funding will provide rural and small city transit operators with hands-on technical assistance that will facilitate the adoption of these new tools.

Small-urban, Rural, and Tribal Transit Providers.—The Committee includes $1,500,000 for a cooperative agreement with a technical assistance center to assist small-urban, rural, and Tribal public transit providers and planning agencies with applied innovation and capacity building that helps these grantees and sub-recipients deploy innovative and emerging technologies to maximize the efficiency of their operations. These efforts should include but are not limited to developing on-demand mobility options, exploring the feasibility of autonomous technologies, assisting rural and small-urban areas with changing mode-share strategies, and increasing data literacy and effective use of data to increase operational efficiency.

Workforce Development and Standards-based Training.—The Committee recommendation also includes $2,500,000 for a cooperative agreement to a national non-profit organization with a demonstrated capacity to develop and provide workforce development and standards-based training in maintenance and operations within the public transportation industry.

Transportation Access for Seniors and Persons with Disabilities.—The Committee notes that since 2006 and until September 30, 2025, the FTA had funded a cooperative agreement to promote the availability and accessibility of transportation options for older adults, people with disabilities, and caregivers. Other federally funded technical assistance providers have complementary, but not interchangeable, missions. The Committee includes $2,600,000 for

a cooperative agreement with a training and technical assistance center to advance accessible transportation nationwide by providing technical assistance, training and coordination resources that help communities improve mobility options for older adults, people with disabilities and caregivers, while investing in local, innovative pilots that can be replicated by other communities.

CAPITAL INVESTMENT GRANTS

Appropriations, 2026	$1,700,000,000
Committee recommendation	1,500,000,000

PROGRAM DESCRIPTION

Under the capital investment grants [CIG] program, the FTA provides grants to fund the building of new fixed guideway systems or extensions and improvements to existing fixed guideway systems. Eligible services include light rail, rapid rail (heavy rail), commuter rail, and bus rapid transit. The program includes funding for four categories of eligible projects authorized under 49 U.S.C. 5309, and section 3005(b) of the FAST Act (Public Law 114–94): new starts, small starts, core capacity, and the expedited project delivery pilot program.

COMMITTEE RECOMMENDATION

The Committee recommends $1,500,000,000 for capital investment grants, which is $200,000,000 less than the fiscal year 2026 enacted level. When combined with $1,576,288,039 in available unallocated amounts provided under this heading from prior year appropriations, there are total budgetary resources of $3,076,288,039 for the CIG program in fiscal year 2027. The following table provides funding levels for projects and activities under this heading in this act in the corresponding amounts.

Allocation of FTA Capital Investment Grants Funding in this Act for Fiscal Year 2027

	Recommendation
New Starts	
San Jose, CA, BART Silicon Valley Phase II	$100,000,000
San Francisco, CA, Transbay Downtown Rail Extension	100,000,000
Miami, FL, Northeast Corridor Rapid Transit Project	100,000,000
Chicago, IL, Red Line Extension	132,000,000
Minneapolis, MN, METRO Blue Line Extension (Bottineau LTR)	100,000,000
New Jersey-New York, Hudson Tunnel	668,571,428
New York, NY, Second Avenue Subway Phase 2	307,262,403
Fairfax County, VA, Richmond Highway BRT	100,000,000
Washington-Oregon, Interstate Bridge Replacement Program	100,000,000
Core Capacity	
Boston, MA, Green Line Transformation Program	100,000,000
Salt Lake City, UT, Frontrunner 2X	100,000,000
Small Starts	
Tucson, AZ, Stone Avenue BRT	82,260,638
Denver, CO, Federal Boulevard BRT Project	149,999,999
Raleigh, NC, Wake Bus Rapid Transit Western Corridor	141,864,400
Cincinnati, OH, Hamilton Avenue Corridor BRT	137,266,619
Cincinnati, OH, Reading Road Corridor BRT	116,750,116
Cleveland, OH, MetroHealth Line BRT	12,365,400
Columbus, OH, East Main Street BRT	141,865,399

Allocation of FTA Capital Investment Grants Funding in this Act for Fiscal Year 2027—Continued

	Recommendation
Portland, OR, 82nd Avenue Transit Project	149,999,999
San Antonio, TX, Advanced Rapid Transit East-West Corridor	141,865,399
Salt Lake City, UT, Davis-Salt Lake City Community Connector	35,438,991
Seattle, WA, RapidRide K Line Bus Rapid Transit Project	43,777,248
Administrative Expenses	15,000,000
Total	3,076,288,039

Project Management Oversight [PMO] Activities.—The Committee directs the FTA to continue to submit to the House and Senate Committees on Appropriations the quarterly PMO reports for each project with a full funding grant agreement.

Full Funding Grant Agreements [FFGAs].—Section 5309(k) of title 49, United States Code, requires that the FTA notify the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, Housing, and Urban Affairs, 15 days before executing a FFGA. In its notification to the House and Senate Committees on Appropriations, the Committee directs the FTA to submit the following information: (1) a copy of the proposed FFGA; (2) the total and annual Federal appropriations required for the project; (3) the yearly and total Federal appropriations that can be planned or anticipated for existing FFGAs for each fiscal year through 2028; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization, by individual project; (5) a financial analysis of the project's cost and sponsor's ability to finance the project, which shall be conducted by an independent examiner and which shall include an assessment of the capital cost estimate and finance plan; (6) the source and security of all public and private sector financing; (7) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

The Committee continues to direct the FTA to inform the House and Senate Committees on Appropriations in writing 30 days before approving schedule, scope, or budget changes to any FFGA. Correspondence relating to all such changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the FFGA, including any proposed change in rail car procurement.

The Committee directs the FTA to continue to provide a monthly capital investment grants program update to the House and Senate Committees on Appropriations, detailing the status of each project. This update should include anticipated milestone schedules for advancing projects, especially those within 2 years of a proposed FFGA. It should also highlight and explain any potential cost and schedule changes affecting projects.

Annual Report on Funding Recommendations.—The Committee directs the Secretary to submit the fiscal year 2028 annual report on funding recommendations required by 49 U.S.C. 5309(o), and directs the Secretary to maintain the Federal Government funding commitments for all existing grant agreements and identify all

projects with a medium or higher rating that anticipate requesting a grant agreement in fiscal year 2028. Finally, the Committee directs the FTA to include the yearly and total Federal appropriations amount that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2030 in the annual report.

New Transportation Projects in Low-Growth Areas.—The Committee encourages the FTA to prioritize projects that connect communities unserved or underserved by transit to employment centers and projects that support economic growth in disadvantaged areas.

New Starts.—The Committee urges the FTA to proceed expeditiously while reviewing revised new start project applications for projects previously recommended for funding in more than one FTA annual report on funding recommendations.

Transit Disadvantaged Business Enterprises [DBE] Grant Review.—The Committee directs the Secretary to complete the ongoing DBE program review of projects under full funding grant agreements through the CIG program no later than 45 calendar days after enactment of this act. Should the Secretary find the Department cannot reasonably complete the reviews within 45 calendar days of enactment of this act, the Secretary shall immediately provide a rationale in writing to the House and Senate Committees on Appropriations on what concrete steps remain in completing each review and the timeline for completion of each review.

CIG Pipeline.—The CIG program works as a multi-step project pipeline that requires transit agencies to work with the FTA over several years. The Committee is concerned by delays in the DOT's processing of projects through the pipeline and notes that since January 15, 2025, DOT has not approved any New Starts projects and has only approved one Core Capacity project to move from the project development phase to engineering phase despite at least two other projects being ready for advancement. The Committee directs the FTA to continue to advance eligible projects into project development, engineering, and construction through the CIG evaluation, rating, and approval process. The Committee directs the Secretary to allow projects to enter into project development, advance projects through project development, advance projects into engineering, enter into FFGA for new starts or core capacity projects that have met the requirements, and to enter into grant agreements for small starts projects that have met the requirements. If a project in the CIG pipeline has met all statutory requirements to be eligible to enter into the next CIG phase and its request to enter the next phase has been approved by the FTA but not the Secretary within 6 months of FTA's approval, the Secretary shall submit a status update in writing immediately to the House and Senate Committees on Appropriations on the justification for the delays in the pending approval for the project to move into the next phase in the CIG process, what specific challenges remain in obtaining approval, and an estimated timeline for the approval. The FTA shall also provide the relevant project sponsors with such justification. Further, the Committee directs the FTA to exercise its authority under 49 U.S.C. 5309(b)(l) for projects in the advanced stages of project development or engineering.

Policy Guidance.—The Committee notes that section 53309(5) of title 49, United States Code, requires the Secretary to issue CIG policy guidance regarding the review and evaluation process and criteria for CIG grants and that guidance must be updated not less frequently than once every 2 years. The most recent final CIG Policy Guidance was issued in November 2025, which replaced the December 2024 CIG Policy Guidance. Prior CIG policy guidance was informed heavily by the changes to the CIG statute included in the IIJA, and relevant congressional committees are actively working on the next surface transportation reauthorization bill. The Committee notes that the Department is developing new CIG policy guidance and is concerned that significant changes could result in changing project ratings or removing projects currently in the CIG pipeline, delaying project planning and final design and adding unnecessary costs to CIG projects. Changes to the project rating process could delay or hinder project advancement and could result in the loss of non-Federal funding contributed by transit agencies, States, and local governments toward project development. For projects currently in the CIG pipeline that have received a rating under the CIG Policy Guidance published in November 2025, the FTA is directed to allow such projects to continue to move through the CIG process using the rating from the November 2025 Policy Guidance. Further, the Committee directs the FTA to provide notice to the House and Senate Committees on Appropriations not less than 30 days prior to altering or rescinding any rule, circular, or guidance relating to the evaluation, rating and approval process pursuant to 49 U.S.C. 5339.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriations, 2026	$150,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

This appropriation provides assistance to the Washington Metropolitan Area Transit Authority [WMATA] for capital investment and asset rehabilitation as authorized by section 601 of division B of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432) and section 30019 of the IIJA.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $150,000,000 for grants to WMATA for capital and preventive maintenance expenses, including pressing safety-related investments, which is equal to the fiscal year 2026 enacted level. These grants are in addition to the Federal formula and competitive grant funding WMATA receives, as well as funding from local jurisdictions. This funding will support WMATA in addressing ongoing safety deficiencies and improve the reliability of service throughout the Metrorail system. Safety must continue to be a top priority. This prioritization means working to establish and build a culture of safety throughout the organization, including a culture that fosters rigorous adherence to safety rules and procedures as a matter of routine. WMATA must also continue to improve its relationship with the Washington Metro-

politan Safety Commission, including improving communication and transparency that supports the resolution of issues and disagreements in a timely fashion.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

(INCLUDING TRANSFER OF FUNDS)

Section 160 exempts authority previously made available for programs of the FTA under 49 U.S.C. 5338 from the obligation limitations in this act.

Section 161 allows funds provided in this act for fixed-guideway capital investment projects that remain unobligated by September 30, 2030, to be available for projects to use the funds for the purposes for which they were originally provided.

Section 162 allows funds appropriated before October 1, 2026, that remain available for expenditure to be transferred to the most recent appropriation heading.

Section 163 prohibits the use of funds to adjust apportionments pursuant to 26 U.S.C. 9503(e)(4).

Section 164 prohibits the use of funds to impede or hinder project advancement or approval for any project seeking a Federal contribution from the CIG program of greater than 40 percent of project costs.

Section 165 prohibits the use of funds for awarding a contract or subcontract for the procurement of rolling stock from an entity that met the criteria described in 49 U.S.C. 5323(u) on or after December 20, 2019.

Section 166 requires the FTA to maintain and operate not fewer than 10 regional offices.

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

PROGRAM DESCRIPTION

The Great Lakes St. Lawrence Seaway Development Corporation [GLS] is a wholly-owned government corporation established by the Saint Lawrence Seaway Act of 1954 (33 U.S.C. 981). The St. Lawrence Seaway [Seaway] is a vital transportation corridor for the international movement of bulk commodities, such as steel, iron, grain, and coal, serving the North American region that contains one-quarter of the United States' population and nearly one-half of the Canadian population. The GLS is responsible for the operation, maintenance, and development of the United States' portion of the Seaway between Montreal and Lake Erie.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2026	$38,080,000
Committee recommendation	50,000,000

PROGRAM DESCRIPTION

The Harbor Maintenance Trust Fund [HMTF] was established by the Water Resources Development Act of 1986 (Public Law 99–662). Since 1987, the HMTF has supported the operations and

maintenance of commercial harbor projects maintained by the Federal Government. Appropriations from the HMTF and revenues from non-Federal sources finance the operation and maintenance of those portions of the Seaway for which the GLS is responsible.

COMMITTEE RECOMMENDATION

The Committee recommends $50,000,000 for the operations, maintenance, and capital infrastructure activities of the GLS, which is $11,920,000 more than the fiscal year 2026 enacted level. Of the amounts provided, not less than $25,000,000 is for the seaway infrastructure program.

MARITIME ADMINISTRATION

PROGRAM DESCRIPTION

The Maritime Administration [MARAD] is responsible for programs authorized by the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1101 et seq.). MARAD is also responsible for programs that strengthen the United States maritime industry in support of the Nation's security and economic needs. MARAD prioritizes the DoD use of ports and intermodal facilities during DoD mobilizations to guarantee the smooth flow of military cargo through commercial ports. MARAD manages the maritime security program, the voluntary intermodal sealift agreement program, and the ready reserve force, which ensure DoD access to commercial and strategic sealift and associated intermodal capacity. MARAD also ensures the safe disposal of obsolete ships in the National defense reserve fleet. Further, MARAD administers education and training programs through the United States Merchant Marine Academy [USMMA] and six State maritime academies [SMAs] that assist in producing skilled merchant marine officers capable of serving defense and commercial transportation needs.

MARITIME SECURITY PROGRAM

Appropriations, 2026	$390,000,000
Committee recommendation	372,000,000

PROGRAM DESCRIPTION

The maritime security program [MSP] provides resources to maintain a U.S. flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S. flag vessel operators engaged in U.S. foreign trade. Participating operators are required to keep the vessels in active commercial service and provide intermodal sealift support to the DoD in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $372,000,000 for the MSP, which is $18,000,000 less than the fiscal year 2026 enacted level.

CABLE SECURITY FLEET

Appropriations, 2025	$10,000,000
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

Section 3521 of the National Defense Authorization Act for Fiscal Year 2020 (Public Law 116–92) authorized the cable security fleet program to establish and maintain a fleet of privately owned commercially viable United States-documented cable vessels to meet national security requirements. The cable security fleet program provides payments to U.S. flag commercial vessel operators that provide cable services upon the request of the United States.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $10,000,000 for the cable security fleet program, which is equal to the fiscal year 2026 enacted level.

TANKER SECURITY FLEET

(INCLUDING RESCISSION)

Appropriations, 2026	$81,600,000
Committee recommendation [1]	76,277,000

[1] Includes a rescission of $18,277,000 from prior year appropriations.

PROGRAM DESCRIPTION

Section 3511 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283) authorized the tanker security fleet program to establish and maintain a fleet of active, commercially viable, militarily useful, privately owned product tank vessels to meet national defense and other security requirements. The tanker security fleet program provides direct payments to U.S. flag vessel operators, and participating operators are in turn required to operate in U.S. foreign commerce, mixed U.S. foreign commerce, and domestic trade and to make vessels available upon the request of the DoD.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $76,277,000 for the tanker security fleet program, which is $5,323,000 less than the fiscal year 2026 enacted level. In addition, $18,277,000 from prior year appropriations is rescinded.

OPERATIONS AND TRAINING

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$275,791,000
Committee recommendation	675,260,000

PROGRAM DESCRIPTION

The operations and training appropriation primarily funds the salaries and expenses for MARAD headquarters and regional staff for all MARAD programs. The account also includes funding for the USMMA, port and intermodal development, cargo preference, inter-

national trade relations, deep-water port licensing, maritime environmental and technical assistance, the United States marine highway program, and administrative support costs.

COMMITTEE RECOMMENDATION

The Committee recommends $675,260,000 for operations and training. This amount is $399,469,000 more than the fiscal year 2026 enacted level. Of the total amount, $250,000,000 is made available by transfer from the National Culvert Removal, Replacement, and Restoration Grant Program in division J of Public Law 117–58. The following table provides funding levels for activities within this account:

	2027 Recommendation
USMMA Operations	$129,500,000
USMMA Facilities Maintenance and Repair, and Equipment	60,000,000
USMMA Capital Improvement Program [CIP]*	400,000,000
Maritime Environmental and Technical Assistance Program [META]	2,000,000
United States Marine Highway Program	10,000,000
MARAD Headquarters Operations	73,760,000
Total	675,260,000

*total amount includes $250,000,000 by transfer of funds from the National Culvert Removal, Replacement, and Restoration Grant Program in Division J of Public Law 117–58.

Staffing.—The Committee continues to direct MARAD to provide the House and Senate Committees on Appropriations with quarterly staffing updates, including on hiring and separations, by program office for all positions funded by this act in MARAD headquarters operations and USMMA operations.

USMMA Oversight.—The Committee appreciates the Department's focus and attention on improving the management and oversight of the USMMA. The Committee notes that in calendar year 2025 the Department administratively changed the organizational reporting structure for the USMMA such that the Office of the Secretary is providing direct oversight of the USMMA and the Superintendent of the USMMA reports directly to the Office of the Secretary. While the Committee supports this organizational change, additional steps are necessary to complete the transition of moving the USMMA from MARAD to the Office of the Secretary, including changes to the underlying authorization for the USMMA and budgetary functions. The Committee directs the Office of the Secretary to brief the House and Senate Committees on Appropriations not later than 60 days after the date of enactment of this act on such changes, including a plan on how to transition USMMA funding from MARAD to a new account within the Office of the Secretary. Further, the Committee encourages the Department to include a request in the fiscal year 2028 budget request to effectuate such a funding and account shift.

USMMA Capital Asset Management Program.—The Committee remains deeply concerned about the current condition of the USMMA's facilities, which has a direct impact on the quality of the education provided to students and the ability to attract new entrants to serve as future leaders in the United States Merchant Marine. The Committee commends the Department for its work to improve existing facilities and building new ones and directs the

Department to continue to use the U.S. Army Corps of Engineers to facilitate and execute facility improvements as expeditiously as possible. To support this work, the Committee recommendation provides $60,000,000 for the USMMA's facilities maintenance and repair, and equipment [FMRE] activities and $400,000,000 for the capital improvement program [CIP] to move forward with several CIP projects. The Committee reminds the USMMA that, in the event that flexibility is necessary to address imminent safety hazards or quality of life issues, it has the ability to exercise the reprogramming authorities under section 405 of this act, including by seeking approval from the House and Senate Committees on Appropriations.

The Committee is disappointed that the USMMA has yet to submit its annual CIP plan to Congress, The Secretary is directed to provide the House and Senate Committees on Appropriations with the CIP plan within 30 days of enactment of this act. In addition, the USMMA and the Office of the Secretary shall provide monthly briefings to the House and Senate Committees on Appropriations on the status of all short- and long-term capital improvement projects and FMRE activities and continue to provide the annual CIP report in the same manner and context as in previous fiscal years. The Committee strongly encourages the USMMA to maintain current information on CIP projects and any major repair FMRE activities on the USMMA website to expand the availability of this information to students and external stakeholders, such as the alumni foundation which also provides support to USMMA projects.

Sexual Assault and Sexual Harassment [SASH] at the USMMA.—Creating a culture of safety, respect, and dignity for cadets and faculty is essential to reducing student vulnerability to SASH, and every student deserves to pursue an education and a future workplace free from unwanted sexual aggression. The Committee commends students who have courageously come forward to publicly report allegations of SASH in an effort to hold perpetrators accountable and prevent future violations.

The Committee acknowledges MARAD and the USMMA have made meaningful steps to improving safety for USMMA midshipmen, but it remains a work in progress to sustain staffing for the Sexual Assault Prevention and Response Office [SAPRO], to secure broader industry participation in the every mariner builds a respectful culture [EMBARC] program, and to improve access to mental health and counseling services. The Committee directs the Office of the Secretary to work with USMMA to fully staff the SAPRO, including a second victim advocate position. The Committee directs the Office of the Secretary to brief the House and Senate Committees on Appropriations on how the USMMA faculty and staff are improving the culture of safety on campus.

Vessel Generated Noise While Docked.—The Committee strongly encourages MARAD to work as expeditiously as possible to identify and implement mitigation measures that will minimize noise impacts to surrounding communities when MARAD ships are not operating on shore power. The Committee reminds MARAD of the briefing requirement in Senate Report 119–47 on the planning involved in determining the June 2025 relocation of the USNS Pom-

eroy and USNS Charlton, the timeline and implementation of connecting the ships to shore power, and the mitigation measures taken to minimize noise impacts in surrounding communities.

Secure Composite Shipping Containers.—The Committee continues to strongly encourage MARAD to continue its collaboration with the Federal Maritime Commission, DoD, and DHS to support the transition of secure composite shipping containers into wider use to provide increased security, shipment visibility, and cargo facilitation. Only a fraction of the millions of shipping containers coming to the United States are scanned due to logistics limitations. This technology enables Federal agencies and commercial high-value good producers to combat tampering by sophisticated adversaries, and minimize loss from theft, damage, or spoilage. The ultimate goal of the secure container transition effort led by DHS and supported by MARAD is to provide the level of security to law enforcement officials to ensure contraband products and malicious agents have not been inserted into the container for smuggling into the United States. A December 2023 container deployment report to DHS determined that at least 250 six-sided containers will need to be built and deployed in field trials in order to achieve industry's confidence level to adopt the new technology. MARAD should continue to work with DHS and the DoD to identify shipping routes for secure container demonstration and field trials, engage with government and commercial shippers to educate potential users of the secure containers about the capabilities and benefits of the containers, review government policies and make recommendations to DHS and other agencies on policy changes that could accelerate the transition of secure container technology into the marketplace, and use the existing America's marine highway program and the port infrastructure development program to promote and provide funding for secure composite shipping containers, if available and if eligible.

Domestic Shipbuilding and Maritime Industrial Base.—The Committee recognizes the strategic importance of strengthening the Nation's domestic shipbuilding capacity and maritime industrial base to support both national security and commercial supply chain resilience. The Committee further acknowledges the role that geographically advantageous regions-particularly those with access to deepwater ports, inland waterway systems, and existing industrial capabilities-can play in advancing these objectives. The Committee directs MARAD, in coordination with the Department of Defense and other relevant agencies, to prioritize efforts that enhance the Nation's ability to construct and maintain both commercial and military-capable vessels. The Committee further encourages MARAD to consider the development and designation of geographically targeted maritime investment zones, consistent with Administration initiatives to promote maritime economic development. Such zones should include regions that integrate deepwater port access with inland waterway connectivity and existing or potential industrial capacity.

Lithium-ion Batteries.—The Committee recognizes the growing role of lithium-ion batteries in the global supply chain, including the widespread use in consumer electronics, electric vehicles, and energy storage systems. The Committee notes that the maritime

cargo handling and transportation of such batteries may pose safety risks and operational challenges, including the heightened risk of thermal runaway, fire incidents, and complications in fire suppression in marine terminals and aboard vessels. The U.S. Coast Guard's [USCG] primary mission is maritime safety and emergency response. The Committee directs MARAD to coordinate with the USCG to ensure safe and secure maritime shipping of lithium-ion batteries and products that contain such batteries.

STATE MARITIME ACADEMY OPERATIONS

Appropriations, 2026	$138,900,000
Committee recommendation	186,600,000

PROGRAM DESCRIPTION

The Committee provides funding for the six SMAs to support the training and education of the Nation's maritime transportation workforce. Funding provided supports financial assistance for the SMAs as well as maintenance and operation of the schools' training ships.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $186,600,000 for state maritime academy operations. The recommendation is $47,700,000 more than the fiscal year 2026 enacted level. The bill provides the following funding levels for specific activities within this account:

	2027 Recommendation
School ship maintenance and repair	$7,800,000
Student incentive program	4,800,000
Fuel assistance program	12,000,000
Direct payments for SMAs	12,000,000
National security multi-mission vessel program	150,000,000
Total	186,600,000

National Security Multi-Mission Vessel [NSMV] Program.—The Committee recommendation includes $150,000,000 for the NSMV program, which provides funding for program operations in support of SMA shore-side infrastructure improvements, ship delivery, cyber security, transit costs, GPS hardening, operations, integration, oversight, and management of the NSMVs. Of this total, $90,000,000 shall be for shore-side infrastructure improvements at the SMAs, and $60,000,000 shall be for expenses related to the operation, integration, oversight and management of national security multi-mission school ships, including insurance, maintenance, repair, and equipment costs.

The Committee continues to direct MARAD to conduct vigorous oversight of the vessel construction manager, as well as the shipyard, to ensure the NSMVs are delivered on budget and on time. MARAD is directed to continue to provide briefings to the House and Senate Committees on Appropriations on the status of the NSMV program on a quarterly basis, including detailed reporting on the shore-side infrastructure improvements needed at SMAs to

ensure successful berthing and operation of the NSMVs and 5-year cost projections for the overall NSMV program. MARAD should provide immediate notification of any risks to the construction schedule or cost.

Consistent with previous fiscal years, shore-side infrastructure shall only include NSMV-specific improvements required by MARAD to safely moor the vessels and other improvements that are necessary for SMAs to receive the NSMVs. Specifically, shore-side infrastructure shall include pier construction and upgrades directly related to the mooring of the vessel, but not general maintenance that would otherwise be necessary absent receiving an NSMV, and is inclusive of associated utility upgrades directly related to mooring and operating the vessel, including, but not limited to, electricity and steam. The Committee directs MARAD to implement a non-Federal cost share of 20 percent for shore-side infrastructure improvements. In the event that there are extenuating circumstances that an SMA is unable to meet the 20 percent non-Federal cost-share requirement, MARAD may determine whether a different non-Federal cost-share requirement is appropriate, necessary, and executable. In addition, the Committee directs MARAD to sequence the funding distributed to SMAs for shore-side infrastructure improvements based on the vessel delivery schedule. Further, MARAD shall notify the House and Senate Committees on Appropriations prior to obligating any funds for shore-side infrastructure improvements, and such notification shall include the amount of funding provided by non-Federal sources for such infrastructure.

ASSISTANCE TO SMALL SHIPYARDS

Appropriations, 2026	$35,000,000
Committee recommendation	110,000,000

PROGRAM DESCRIPTION

As authorized under section 54101 of title 46, United States Code, the assistance to small shipyards program provides assistance in the form of grants, loans, and loan guarantees to small shipyards for capital improvements and training programs.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $110,000,000 for assistance to small shipyards. This level of funding is $75,000,000 more than the fiscal year 2026 enacted level. Funding for this program is intended to help small shipyards improve the efficiency of their operations by providing funding for equipment and other facility upgrades. The funding recommended by the Committee will help improve the competitiveness of our Nation's small shipyards, as well as support workforce training and apprenticeships in communities dependent upon maritime transportation.

The Committee is encouraged by the Department's recognition of the effectiveness of the assistance to small shipyards grant program in providing crucial support for small shipyards in America's maritime industrial base. The Committee directs MARAD to only award funding provided under this heading to small shipyards, which are defined in statute under 46 U.S.C. 54101(h) as a ship-

yard facility in one geographic location that does not have more than 1,200 employees.

SHIP DISPOSAL

Appropriations, 2026	$6,000,000
Committee recommendation	6,000,000

PROGRAM DESCRIPTION

The ship disposal account provides resources to dispose of obsolete merchant type vessels that are 150,000 gross tons or more and no longer useful for defense or aid missions. The goals of the ship disposal program are to remove vessels that present the highest or most immediate risk to the environment and provide disposal alternatives and necessary funding to ensure that obsolete vessels are disposed faster than vessels are added to the MARAD fleet.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $6,000,000 for MARAD's ship disposal program. This amount is equal to the fiscal year 2026 enacted level.

MARITIME GUARANTEED LOAN PROGRAM [TITLE XI]

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$3,940,000
Committee recommendation	4,500,000

PROGRAM DESCRIPTION

The maritime guaranteed loan program was established pursuant to title XI of the Merchant Marine Act of 1936 (Public Law 74–835), as amended. The program provides for a full faith and credit guarantee by the U.S. Government of debt obligations issued by: (1) U.S. or foreign shipowners for the purposes of financing or refinancing either U.S. flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; and (2) U.S. shipyards, for the purpose of financing advanced shipbuilding technology of privately owned general shipyard facilities located in the United States. Under the Federal Credit Reform Act of 1990 (Public Law 101–508), appropriations to cover the estimated costs of a project must be obtained prior to the issuance of any approvals for title XI financing.

COMMITTEE RECOMMENDATION

The Committee provides an appropriation of $4,500,000 for administrative expenses of the maritime guaranteed loan title XI program, which is $560,000 above the fiscal year 2026 enacted level.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Appropriations, 2026	$103,330,000
Committee recommendation	415,400,000

PROGRAM DESCRIPTION

The port infrastructure development program [PIDP] is authorized in 46 U.S.C. 54301 to provide grants for improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $415,400,000 for the PIDP, which is $312,070,000 more than the fiscal year 2026 enacted level. Of the total amount provided, $90,400,000 is for CDS, and the Committee directs MARAD to provide funding for the projects listed in the table at the end of this explanatory statement in corresponding amounts. The Committee directs MARAD to strive to consider geographic balance in the distribution of PIDP funding and to ensure fair consideration of projects from all segments of the Nation's port system.

Set Asides.—The Committee directs MARAD to set aside 25 percent of the funds for small inland river and coastal ports and terminals, as required by 46 U.S.C. 54301. The Committee directs MARAD to allow Federal cost shares above 80 percent for projects in rural areas, as permitted by 46 U.S.C. 54301.

ADMINISTRATIVE PROVISION—MARITIME ADMINISTRATION

Section 170 authorizes MARAD to furnish utilities and services and to make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of MARAD and allows payments received to be credited to the Treasury and to remain available until expended.

Section 171 authorizes MARAD to use unobligated balances to complete the design of 10 sealift vessels for the National Defense Reserve Fleet and enter into a contract for the construction of such vessels.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Pipeline and Hazardous Materials Safety Administration [PHMSA] was established within the Department of Transportation on November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108–426). PHMSA is responsible for the Department's pipeline safety program as well as oversight of hazardous materials transportation safety operations. The agency is dedicated to safety, including the elimination of transportation related deaths and injuries associated with hazardous materials and pipeline transportation, and to promoting transportation solutions, which enhance communities and protect the environment. The following table summarizes the Committee's recommendations:

OPERATIONAL EXPENSES

Appropriations, 2026	$28,647,000
Committee recommendation	30,097,000

PROGRAM DESCRIPTION

This account provides funding for program support costs for PHMSA, including policy development, civil rights, management, administration, and other agency-wide expenses.

COMMITTEE RECOMMENDATION

The Committee recommends $30,097,000 for this account, of which not less than $2,000,000 shall be for pipeline safety information grants to communities and $2,500,000 shall be for emergency response grants. The Committee's recommendation is $1,450,000 more than the fiscal year 2026 enacted level.

Staffing.—The committee reminds PHMSA of its requirement under this heading in Senate Report 119–47 and the explanatory statement accompanying Public Law 119–75 to provide a report on the number and types of positions lost through the DRP, and directs PHMSA to submit the report within 60 days of enactment of this act.

Budget request.—The Committee is concerned by the lack of detail to justify proposed budget levels for contract safety programs in PHMSA's fiscal year 2027 budget request. The Committee directs PHMSA to provide sufficient detail in its fiscal year 2028 budget justification to clearly explain proposals to change funding levels for contract safety programs.

HAZARDOUS MATERIALS SAFETY

Appropriations, 2026	$66,050,000
Committee recommendation	74,556,000

PROGRAM DESCRIPTION

PHMSA oversees the safety of more than one million hazardous materials shipments daily within the United States, using risk management principles and security threat assessments in order to fully review and reduce the risks inherent in hazardous materials transportation.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $74,556,000 for hazardous materials safety, which is $8,506,000 more than the fiscal year 2026 enacted level. The Committee recommendation includes $1,000,000 for the assistance for local emergency response training [ALERT] grants. The Committee directs PHMSA to prioritize ALERT grants for training in rural areas. The Committee recommendation also includes $4,000,000 for community safety grants.

East Palestine, Ohio.—The NTSB's investigation of the East Palestine derailment resulted in five safety recommendations for PHMSA, which the agency made initial responses to in October 2024. The Committee continues to direct PHMSA to address these safety recommendations expeditiously.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

Appropriations, 2026	$214,807,000
Committee recommendation	218,186,000

PROGRAM DESCRIPTION

The Office of Pipeline Safety [OPS] promotes the safe, reliable, and sound transportation of natural gas and hazardous liquids through the Nation's more than 2.6 million miles of privately-owned and operated pipeline.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $218,186,000 for the OPS. The amount is $3,379,000 more than the fiscal year 2026 enacted level. Of this amount, $14,500,000 is for research and development and up to $89,558,000 is for grants.

National Center of Excellence for Liquefied Natural Gas [LNG] Safety.—The Committee commends PHMSA for establishing a National Center of Excellence for Liquified Natural Gas Safety in 2023 and was pleased that the Center opened its doors at McNeese State University in Lake Charles, Louisiana in April 2026. The Committee recognizes the vital role that LNG serves in boosting the United States economy and increasing domestic energy production. The Center, which was authorized in section 111 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety [PIPES] Act of 2020, will improve coordination between Federal regulatory agencies, support collaborative regulatory oversight of LNG facilities, and aid agencies in addressing safety initiatives relevant to LNG facilities. Complementary to the mission of the Center, the Committee further recognizes the benefits of research and development in promoting LNG safety and encourages PHMSA to collaborate with academic institutions with expertise in the LNG sector, including through identifying existing funding opportunities to advance LNG safety research. The Committee recommendation provides PHMSA no less than $5,000,000 for the National COE for LNG Safety in accordance with the criteria outlined in the PIPES Act of 2020.

Hydrogen Pipeline Leak Detection and Monitoring.—With the significant Federal investment and policies to incentivize the development of hydrogen pipelines, it is important for PHMSA to have appropriate hydrogen gas pipeline-specific provisions in regulations to ensure such pipelines operate safely and to protect the environment (as required under 49 U.S.C. 60102(b)). The Committee directs PHMSA to consider initiating a rulemaking that would ensure that hydrogen infrastructure is designed or modified to operate safely and to protect the environment, with minimal leaks, and by leveraging all possible learning from methane leak detection, monitoring, and prevention Federal programs and efforts.

Research and Development Program.—The Committee acknowledges that PHMSA submitted the "Pipeline Safety Testing Enhancement Study (Report)" to Congress on April 22, 2026, in ac-

cordance with the requirements in section 105 of Public Law 116–260. The Committee continues the prohibition for the Secretary to obligate amounts made available under this heading for research facilities at the Transportation Technology Center unless the research plan and the report are approved by the House and Senate Committees on Appropriations.

EMERGENCY PREPAREDNESS GRANTS

(LIMITATION ON OBLIGATIONS)

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2026	$46,825,000
Committee recommendation	46,825,000

PROGRAM DESCRIPTION

The Hazardous Materials Transportation Uniform Safety Act of 1990 (Public Law 101–615) requires PHMSA to: (1) develop and implement a reimbursable emergency preparedness grant program; (2) monitor public sector emergency response training and planning, and provide technical assistance to States, political subdivisions, and Indian Tribes; and (3) develop and periodically update a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommends $46,825,000 for emergency preparedness grants. The recommendation continues to provide PHMSA the authority to use prior year carryover and recaptures for the development of Web-based, off-the-shelf training materials that can be used by emergency responders across the country. The Committee encourages PHMSA to continue to enhance its training curriculum for local emergency responders, including response activities for crude oil, ethanol, and other flammable liquids transported by rail. The Committee also encourages PHMSA to train public sector emergency response personnel in communities on or near rail lines which transport a significant volume of high-risk energy commodities or toxic inhalation hazards.

The Committee directs PHMSA to include recommendations for the development of courses necessary for public sector employees to be able to respond safely and efficiently to an accident or incident involving the transportation of hazardous material and to provide such training for virtual learning and any courses for which the Secretary has recommended adaptation to provide virtual options, subject to the condition that the Secretary ensures that the virtual options recommended will provide an equivalent level of training as in-person courses.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2026	$113,000,000
Committee recommendation	113,000,000

PROGRAM DESCRIPTION

The Inspector General Act of 1978 (Public Law 95–452) established the Office of Inspector General as an independent, objective organization with a mission to: conduct and supervise audits and investigations relating to the programs and operations of the Department; provide leadership and recommend policies designed to promote economy, efficiency, and effectiveness in the administration of programs and operations; prevent and detect fraud, waste, and abuse; and keep the Secretary and the Congress informed regarding problems and deficiencies.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $113,000,000 for the activities of the Office of Inspector General, which is equal to the fiscal year 2026 enacted level.

Independent Authorities.—The Office of Inspector General relies on special agents, law enforcement personnel, auditors, and investigators to save money for the taxpayer and find waste, fraud, and abuse. The Committee reminds the Office of Inspector General that all inspectors general have complete authority over all staffing decisions in their office, as provided under section 406 of title 5, United States Code. The Committee directs the Office of Inspector General to continue to prioritize hiring staff to the levels sustainable by the funds made available in this act. Further, the bill provides the Office of Inspector General new flexibility to assist in such hiring efforts.

Audit Reports.—The Office of Inspector General is directed to continue to provide copies of all audit reports to the House and Senate Committees on Appropriations as soon as they are issued, and to continue to make such Committees aware immediately of any review that recommends cancellation of, or modifications to, any major acquisition project or grant, or significant budgetary savings. The Office of Inspector General is also directed to withhold from public distribution for a period of 15 days any final audit or investigative report which was requested by the House or Senate Committees on Appropriations.

Build America Buy America Compliance.—Build America Buy America requirements support domestic manufacturing and jobs and ensuring recipients of Federal funding comply with these requirements is an important part of the FAA's oversight and administration of grant programs. The Committee directs the Inspector General to audit FAA processes and procedures to ensure federally funded projects are in compliance with Build America Buy America requirements.

Section 180 allows funds for maintenance and operation of aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law.

Section 181 limits appropriations for services authorized by 5 U.S.C. 3109 not to exceed the rate for an executive level IV.

Section 182 prohibits recipients of funds from disseminating personal information obtained by State Departments of Motor Vehicles in connection to motor vehicle records, with an exception.

Section 183 prohibits funds in this act for salaries and expenses of more than 125 political and Presidential appointees in the DOT.

Section 184 allows funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training to be credited to each agency's respective accounts.

Section 185 prohibits the use of funds in this act to make, modify, terminate, rescind, or reduce a grant or announce the intention to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations at least 3 full business days before making, modifying, terminating, rescinding, or reducing the grant or announcing the grant.

Section 186 allows rebates, refunds, incentive payments, minor fees, and other funds received by the DOT from travel management center, charge card programs, subleasing of building space, and miscellaneous sources, to be credited to appropriations of the DOT.

Section 187 establishes requirements for reprogramming actions by the House and Senate Committees on Appropriations.

Section 188 prohibits funds appropriated in this act to the modal administrations from being obligated for the Office of the Secretary for costs related to assessments or reimbursable agreements unless the obligations are for services that provide a direct benefit to the applicable modal administration.

Section 189 authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under 5 U.S.C. 7905.

Section 190 prohibits the use of funds for any geographic, economic, or other hiring preference pilot program, regulation, or policy unless certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

Section 191 directs the Secretary of Transportation to work with the Secretary of Homeland Security and the Secretary of Commerce to ensure that best practices for industrial control systems procurement are up to date and that systems procured with funds provided under this title were procured using such practices.

Section 192 prohibits the use of funds to be used in contravention of the American Security Drone Act of 2023.

Section 193 directs the Secretary to issue a new notice of funding opportunity for eight new university transportation centers.

Section 194 prohibits funds for the Department of Transportation to use artificial intelligence to transcribe or record communications with the House and Senate Committees on Appropriations.

Section 195 prohibits the use of funds to require recipients to display signage containing the name of the President, Vice President, or any member of the President's Cabinet as a condition of the receipt of such funds.

Section 196 prohibits the use of funds for the Department of Transportation to close any air route traffic control center or reduce staff that would then result in the closure of an air route traffic control center that is currently operating in fiscal year 202026 and is in the State in which the geographic center of the coterminous United States (as identified by the most recent United States Geological Survey) is located.

Section 197 prohibits the use of funds to require Amtrak to implement a restructuring of Amtrak.

Section 198 prohibits the use of funds to negotiate, acquire, receive, hold, exercise, or support the acquisition of any shares, stock, equity, warrants, options, convertible debt, or any other form of corporate ownership or financial interest in a company or corporation that holds a contract, subcontract, grant, cooperative agreement, or other financial agreement with the Department of Transportation, including the Federal Aviation Administration.

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MANAGEMENT AND ADMINISTRATION

HUD was established by the Housing and Urban Development Act (Public Law 89–174), effective November 9, 1965. This Department is the principal Federal agency responsible for programs concerned with the Nation's housing needs and for improving and developing communities.

Reorganizations.—At this time, the Committee does not approve any of the reorganizations originally submitted by the Department on April 3, 2026 and subsequently modified over the course of 2026; and as discussed with the Department, directs HUD to identify which reorganizations are priorities, which trigger cost-benefit analyses under 42 U.S.C. 3535(p), and to evaluate HUD's current capacity to carry out reorganizations in light of recent staffing reductions and other demands on the Office of Chief Human Capital Officer. The Committee notes that while it believes the organizational structure of the Department should be re-evaluated in light of significant attrition in 2025, reorganizations that can and will be implemented in 2027 are the ones that should be prioritized for approval. To this point, the Committee notes that fewer than half of the reorganizations approved in the fiscal year 2024 joint explanatory statement have been implemented. The Committee reminds the Department of the requirement to include detailed organizational charts (at the same level of detail as those provided in April 2024) with FTE and FTP details in the annual congressional justifications. To improve transparency, the Committee directs the Department to publish these organizational charts on its website with the annual congressional justifications.

Child Care.—The Committee recognizes that both housing and child care present significant challenges for families, businesses, and the economy. The Department is directed to work with affordable housing and child care stakeholders to support innovative approaches that coordinate housing and child care support to address both needs and is encouraged to prioritize applications for Department funding that show promise in those efforts, where appropriate.

Insurance Costs.—The Committee directs HUD to continue its work on evaluating the current state of the property insurance market as directed in Senate Report 119–47 and reminds the Department to update the House and Senate Committees on Appropriations on the status of the report every 6 months.

Environmental Review.—The Committee continues to direct the Department to work across its program offices, the White House Council on Environmental Quality, the Advisory Council on His-

toric Preservation, and other stakeholders to improve processes for environmental reviews with the goal of lowering the cost of reviews, streamlining review procedures, reducing duplication, and accelerating new housing construction. As part of this effort, the Department is encouraged to consider options for streamlining environmental reviews for office-to-residential conversions, including the feasibility of a categorical exclusion within defined parameters, targeted technical assistance, and new toolkits, and is reminded of the requirement in Senate Report 119–47 to brief the House and Senate Committees on Appropriations on these efforts.

Rent Reporting.—As many as 64 million Americans have limited or no credit history, which impacts their ability to purchase a first home, what apartments they can rent, and where they work. Multiple studies have demonstrated that rent reporting can lead to increases in credit scores and scorability. The Committee encourages the Department to support and promote training and technical assistance opportunities and resources, either through HUD or provided by other Federal, State, and non-profit partners, for public housing authorities, Tribally designated housing entities, and private owners of affordable housing on how to move forward with rent reporting. The Committee encourages the Department, to the greatest extent possible, to partner with one or more organizations specializing in rent reporting and to make educational or training materials publicly available on the HUD website.

Build America, Buy America [BABA].—HUD, in consultation with the Made in America Office, is directed within 270 days of enactment of this act to establish processing metrics for waiver applications and begin publicly sharing its progress in meeting those metrics on its website on a monthly basis, with target and average processing times for each step required for project-specific waivers, as well as processing times by project and State. Such metrics shall include confirming whether applications are completed within 15 days of submission and publishing completed project-specific waiver requests for public comment within 45 days of submission. The Department is further directed to brief the House and Senate Committees on Appropriations quarterly on its progress to meet metrics, staffing levels and contracts supporting BABA activities, and timelines for other strategic actions to manage known data gaps on component availability and reduce burden on HUD grantees.

GAO and Priority Recommendations.—The Committee relies on the GAO for non-partisan, fact-based information to help Congress carry out its oversight function and stresses the importance of continued HUD cooperation and timely information sharing on all reviews. The Committee continues to direct HUD to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on all priority recommendations, the steps taken in fiscal year 2026 to implement those recommendations, and what additional actions will be undertaken in fiscal year 2027 to address outstanding recommendations.

Rural Areas.—The Committee urges the Department to enhance its efforts to provide decent, affordable housing and to promote economic development for Americans living in rural areas. When designing programs and making funding decisions, the Secretary

shall take into consideration the unique conditions, challenges, and scale of rural areas.

Appropriations Attorneys.—For fiscal year 2027, the Committee continues to fund appropriations attorneys in the Office of the Chief Financial Officer [OCFO], directs HUD to refer all appropriations law issues to such attorneys within the OCFO, and urges the Department to ensure the office has adequate personnel and non-personnel resources to fulfill their responsibilities, including training HUD staff in funds control procedures and directives, as required by section 214 of this act.

Artificial Intelligence.—The Committee recognizes that the use of artificial intelligence across the housing industry presents benefits as well as risks and looks forward to receiving the report required under this heading in Senate Report 119–47 on the extent to which such technologies are used in the housing industry and how HUD is managing emerging trends.

Working Capital Fund [WCF].—Consistent with the planned wind down of the working capital fund included in the fiscal year 2026 act, the Committee recommendation does not include authority for a WCF in fiscal year 2027. Section 242 of this act has been included to facilitate the transfer of any remaining balances in the fund to the Administrative Support Offices account.

EXECUTIVE OFFICES

Appropriations, 2026	$17,500,000
Committee recommendation	18,800,000

PROGRAM DESCRIPTION

The Executive Offices account provides the salaries and expenses funding to support the Department's senior leadership and other key functions, including the immediate offices of the Secretary, Deputy Secretary, Congressional and Intergovernmental Relations, Public Affairs, Adjudicatory Services, the Center for Faith, and the Office of Small and Disadvantaged Business Utilization.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $18,800,000 for this account, which is $1,300,000 more than the fiscal year 2026 enacted level.

Violence Against Women Act [VAWA].—For several years, the Committee has directed HUD to address shortcomings in the Department's implementation and oversight of the housing protection requirements for survivors of domestic violence or sexual assault in HUD-assisted properties, but challenges persist. The Committee notes that the Department has not provided the information requested under this heading in Senate Report 119–47 and directs the Office of Gender-Based Violence Prevention to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on agency progress on: (1) ensuring program offices provide support to covered housing providers on emergency transfers, including through written instructions, notices, and frequently asked questions; (2) collecting data on the use and timeliness of emergency transfers established by the Violence Against Women Reauthorization Act of 2013 (Public Law 113–4); (3) implementing

the 2022 reauthorization (division W of Public Law 117–103); and (4) closing all open recommendations in the GAO–24–106481 report, including a status report on finalizing the Multifamily Asset Management and Project Servicing handbook to include a new chapter on all VAWA requirements and protections, including information on emergency transfers, which HUD previously reported to GAO a target completion date of December 31, 2025.

Affordable Housing Program Alignment.—As noted in the front matter of this explanatory statement, the Committee remains committed to reducing duplicative inspections and other conflicts and fragmentation between Federal programs that are commonly layered together to build affordable housing. Making continued progress on these efforts requires consistent attention, strategic prioritization and leadership. The Committee directs HUD to expeditiously provide the House and Senate Committees on Appropriations with the briefing required by Senate Report 119–47 on the Department's top priority alignment actions for fiscal years 2026 and 2027, target milestones, and how the Department intends to track progress and facilitate resolution of any interagency disputes that may arise.

Whistleblower Protections.—The Office of Inspector General identified in "Management Alert: HUD Should Take Additional Steps to Protect Contractor Employees Who Disclose Wrongdoing [2023–IG–0002**]**" a troubling gap in HUD contracts when it found that several aggrieved employees of contractors who receive funds from HUD lacked whistleblower protections under 41 U.S.C. 4712. Section 236 of the bill continues to apply these whistleblower and anti-retaliation protections to all contracts, subcontracts, grants, subgrant, and personal service contracts. The Committee directs the Department, in coordination with the Office of Inspector General, to brief the House and Senate Committees on Appropriations within 180 days of enactment of this act on how this change has or is anticipated to impact contract and grant oversight and how the frequency of reports from whistleblowers have changed in the past 3 years.

ADMINISTRATIVE SUPPORT OFFICES

Appropriations, 2026	$595,000,000
Committee recommendation	649,000,000

PROGRAM DESCRIPTION

The Administrative Support Offices account funds the salaries and expenses of the Office of the General Counsel, the Office of the Chief Financial Officer, the Office of the Chief Procurement Officer, the Office of Departmental Equal Employment Opportunity, the Office of Field Policy and Management, the Office of the Chief Human Capital Officer, the Office of Administration, and the Office of the Chief Information Officer.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $649,000,000 for this account, which is $54,000,000 more than the fiscal year 2026 enacted level. Funds are made available as follows:

	Committee recommendation
Office of the Chief Financial Officer	$141,600,000
Office of the General Counsel	93,300,000
Office of Administration	211,300,000
Office of the Chief Human Capital Officer	70,100,000
Office of the Chief Procurement Officer	24,700,000
Office of Field Policy and Management	43,900,000
Office of Departmental Equal Employment Opportunity	3,600,000
Office of the Chief Information Officer	60,500,000
Total	649,000,000

Office of the Chief Financial Officer [OCFO].—The Committee is supportive of the Department's goals to modernize the management of its grant programs and their related systems, as well as the payment integrity of its rental assistance programs, which is a long-standing weakness identified by both HUD's Inspector General and the Government Accountability Office. The Committee appreciates HUD's ongoing communication with the House and Senate Committees on Appropriations on this effort and looks forward to those conversations resulting in a comprehensive project plan that more thoroughly maps out the total project scope, cost, and implications on current systems, program operations, data collection requirements and privacy protections. To continue forward progress and best set up the Department for successfully implementing this modernization, the Committee includes $30,000,000, as requested in the budget request, for this work. As part of this ongoing effort, the Committee directs the Department to develop an agile IT development plan for system changes, use best practices on cost estimation from the GAO Cost Estimating Guide, and regularly involve and communicate progress to internal and external stakeholders. Given the impact of this significant project on all HUD grantees, information collection standards and the privacy of individuals, transparency and coordination with such stakeholders is of paramount importance to the success and completion of this project. To underscore this transparency and ensure the overall project is better positioned for success, the Committee directs the Department during fiscal year 2027 to provide no less than two public briefings on the project plan and solicit feedback from internal and external stakeholders on that plan.

PROGRAM OFFICES

Appropriations, 2026	$842,500,000
Committee recommendation	821,700,000

PROGRAM DESCRIPTION

The Program Offices account funds the salaries and expenses of six program offices, including the Offices of Public and Indian Housing, Community Planning and Development, Housing, Policy

Development and Research, Fair Housing and Equal Opportunity, and Lead Hazard Control and Healthy Homes.

COMMITTEE RECOMMENDATION

The Committee recommends $821,700,000 for this account, which is $20,800,000 less than the fiscal year 2026 enacted level. Funds are made available as follows:

	Amount
Office of Public and Indian Housing	$222,300,000
Office of Community Planning and Development	133,500,000
Office of Housing	363,500,000
Office of Policy Development and Research	30,800,000
Office of Fair Housing and Equal Opportunity	62,600,000
Office of Lead Hazard Control and Healthy Homes	9,000,000
Total	821,700,000

Maintaining Mission Critical Activities.—The Committee remains concerned that recent reductions in overall staffing levels across program offices have the potential for workforce, knowledge, and skills gaps. The Committee directs the Department to carry out all statutorily required activities and to expeditiously address any knowledge and staffing gaps the Department may encounter. The Committee directs the Department, when undertaking any additional staffing increases, to prioritize staffing needs related to the health and safety of HUD-assisted residents and the timely approval and disbursement of funds to grantees. The Committee directs HUD to inform the House and Senate Committees on Appropriations on how it is implementing this direction as part of the semiannual staffing reports required under section 407 of this act.

Office of Community Planning and Development [CPD].—The Committee is concerned that the current staffing levels associated with the economic development initiative grants [EDIs] are insufficient for effective and timely management of this grant portfolio. The Committee is also disappointed that the intent of the House and Senate Committees on Appropriations in fiscal year 2026 regarding staffing levels for carrying out the EDI program was deemed sufficiently vague as to not result in the intended staffing increases. For fiscal year 2027 the Committee recommendation seeks to avoid such uncertainty, and the bill requires that not less than $33,375,000 of the amounts provided for CPD under this heading shall be for the salaries and expenses of administering and overseeing the implementation EDI grants funded in this, prior, and future acts. These funds are in addition to the $7,000,000 included under the Information Technology Fund for improvement to the disaster recovery grant reporting system and the HUD environmental review online system which are critical to the management of EDI grants. The Committee is concerned that current staffing levels for EDI grant management vary substantially across regions and directs HUD to prioritize the hiring of additional dedicated EDI staff in regions where the grants-to-staff ratio exceeds the National average. The Committee also directs HUD to ensure that each of HUD's 10 regions are staffed with dedicated environmental review personnel. Additionally, the Committee notes the impor-

tance of training and technical assistance for EDI grantees and directs HUD to use these funds for such purposes in addition to increasing its dedicated EDI staff. Finally, the Committee directs HUD to inform the House and Senate Committees on Appropriations on how it is implementing these directives as part of the semiannual staffing reports required under section 407 of this act.

Office of Housing.—Section 237 of the bill enables the Department to provide direct support to small properties and owners converting assistance under RAD who lack the capacity needed to meet due diligence and underwriting requirements, including properties assisted under the section 202 and section 8 moderate rehabilitation and McKinney-Vento single room occupancy programs. The Committee directs the Department to use not more than $2,000,000 for this purpose through existing cooperative agreements with participating administrative entities until further data is available on the scope of demand among such properties.

The Committee notes the existing statutory authority under 42 U.S.C. 11386c to renew project-based rental assistance provided by the continuum of care program under the section 8 project-based rental assistance program and directs the Office of Recapitalization to assess the feasibility of utilizing this authority as part of the rental assistance demonstration. As part of this assessment, the Office of Recapitalization shall coordinate with the Office of Community Planning and Development and Office of Policy Development and Research, to evaluate similarities between the operations and financing structures of projects funded under the continuum of care program and those converted under RAD, including overlap with low-income housing tax credit financing. The Committee directs HUD to consult with the House and Senate Committees on Appropriations on the scope and timeline of such feasibility assessment within 60 days of enactment of this act.

Grant Execution.—The Committee continues its direction to the Department to provide the House and Senate Committees on Appropriations biannual updates on the status of: (1) all awarded but not obligated competitive and disaster-related grants; and (2) all community project funding/congressionally directed spending projects. The Department shall continue to provide data on community project funding/congressional directed spending projects in the manner it is currently provided, and for all other programs, provide a list of all such awards by program, fiscal year, and grantee, and include the name of the project, the state of the project location, the original amount of the award, and the amount obligated to date.

Real Estate Assessment Center [REAC].—The Committee continues to have concerns that Department may not have the necessary inspection capacity, quality controls, organizational management structures, or policies and procedures that are needed to ensure the entire HUD portfolio receives high-quality inspections on time and that all deficiencies are identified and resolved in a timely manner. The Committee continues to direct HUD to: (1) ensure adequate staff are allocated to REAC to support the implementation of the National standards for the physical inspection of real estate [NSPIRE] and oversee the property inspection needs of the entire HUD portfolio; (2) support strategic coordination within HUD

and across other Federal agencies and external stakeholders to reduce duplicative physical inspections; and (3) provide quarterly reports to the House and Senate Committees on Appropriations on: (a) current property inspection capacity; (b) how REAC intends to put property inspections back on schedule, including related timelines; and (c) efforts to increase quality assurance. The Committee also reminds HUD of the directive in Senate Report 119–47 to provide: (1) an assessment of whether current management, communication, and decision-making protocols adequately reflect that most units inspected by REAC are part of the multifamily housing, not public housing, portfolio, and whether HUD's mission would be better served by REAC being outside of the Office of Public and Indian Housing organizational structure, including reporting directly to the Deputy Secretary; and (2) an assessment of REAC's top challenges and whether increasing internal staffing capacity would more cost effectively address those challenges.

Lead Safe Housing and Other Health Hazards.—The Committee continues to recognize that multiple offices, including the Office of Public and Indian Housing (particularly REAC and Office of Field Operations), Office of Housing, and Office of Lead Hazard Control and Healthy Homes (particularly the Program and Regulatory Support Division) all play critical roles in preventing childhood lead poisoning and addressing housing-related health hazards. The Committee appreciates that HUD has closed multiple GAO and HUD Office of Inspector General audit recommendations addressing health hazards and monitoring elevated blood lead levels in HUD-assisted housing but remains uncertain whether the identified corrective actions are being fully executed. The Committee directs HUD, in coordination with the Office of Inspector General, to assess whether all corrective actions are being carried out as planned and HUD's current capacity to do so, and report to the House and Senate Committees on Appropriation on such findings within 90 days of enactment of this act.

Radon.—The Committee understands that the radon testing and mitigation policy promulgated by CPD is not as protective as FHA's 2020 policy requirement for radon testing and mitigation in the 2020 MAP Guide. The Committee encourages the FHA to continue its policy requirement and encourages CPD to reevaluate and consider modifying its policies to be consistent with the 2020 MAP Guide.

INFORMATION TECHNOLOGY FUND

Appropriations, 2026	$345,000,000
Committee recommendation	368,000,000

PROGRAM DESCRIPTION

The information technology fund finances the IT systems that support departmental programs and operations, including FHA mortgage insurance, housing assistance and grant programs, as well as core financial and general operations.

COMMITTEE RECOMMENDATION

The Committee recommends $368,000,000 for the IT Fund for fiscal year 2027, which is $23,000,000 more than the fiscal year

2026 enacted level. Of the amounts provided, $7,000,000 is for the development, modernization and enhancement [DME] of the disaster recovery grants reporting system [DRGR] and the HUD environmental review online system [HEROS] in order to support the effective administration of economic development initiative grants.

IT Fund Reporting and Oversight.—The Committee directs HUD to continue to include sufficient detail in its congressional justifications to delineate between funding for operations and maintenance [O&M] and DME, which as defined by OMB includes planning, and include plain language summaries of proposed DME efforts, total costs and savings potential, target functionality, estimated timeline, and mission benefits associated with the requested amount. The Committee also directs HUD to continue to delineate funding for O&M and DME by project in its fiscal year 2027 operating plan.

Quarterly Briefings.—The Committee continues to direct HUD to brief the House and Senate Committees on Appropriations on all IT modernization efforts on a quarterly basis. For fiscal year 2027, such briefings shall: (1) provide a summary report on modernization activity for the prior quarter, including actual expenditures, major milestones, and savings achieved by project; (2) any variances in cost, schedule (including procurement), or functionality against the baseline project plan, reasons for such variances and estimated impact on total lifecycle costs; and (3) risks and mitigation strategies associated with ongoing work.

Active Partners Performance System [APPS].—The Committee reminds the Department of the directive in Senate Report 119–47 related to addressing technical capability gaps in the APPS system and directs the Department to provide a status report to the House and Senate Committees on Appropriations on all planned system enhancements business process changes within 30 days of enactment of this act.

PUBLIC AND INDIAN HOUSING

TENANT-BASED RENTAL ASSISTANCE

Appropriations, 2026	$38,438,557,000
Committee recommendation	40,101,000,000

PROGRAM DESCRIPTION

This account provides funding for the section 8 tenant-based voucher program, one of the principal appropriations for Federal housing assistance, serving approximately 2.3 million families. Under this program, eligible low-income individuals and families pay 30 percent of their adjusted income for rent, and the Federal Government is responsible for the remainder of the rent, up to the fair market rent or some other payment standard. This account also provides funding for tenant protection vouchers for the replacement of units lost from the assisted housing inventory, administrative fees for public housing authorities [PHAs], mainstream vouchers, HUD–Veterans Affairs supportive housing [HUD–VASH], and other incremental vouchers for vulnerable populations.

COMMITTEE RECOMMENDATION

The Committee recommends $40,101,000,000 for fiscal year 2027, including $4,000,000,000 as an advance appropriation to be made available on October 1, 2027. This amount is $1,662,443,000 more than the fiscal year 2026 enacted level.

Contract Renewals.—The Committee recommends $36,775,000,000 for the renewal costs of section 8 vouchers. The total cost of renewals, based on HUD-provided estimates, are partially offset by programmatic reserves. The Committee recommendation prohibits HUD from taking an offset from any PHA if doing so is expected to put that PHA into shortfall in 2027. For amounts subject to single fund budget authority for PHAs participating in the moving to work demonstration, the Committee directs the Department to execute the offset in a manner that is consistent with protecting 4 months of voucher and public housing operating expenses. To ensure this authority is managed responsibly and does not negatively impact construction efforts or PHA relationships with development partners, the Committee directs HUD to also protect amounts committed to capital improvement, development, or other repositioning activities that are scheduled to close within 1 year and to establish an appeals process of not less than 60 days.

Tenant Protection Vouchers [TPVs].—The Committee recommendation includes $300,000,000 for new tenant protection vouchers. This funding level meets the anticipated need in fiscal year 2027 for planned repositioning projects and to help HUD-assisted families relocate and avoid hardship.

Administrative Fees.—The Committee recommends $2,976,000,000 for administrative fees, $140,065,000 more than the fiscal year 2026 enacted level. The Committee notes that these funds are critical to the execution and success of the voucher program, supporting a diverse range of activities and critical functions such as: property inspections; case management, including tenant screening, income recertification, and emergency transfers; landlord outreach; the issuance of new vouchers upon program turnover; and assistance for tenants seeking housing. The Committee continues to direct the Department to brief the House and Senate Committee on Appropriations not less than annually on the utilization of administrative fees for eligible expenses to improve leasing, such as security deposit assistance and landlord recruitment and incentive payments.

HUD–VASH.—The Committee recommendation includes $15,000,000 to expand the HUD–VASH program, of which up to $10,000,000 may be used for other eligible expenses defined by notice to facilitate leasing, such as security deposit assistance and other costs related to retention and support of participating owners, eliminating barriers and inefficiencies in the intake and referral process and ensuring the ability of this program to reduce the rate of veteran homelessness. The Committee reminds HUD of the status update required by Senate Report 119–47 on supporting collaborative case management models, particularly in instances where the VA is insufficiently staffed, and provide targeted technical assistance. The Committee relies on these annual interagency

briefings to support policy improvements and urges the Departments to continue to regularly coordinate and report on implementation challenges. The Committee remains concerned about ongoing barriers to HUD–VASH participation in rural areas, where geographic isolation, limited housing availability, and scarce case management resources continue to hinder program access. The Committee also looks forward to receiving the report on findings and recommendations to expand HUD–VASH access in rural areas as required in House Report 119–212.

Veteran Disability Income.—The Committee urges HUD to continue the policy of excluding VA disability compensation when determining initial eligibility for the HUD–VASH program, as incorporated in the Federal Register Notice "Section 8 Housing Choice Vouchers: Revised Implementation of the HUD–Veterans Affairs Supportive Housing Program," published on August 13, 2024. The Committee directs HUD, in consultation with the VA, to complete the reporting directive required in Senate Report 119–47.

Family Unification Program [FUP].—The Committee includes $35,000,000 for new FUP vouchers, of which $30,000,000 is for new Melania Trump Foster Youth to Independence initiative vouchers. To ensure that these vouchers are available where youth need assistance, the Committee directs the Department to base the maximum number of vouchers that a PHA may request in a Federal fiscal year on identified need and referrals. The Committee reminds the Department that the successful synchronization of these vouchers with foster youth transition planning requires HUD to avoid creating unnecessary administrative burdens. The Committee directs the Department to inform PHAs that they can request a voucher through a partnership agreement with a local public child welfare agency [PWCA] through a letter of intent or a memorandum of understanding.

Further, The Committee reminds the Department that PCWAs have the latitude to encourage youth participation in independent living services including extended foster care to age 21. The Committee acknowledges the importance of the John H. Chafee Foster Program for Successful Transition to Adulthood in preparing youth as young as 14 with independent living skills to help them secure an education, employment, healthcare, healthy relationships, and the skills to obtain and maintain housing. Research shows that the longer a young person participates in this programming and the older they are when they enter the fiscal yearI program, the more successful they will be as a participant in the voucher program. However, the Committee is concerned that the Department is altering the intent of the Melania Trump Foster Youth to Independence Initiative by requiring PCWAs to fund the full array of this particular set of child welfare services to young adults for the full duration of their fiscal yearI voucher once the youth has received a voucher. The Committee reminds the Department that the intent of the fiscal yearI Initiative is that youth will use the voucher as a time-limited platform to achieve self-sufficiency and that PHAs will connect participating youth to local workforce development programs, educational opportunities, and other community or PHA-provided services in the community that will facilitate a young adult's economic success, without the requirement that PHAs fund

a separate and redundant services contract. The Committee directs the Department to align their Notice and training materials accordingly, as well as to continue to encourage PHAs to affirmatively amend their administrative plans to facilitate requesting youth FUP vouchers.

The Committee reminds the Department of the requirement in Senate Report 118–70 on the FUP voucher request and reallocation processes.

The Committee reminds HUD of the requirements in Senate Report 119–47 to consult with PHAs participating in FUP, the Department of Health and Human Services [HHS], experts on child welfare, and other stakeholders regarding on potential program challenges and looks forward to receiving the required report on improving program operations and better supporting participants as they transition from foster care to successful adulthood.

Special Purpose Vouchers.—The Committee understands that populations served by section 811 mainstream, FUP, and Melania Trump foster youth to independence initiative vouchers face certain challenges to finding units available for lease within the normal timeframes of the larger voucher program. These difficulties increase the risk of these vulnerable groups experiencing homelessness and resulting in the potential for these vouchers to be underutilized. Therefore, the bill continues to permit HUD to waive or specify alternative requirements for certain waiting list and timing requirements. The Committee directs HUD to continue to provide timely updates on the voucher dashboard, by type, on the number of special purpose vouchers allocated and leased to ensure continued transparency.

Project-Based Vouchers.—The Committee supports the Department's efforts to improve its data on the number and percentage of vouchers that are, or planned to be, project-based at each PHA through the planned improvements to the housing information portal [HIP], and directs the Department to expeditiously launch this functionality. To support the implementation of the final rule related to project-based voucher changes made in HOTMA, the Committee directs HUD to provide training and direct technical assistance, as appropriate, to clarify the categories of units excluded from the 20 percent limitation and 10 percent exception.

Housing Choice Voucher Data Dashboard.—The Committee continues to direct HUD to add PHA and special purpose voucher-level data points on voucher success rates and to identify the amount of reserves that HUD determines are appropriate for prudent program management. The Committee underscores that neither additional data point should be inherently viewed as a deficiency of PHAs' operations. Rather, such data is instructive for identifying broader issues such as a lack of available housing stock at current fair market rents or a lack of landlord participation where more targeted outreach may be beneficial.

MTW Report Data Limitations.—The 21st Century ROAD to Housing Act (Public Law 119–101) included new, reporting requirements related to the Moving-to-Work [MTW] demonstration. The Committee understands that HUD and PHAs may face data system and collection challenges that will make it difficult, and in some cases impossible, to provide information for all the data points

being requested. Accordingly, HUD is directed to satisfy the terms of the reporting requirements as much as is practicable given data and systems limitations, and in a manner that is not unduly burdensome on PHAs.

HOUSING CERTIFICATE FUND

(INCLUDING RESCISSIONS)

PROGRAM DESCRIPTION

Until fiscal year 2005, the housing certificate fund provided funding for both the project-based and tenant-based components of the section 8 program. Project-based rental assistance and tenant-based rental assistance are now separately funded accounts. The housing certificate fund retains balances from previous years' appropriations.

COMMITTEE RECOMMENDATION

The Committee has included language that will allow unobligated balances from specific accounts to be used to renew or amend project-based rental assistance contracts.

PUBLIC HOUSING FUND

Appropriations, 2026	$8,319,393,000
Committee recommendation	8,451,554,000

PROGRAM DESCRIPTION

This account provides funding for the payment of operating subsidies, as well as modernization and capital expenses for approximately 3,000 PHAs (except tribally designated housing entities) that manage approximately 900,000 public housing units.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $8,451,554,000 for the public housing fund, which is $132,161,000 more than the fiscal year 2026 enacted level.

Operating Expenses.—The Committee recommendation includes $4,917,554,000 for allocations to PHAs through the operating fund formula and $234,000,000 to mitigate the risk of financial shortfalls among PHAs. Combined, these recommended funding levels provide sufficient resources for every PHA to maintain current service levels and have 4 months of operating reserves based on current estimates. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on the readiness levels of PHAs to comply with the requirements of PIH Notice 2025–20 and potential downstream impacts of the Notice on PHAs' financial flexibility and ability to administer services effectively.

Capital Expenses.—The Committee recommendation includes $3,200,000,000 for allocations to PHAs through the capital fund formula, which is equal to the fiscal year 2026 enacted level.

Receiverships and Troubled, Substandard or Otherwise At-Risk PHAs.—The Committee recommendation includes $15,000,000 for the cost of administrative and judicial receiverships and competi-

tive grants for PHAs in receivership, designated troubled or substandard, or otherwise at risk to address capital needs.

The Committee continues direction included in Senate Report 119–47 for the Department to provide a report to the House and Senate Committees on Appropriations on an annual basis no later than March 1, 2027, on the status of PHAs under receivership, and the factors that informed the receivership, such as physical and financial scores, deficiencies with internal controls, and other information demonstrating why HUD believes those PHAs are unable to effectively oversee their business operations. This report shall also include an identification of funding resources and technical assistance provided to each PHA for the purpose of transitioning out of receivership, and future steps HUD will take to address deficiencies in an effort to return the respective PHAs to local control. The Committee also directs the Department to promptly brief the House and Senate Committees on Appropriations if there are any changes to the list of administrative and judicial receiverships or monitorships. Such briefings are expected to be provided within 3 days of any such designation changes.

Emergency and Safety and Security Grants.—The Committee recommendation includes $30,000,000 for emergency capital needs, of which at least $10,000,000 is to be used for safety and security measures in public housing in order to protect tenants. The Committee encourages the Department to fund eligible safety and security projects with a portion of these funds as quickly as possible.

Residential Health Hazards.—The Committee recommendation includes $55,000,000 to help PHAs address lead-based paint and other residential health hazards, including mold, carbon monoxide, radon and fire, in public housing units. The Committee continues to include prohibitions on the Department's ability to preclude funds from being awarded to any PHA that is under the direction of a monitor or any PHA as ineligible to apply for or receive funding that has a violation or violations of the lead-safe housing or lead disclosure rules, or from being used to carry out work to settle an outstanding violation.

Flexibility for Operating Funds for Capital Needs.—The Committee is committed to addressing the physical needs of troubled public housing properties and continues to allow PHAs with one or more properties with low physical inspection scores to use available operating funds and excess reserves for capital expenses.

ASSISTED HOUSING INSPECTIONS AND ASSESSMENTS

Appropriations, 2026	$50,000,000
Committee recommendation	35,000,000

PROGRAM DESCRIPTION

This account supports financial, and health and safety inspections conducted by the REAC for over 2.4 million units of HUD-assisted affordable housing. Prior to fiscal year 2024, funding for such inspections were provided under the public housing fund and multifamily housing accounts.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $35,000,000 to support ongoing physical and financial assessment activities performed by REAC, including implementation of NSPIRE.

Inspection Scores and Portfolio Management.—The Committee continues to receive concerning reports of instances where inspection scores do not provide a reliable assessment of property conditions. The Committee directs HUD to ensure all HUD-assisted properties with consecutive REAC scores that increased by at least 20 points in one review period within the last 5 years, where there is otherwise no evidence to suggest substantial rehabilitation or reconstruction during that period receive an inspection in fiscal year 2027. The Committee directs HUD to provide a report to the House and Senate Committees on Appropriations on the results of all such inspections and other targeted quality assurance reviews, with details on which properties jump from passing to failing scores, within 1 year of enactment of this act.

The Committee appreciates work undertaken by HUD to improve its quality assurance protocols for inspection contracts within its existing resources. These challenges are not new. Over the years HUD has struggled to produce consistently cost-effective and high-quality reports on the physical and financial condition of its portfolio with the use of contractor support. Initial analysis conducted by HUD suggests that bringing these functions in house could result in both cost savings and more direct accountability, and the Committee directs HUD to further assess bringing management functions over the HUD-assisted portfolio inhouse. The Committee directs the Office of Public and Indian Housing and the Office of Housing to jointly conduct a strategic assessment of property oversight and management functions that are currently outsourced, and provide a report to the House and Senate Committees on Appropriations within 270 days of enactment of this act on the costs and benefits of insourcing those functions, the anticipated impact on the reliability of inspection scores, the cost efficacy of the current procurement strategy, and a transition strategy in the event such analysis indicates such change would be beneficial.

Health Hazards.—The Committee reminds HUD of the directive under this heading in Senate Report 119–47 to report on the current state of data collection and analysis of health hazards in HUD-assisted housing and directs the Department to keep the House and Senate Committees on Appropriations informed on all NSPIREA-related IT improvements.

Physical Property Inspection Coordination.—The Committee continues to direct HUD to reduce duplicative physical inspections, including by promoting use of the interagency housing alignment portal [IHAP], addressing data gaps in IHAP, and ensuring adequate staff are allocated to REAC to support strategic coordination efforts with other Federal agencies and external stakeholders.

SELF–SUFFICIENCY PROGRAMS

Appropriations, 2026	$206,400,000
Committee recommendation	240,000,000

PROGRAM DESCRIPTION

This account provides funding for self-sufficiency programs, including the family self-sufficiency [FSS] and the resident opportunities and self-sufficiency [ROSS] programs, and the jobs plus initiative [JPI]. FSS provides funding to PHAs for the salaries of FSS coordinators to help section 8 and public housing residents achieve self-sufficiency and economic independence. ROSS provides funding to PHAs, public housing resident associations, Native American Tribes, and nonprofit organizations to hire and maintain service coordinators to connect residents of public housing and Indian housing with supportive services including employment and educational opportunities. The JPI provides grants to PHAs, which are required to partner with Department of Labor jobs centers, to assist public housing residents with job placement and increasing earned income.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $240,000,000 for self-sufficiency programs in fiscal year 2027, which is $33,600,000 more than the fiscal year 2026 enacted level. This includes $185,000,000 for the FSS program and $55,000,000 for the ROSS program.

FSS Program.—The Committee strongly supports the FSS program, which provides public housing and section 8 residents with the tools to improve their economic stability and financial management skills, and ultimately achieve self-sufficiency. Before awarding funding to new grantees, the Committee directs the Department to first prioritize the renewal of all existing coordinators and second prioritize funding additional coordinators for current grantees whose program sizes qualify for additional coordinators.

NATIVE AMERICAN PROGRAMS

Appropriations, 2026	$1,354,000,000
Committee recommendation	1,354,000,000

PROGRAM DESCRIPTION

This account funds the Indian housing block grant program [IHBG], as authorized under title I of the Native American Housing Assistance and Self-Determination Act of 1996 (Public Law 104–330), and the Indian community development block grant program [ICDBG], authorized under title I of the Housing and Community Development Act of 1974 (Public Law 93–383). The IHBG program provides a funding allocation on a formula basis to Indian Tribes and their Tribally designated housing entities [TDHEs] to help address the housing needs within their communities. The ICDBG program provides Indian Tribes the opportunity to compete for funding to address Tribal community development needs.

COMMITTEE RECOMMENDATION

The Committee recommended funding level for Native American programs is $1,354,000,000, which is equal to the amount provided

in fiscal year 2026. The table below provides funding levels for activities within this account.

	Recommendation
Indian Housing Block Grants-Formula	$1,111,000,000
Indian Housing Block Grant-Competitive	125,000,000
Title VI Loan Program	1,000,000
(Limitation on Guaranteed Loans)	(60,000,000)
Indian Community Development Block Grants	100,000,000
Tribal HUD–VASH	10,000,000
Training and Technical Assistance	7,000,000
Total	1,354,000,000

IHBG Grants.—The IHBG program is a vital resource for Tribal governments to address the dire housing conditions in Indian Country, as the quality of and access to affordable housing remains in a critical state for many Tribes across the country. To assist Tribes with these daunting housing challenges, the Committee recommendation includes $1,111,000,000 in formula funding and $125,000,000 in competitive funding in order to assist areas with greater need.

In administering the competitive program, the Committee directs HUD staff to review and score each application in its entirety, and that in light of the unique building and logistical challenges facing Alaska-based applicants relative to those faced by applicants in the contiguous United States, that those applications be reviewed and scored by HUD staff with an understanding of those challenges. Additionally, the fiscal year 2027 appropriation shall be administered as a new stand-alone competition and may not be combined with prior or future year appropriations, although any remaining balances from the fiscal year 2026 competition or prior competition may be included in the fiscal year 2027 competition. Demonstrating sufficient administrative capacity to administer these grants has been, and remains, a critical consideration. Applicants should be required to meet a threshold of capacity, but the competition should not provide additional points for capacity above and beyond what is needed to successfully administer these grants.

Tribal HUD–VASH.—The Committee recommendation includes $10,000,000 for the renewal of rental assistance and associated administrative costs for the Tribal HUD–VASH demonstration program. The Committee directs HUD to use its existing reallocation authority where necessary to ensure this program is utilized to the greatest extent possible. The Committee also encourages HUD to assess the appropriateness and feasibility of not reducing the number of qualifying low-income units under section 302(b)(1) (25 U.S.C. 4152(b)(1)) for purposes of the NAHBG allocation formula under NAHASDA (25 U.S.C. 4111 et seq.), due to the placement of an eligible Indian veteran assisted through the Tribal HUD–VASH program in such units.

Coordinated Environmental Reviews for Tribal Housing and Related Infrastructure.—Since fiscal year 2015, the Committee has directed HUD to collaborate with its Federal agency partners to develop a coordinated environmental review process to simplify and streamline Tribal housing development and its related infrastructure needs. The Committee believes that eliminating unnecessary

Federal barriers to housing development is an essential component to facilitate an effective use of Federal funding, while also balancing the need to ensure appropriate and necessary environmental protections. The Committee supports HUD's efforts to advance the Tribal Housing and Related Infrastructure Interagency Task Force in order to identify opportunities for greater efficiencies.

Technical Assistance.—Limited capacity hinders the ability of many Tribes to effectively address their housing needs. The Committee recommendation includes $7,000,000 for technical assistance needs in Indian Country to support the IHBG program, as well as other HUD programs, in order to meet the needs of Native American families and Indian Country. The Committee expects HUD to use the technical assistance funding provided to aid Tribes with capacity challenges, especially Tribes receiving small grant awards. The funding should be used for training, contract expertise, and other services necessary to improve data collection, increase leveraging, and address other needs identified by Tribes. The Committee also expects that these technical assistance funds will be provided to organizations with experience in providing technical assistance that reflects the unique needs and culture of Native Americans.

Build America, Buy America [BABA] and Tribal Housing.—The Committee recognizes the importance of the domestic sourcing requirements under the Build America, Buy America Act; however, it is concerned that the application of these requirements to Tribal housing programs, including those authorized under the Native American Housing Assistance and Self-Determination Act [NAHASDA], may be contributing to increased construction costs and exacerbating already significant housing supply challenges in Tribal communities, particularly in remote and rural areas. The Committee notes that Tribes frequently face unique logistical constraints, including limited local supply chains, higher transportation costs, and workforce shortages, which may be compounded by BABA compliance requirements. Accordingly, the Committee directs the Department, in consultation with Tribal housing entities and Tribes, to conduct a study on the impacts of BABA implementation on NAHASDA-funded projects. Such study shall include an analysis of cost increases, project delays, material availability, administrative burden, and any disproportionate impacts on rural and Alaska Native communities. The study shall also identify any flexibilities, waivers, or regulatory adjustments that may be necessary to ensure that BABA implementation does not impede the timely and cost-effective development of Tribal housing. HUD shall submit a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Tribal Homelessness Pilot Feasibility Study.—The Committee recognizes the success of the Tribal HUD–VASH program in pairing housing assistance with case management to address homelessness among Native veterans. The Committee directs the Department of Housing and Urban Development, in coordination with the Indian Health Service and Tribal stakeholders, to conduct a feasibility study on establishing a pilot program that would authorize Tribes and Tribally Designated Housing Entities, in partnership

with Tribal Health Organizations and the Indian Health Service, to provide housing assistance coupled with case management services to Tribal members experiencing homelessness. The study shall assess program design, eligibility, administrative capacity, funding mechanisms, and coordination across Federal and Tribal entities, and identify any statutory or regulatory barriers to implementation. The Committee directs HUD to submit a report to the House and Senate Committees on Appropriations within 270 days of enactment of this act with findings and recommendations for establishing such a pilot program.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2026	$1,400,000	$1,800,000,000
Committee recommendation	400,000	1,200,000,000

PROGRAM DESCRIPTION

This program provides access to private financing for Indian families, Indian Tribes, and their TDHE's that otherwise could not acquire housing financing because of the unique status of Indian trust land. HUD continues to be the largest single source of financing for housing in Tribal communities. This program makes it possible to promote sustainable reservation communities by providing access to financing for higher income Native Americans to achieve homeownership within their Native communities. As required by the Federal Credit Reform Act of 1990 (Public Law 101–508), this account includes the subsidy costs associated with the loan guarantees authorized under this program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $400,000 for credit subsidy and administrative contract expenses to support a loan level of $1,200,000,000. This appropriation is $1,000,000 less than the fiscal year 2026 enacted level.

Native Advantage.—The Committee directs the Department to update the House and Senate Committees on Appropriations quarterly during fiscal year 2027 on its progress in both completing the Native advantage system and resolving the Office of Inspector General's open finding and recommendations.

Skilled Workers Loan Credit Subsidy.—The Committee acknowledges HUD's progress in utilizing the skilled workers credit loan subsidy which can generate meaningful investments across Indian Country but substantial carry over remains. The Committee strongly urges the Department to significantly expand stakeholder outreach regarding the availability of these resources which will help develop housing for the critical workforces that support the education, healthcare, law enforcement, emergency response, and construction needs of Tribal communities.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriations, 2026	$22,300,000
Committee recommendation	22,300,000

PROGRAM DESCRIPTION

The Hawaiian Homelands Homeownership Act of 2000 (Public Law 106–568) created the Native Hawaiian housing block grant program to provide grants to the State of Hawaii Department of Hawaiian Home Lands [DHHL] for housing and housing-related assistance, in order to develop, maintain, and operate affordable housing for eligible low-income Native Hawaiian families. As one of the United States' indigenous people, Native Hawaiian people have a unique relationship with the Federal Government.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $22,300,000 for the Native Hawaiian housing block grant program, which is equal to the fiscal year 2026 enacted level.

The Committee commends DHHL's significant increase in expenditures and remains encouraged by its development of multifamily, affordable housing rental units, rent to own options on Hawaiian homelands, and permanent supportive housing for Native Hawaiians experiencing homelessness. The expansion of programmatic services beyond those that afford homeownership options will help to serve all Native Hawaiians on the waiting list.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans
Appropriation, 2026	$28,000,000
Committee recommendation	28,000,000

PROGRAM DESCRIPTION

The Native Hawaiian housing loan guarantee fund (section 184A program) offers Native Hawaiian homeownership, property rehabilitation, and new construction opportunities on Hawaiian home lands. The section 184A program expands the market for lenders and ensures access to private-market mortgages for a traditionally underserved population. Private financing is used to cover construction or acquisitions costs, while Federal funding is used only to guarantee payment in the event of a default. Eligible borrowers include Native Hawaiian families who are eligible to reside on the Hawaiian home lands, DHHL, the Office of Hawaiian Affairs, and organizations experienced in the planning and development of affordable housing for Native Hawaiians.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $28,000,000 in loan guarantee commitment authority, including the authority to refinance loans. The Committee directs HUD to work with DHHL to find additional opportunities to utilize the section 184A program.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriations, 2026	$529,000,000
Committee recommendation	554,000,000

PROGRAM DESCRIPTION

The housing opportunities for persons with AIDS [HOPWA] program provides grants to States, localities, and nonprofits to devise and deploy long-term, comprehensive strategies for meeting the housing and supportive service needs of persons living with HIV/AIDS and their families.

By statute, 90 percent of appropriated funds are distributed to qualifying States and metropolitan areas on the basis of the number of living HIV and living AIDS cases, as well as poverty and local housing cost factors. The remaining 10 percent of funds are awarded through a national competition, with priority given to the renewal of funding for expiring agreements consistent with appropriations act requirements.

COMMITTEE RECOMMENDATION

The Committee recommends $554,000,000 for the HOPWA program, which is $25,000,000 more than the fiscal year 2026 enacted level.

Meeting the Current Needs of Communities.—It is critical that people in every State have access to funding that supports low-income persons living with HIV/AIDS. Accordingly, 10 percent of nonformula funding provides an opportunity to States and units of general local government that do not receive formula funding to apply for competitive grants. The Committee continues to include language requiring HUD to prioritize the renewal or replacement of expiring agreements in a manner that preserves existing HOPWA programs and allows active competitive grantees to modify and update their original activities to meet the current needs of persons living with HIV/AIDS within their communities. The Committee directs HUD to ensure competitive grantees are aware of the opportunity to modify and update service models and any potential benefits to doing so.

COMMUNITY DEVELOPMENT FUND

Appropriations, 2026	$6,995,244,000
Committee recommendation	4,832,288,000

PROGRAM DESCRIPTION

Under title I of the Housing and Community Development Act of 1974 (Public Law 93–383), as amended, the Department is authorized to award block grants to units of general local government and States for the funding of local community development programs. A wide range of physical, economic, and social development activities are eligible, with spending priorities determined at the local level. The law enumerates general objectives which the block grants are designed to fulfill, including adequate housing, a suitable living environment, and expanded economic opportunities,

principally for persons of low- and moderate-income. Grant recipients are required to use at least 70 percent of their block grant funds for activities that benefit low- and moderate-income persons.

Funds are distributed to eligible recipients for community development purposes utilizing the higher of two objective formulas, one of which gives somewhat greater weight to the age of housing stock. Of the funds appropriated, 70 percent are distributed to entitlement communities and 30 percent are distributed to non-entitlement communities after deducting designated amounts for insular areas.

Funding under this heading also accommodates investments authorized under the Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment [SUPPORT] for Patients and Communities Act of 2018 (Public Law 115–271), in order to provide safe transitional housing for individuals recovering from substance use disorders.

COMMITTEE RECOMMENDATION

The Committee provides $4,832,288,000 for the community development fund, which is $2,162,956,000 less than the fiscal year 2026 enacted level. Within this total, $3,300,000,000 is for CDBG, $30,000,000 is for activities authorized under section 8071 of the SUPPORT for Patients and Communities Act, $50,000,000 is for grants to reduce barriers to affordable housing development, and $1,452,288,000 is for economic development initiatives [EDIs].

Reducing Red Tape In Housing Production.—For decades, housing production across the country has not kept pace with population and economic growth, resulting in a nation-wide housing shortage. This is in part due to restrictive local zoning and land use regulations as well as a lack of necessary housing-related infrastructure. The Federal Government can support communities as they remove barriers to the production and preservation of unsubsidized affordable housing in order to increase housing supply, lower housing costs, and ensure families have an affordable place to live, particularly in high-opportunity neighborhoods. The Committee includes $50,000,000 for the pathways to removing obstacles to housing [PRO Housing] program to support State, local, and regional jurisdictions that have made significant progress in reducing red tape in housing production by enacting or implementing less restrictive zoning, land use, or permitting laws and regulations that the Secretary expects to preserve or produce new housing units. Less restrictive laws and regulations shall include, but are not limited to, increasing density, reducing minimum lot sizes, creating transit-oriented development zones, streamlining or shortening permitting processes and timelines, expanding by-right multifamily zoned areas, allowing accessory dwelling units [ADU] on lots with single-family homes, eliminating or relaxing residential property height limitations, eliminating or reducing off-street parking requirements, allowing the conversion of vacant retail and office space into residential housing, allowing manufactured housing in more residential districts, and adopting building code reforms that reduce construction costs or expand housing typologies. Eligible grant activities shall include new construction of housing, including mixed-income housing to the greatest extent possible, and

addressing costs associated with housing supply growth such as infrastructure for new housing development. The Committee is pleased that HUD released the NOFO for funding made available under this heading in the fiscal year 2026 consolidated appropriations act on June 3, 2026, consistent with statutory requirements, however, it is concerned that HUD has not yet released a NOFO for the $100,000,000 provided in the fiscal year 2025 continuing appropriations act. HUD shall issue a NOFO not later than 120 days after the date of enactment of this act for funds made available under this heading in this act and any other act that remain unobligated and unawarded. When making awards, the Committee encourages HUD to ensure geographic diversity amongst grantees, including in urban, suburban, and rural areas. Finally, the Committee emphasizes its expectation that grant funds be used on outcome-focused activities that will unlock housing availability.

Eliminating Barriers to Mass Timber Construction.—Like other construction materials and methods, mass timber is limited to sites permitted by State and local building codes. The limited adaptation of mass timber as a construction material is due in part to the, until relatively recently, lack of code recognition for mass timber by building code standard-developing organizations such as the International Code Council [ICC] and its International Building Code [IBC]. Building codes are codified at State or local levels and in some jurisdictions, building codes refer to the IBC in its entirety, while other building codes may refer to the IBC with modifications, use other models, or be entirely locally developed. The 2021 IBC expands the inclusion of mass timber in its model codes. However, in jurisdictions where the 2021 IBC's sections on mass timber have not been fully adopted, projects must rely on requesting project-specific code modifications or variance requests. The processes in place for such approvals result in delays and overall project uncertainty, which has the effect of unnecessarily steering construction towards other materials. This becomes a self-fulfilling loop where innovative construction materials such as mass timber never gain enough momentum and adoption to be considered mainstream. To facilitate the updating of State and local codes, the Committee has set-aside $5,000,000 of the funds provided for the PRO Housing program to be used for grants to identify and reduce barriers to the use of mass timber building products. The Committee notes that in some States the barriers take the form of not having yet adopted the 2021 IBC codes related to mass timber, while barriers in States that have adopted these codes come from not expediting reviews of mass timber projects, funding training and workforce development programs, or streamlining permitting for mass timber fabrication facilities.

CDBG Formula Modernization.—The Committee notes that the CDBG formula has not been updated since 1978 and appreciates HUD's updated report, entitled "An Evaluation of the CDBG Formula's Targeting to Community Development Need," in order to analyze the current formula's effectiveness in meeting the goals of the CDBG program. This report offers considerations for updating the current formula to better target community development needs, and HUD is encouraged to work with the relevant congressional

committees on updating the formula and reauthorizing the program.

CDBG Rulemaking.—The Committee commends HUD for publishing a proposed rulemaking for the CDBG program regulations, working within the constraints of the existing statute. The Committee continues to direct HUD to work expeditiously towards a final rule that will enhance grantees' ability to use CDBG funds while streamlining reporting requirements, and take steps in the interim to use administrative authorities to reduce unnecessary burdens.

Recovery Housing Program [RHP].—The Committee looks forward to HUD's submission of the report directed under Senate Report 119–47 on the RHP. The Committee also notes that the program was recently reauthorized in the SUPPORT for Patients and Communities Reauthorization Act of 2025 (Public Law 119–44) and that HUD is working to publish a new notice and formula for the future implementation of this law.

EDIs.—The Committee recommends $1,452,288,000 for EDI grants. These funds support a variety of community development and affordable housing needs and benefit low- and moderate-income populations or meet an urgent need. The Committee directs HUD to provide funding for the projects listed in the table at the end of this explanatory statement in the corresponding amounts and for the corresponding recipient. The Committee directs HUD to provide quarterly briefings to the House and Senate Committees on Appropriations on the implementation of EDIs, the Department's oversight of projects, the number of staff and level of resources dedicated to the EDI program, and HUD's progress on addressing gaps in related hiring and IT investments. The Committee continues to direct HUD to prioritize timely outreach and responses to EDI grantees and includes a requirement for HUD to make initial contact with grantees within 45 days of enactment of this act. To support HUD in its efforts, the Committee recommendation includes increased funding for both staffing and related IT systems above the budget request to help address the significant workload associated with EDIs.

Disaster Recovery.—The Committee recognizes that the Community Development Block Grant-Disaster Recovery [CDBG–DR] program plays a vital role in long-term disaster recovery, especially in communities that face challenges including geographic isolation, limited transportation access, high construction costs, and short seasonal windows for building and repair. The Committee remains concerned that standard CDBG–DR processes, particularly delays in Federal Register notice publication, action plan approvals, and environmental reviews, are not aligned with the operational realities of these communities. In many cases, delays of even a few months can result in missed construction seasons, requiring communities to wait an additional year to begin rebuilding critical housing and infrastructure.

These challenges are especially acute in rural and Tribal communities, Stakeholders report that duplicative Federal requirements and sequential review processes further compound delays, limiting the effectiveness of recovery efforts. The Committee encourages HUD to take immediate and sustained action to improve the oper-

ation of the CDBG–DR program. This includes: expediting Federal Register guidance and action plan approvals to account for seasonal construction timelines; expanding the use of programmatic environmental reviews and recognizing existing Federal and State analyses to reduce redundancy; increasing flexibility in procurement and construction requirements to account for remote logistics and barge-dependent supply chains; improving coordination with FEMA, Federal Regional Commissions and Authorities, and Tribal partners to streamline recovery efforts and reduce administrative burden; and providing targeted technical assistance and staffing support to ensure that capacity constraints do not delay recovery. The Committee urges HUD to prioritize reforms that enable funds to be deployed in advance of construction seasons and to ensure that program requirements are responsive to the realities of rural, Tribal, and remote communities.

Protecting Community Institutional Pillars.—The Committee recognizes the importance of protecting community institutional pillars, including nature-based educational programs and regional outdoor programs serving students in secondary educational programs, through disaster mitigation and investment. Further, the Committee recognizes the unique benefits associated with basing these community pillars within nature or rural communities, including those located in, around, or with reasonable access to National Wildlife Refuges or National Parks, especially in the Southeastern Region of the United States. This region, specifically the Gulf and Atlantic coasts, is particularly rich with communities near National Wildlife Refuges and National Parks and exposed to the risks of natural disasters. The Committee encourages States and entitlement communities, when determining use of their CDBG formula funds, to support natural disaster mitigation efforts, particularly for programs and institutions located in, around, or with reasonable access to National Wildlife Refuges or National Parks that are pillars to many of these local communities.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Limitation on guaranteed loans
Appropriations, 2026	$300,000,000
Committee recommendation	300,000,000

PROGRAM DESCRIPTION

Section 108 of the Housing and Community Development Act of 1974 (Public Law 93–383), as amended, authorizes the Secretary to issue Federal loan guarantees of private market loans used by CDBG entitlement and non-entitlement communities, enabling grantees to borrow up to five times their most recent CDBG allocation to access low-cost, flexible financing for economic development, housing, public facility, and infrastructure projects.

COMMITTEE RECOMMENDATION

The Committee recommendation provides a loan level guarantee of $300,000,000, which is equal to the fiscal year 2026 enacted level. The Committee requires HUD to collect fees to offset credit

subsidy costs such that the program operates at a net zero credit subsidy cost.

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriations, 2026	$1,250,000,000
Committee recommendation	1,500,000,000

PROGRAM DESCRIPTION

Title II of the National Affordable Housing Act (Public Law 101–625), as amended, authorizes the HOME program. This program provides assistance to States and local governments for the purpose of expanding the supply and affordability of housing to low- and very low-income people. Eligible activities include tenant-based rental assistance, acquisition and rehabilitation of affordable rental and ownership housing, and housing construction. To participate in the HOME program, State and local governments must develop a comprehensive housing affordability strategy. There is a 25 percent matching requirement for participating jurisdictions, which can be reduced or eliminated if they are experiencing fiscal distress.

COMMITTEE RECOMMENDATION

The Committee recommends $1,500,000,000 for the HOME program, which is $250,000,000 more than the fiscal year 2026 enacted level.

Community Development Corporations.—The fiscal year 2016 appropriations bill permitted community land trusts [CLT] to hold and exercise purchase options, rights of first refusal or other preemptive rights to purchase the housing to preserve affordability, including but not limited to the right to purchase the housing in lieu of foreclosure. The Committee believes non-CLT, community development corporations also preserve affordable homeownership opportunities and similarly use preemptive purchase rights to do so. Therefore, the Committee has included a general provision to provide community development corporations the same opportunities that it has provided to CLTs since fiscal year 2016.

SELF–HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriations, 2026	$65,000,000
Committee recommendation	70,000,000

PROGRAM DESCRIPTION

The self-help and assisted homeownership opportunity program provides funding for a number programs, including the self-help homeownership opportunity program [SHOP], which assists low-income homebuyers who are willing to contribute "sweat equity" toward the construction of their houses. These funds increase the ability of nonprofit organizations to leverage funds from other sources. This account also includes funding for the capacity building for community development and affordable housing program, as well as assistance to rural communities, as authorized under sections 6301 through 6305 of Public Law 110–246. These programs assist in the development of the capacity of nonprofit organizations

to carry out community development and affordable housing projects.

COMMITTEE RECOMMENDATION

The Committee recommends $70,000,000 for the self-help and assisted homeownership opportunity program, which is $5,000,000 more than the fiscal year 2026 enacted level. The Committee recommendation includes $13,000,000 for SHOP, as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996 (Public Law 104–120); $50,000,000 for capacity building, as authorized by section 4(a) of the HUD Demonstration Act of 1993 (Public Law 104–120), of which not less than $5,000,000 is for rural capacity building activities; and $7,000,000 to support national organizations carrying out capacity building activities in rural communities. The Committee notes that funding for technical assistance is being provided in the research and technology account and directs that funds available for the section 4 program be used solely for capacity building activities.

Section 4 Capacity Building.—In administering the section 4 capacity building program, the Committee directs HUD to ensure that funding is made available on a competitive basis to each of the second, third, and fourth capacity building entities specified in section 4(a) of the HUD Demonstration Act of 1993 (42 U.S.C. 9816 note). The Committee is concerned with delays in issuing NOFOs, making grant awards, and completing grant agreements for previously appropriated section 4 capacity building funding. The Committee directs HUD to provide a briefing to the House and Senate Committees on Appropriations not later than 30 days after enactment of this act on the status of all previously appropriated funding, its plans to fully obligate all previously appropriated funding, and an estimated timeline for executing the fiscal year 2027 funding.

SHOP.—SHOP funds can be used to acquire land, purchase foreclosed or abandoned properties, and improve the infrastructure of homes for first time, low-income homeowners. The Committee recognizes these activities are some of the most difficult activities for nonprofits to finance and encourages HUD to increase the allowable average SHOP expenditure for the combined cost of land acquisition and infrastructure improvements as part of the annual NOFO for this program. The Committee directs HUD to use its existing authorities to include an allowable average per SHOP unit cost in the fiscal year 2027 NOFO that is greater than the historical cap of $15,000 per SHOP unit.

Further, the Committee is concerned that delays in issuing NOFOs, making grant awards, and completing grant agreements for previously appropriated SHOP funding have undercut the provision of affordable housing. The Committee directs HUD to provide a briefing to the House and Senate Committees on Appropriations not later than 30 days after enactment of this act on the status of all previously appropriated funding, its plans to fully obligate all previously appropriated funding, and an estimated timeline for executing the fiscal year 2027 funding.

Capacity Building to Address the Needs of Tribal Communities.—American Indian, Native Hawaiian, and Alaska Native commu-

nities and populations face rising housing cost burdens and barriers to homeownership, as well as disproportionate physical housing and capacity deficiencies. HUD is directed to ensure section 4 grantees collectively invest not less than $1,000,000 in targeted capacity building activities to benefit Native Hawaiian, American Indian, and Alaska Native communities and populations. This minimum investment is separate from the required investment for rural capacity building activities of not less than $5,000,000.

Rural Capacity Building Program.—Funding for the rural capacity building program for community development and affordable housing is intended for truly national organizations. For the purposes of the National rural capacity building NOFO, the Committee directs HUD to define an eligible national organization as "a nonprofit entity, which has ongoing experience in rural housing, including experience working with rural housing organizations, local governments, and Indian Tribes, as evidenced by past and continuing work in one or more States in eight or more of HUD's Federal regions."

HOMELESS ASSISTANCE GRANTS

Appropriations, 2026	$4,417,000,000
Committee recommendation	4,688,000,000

PROGRAM DESCRIPTION

Homeless assistance grants assist localities in addressing the housing and service needs of a wide variety of homeless populations while developing coordinated systems to help those who are homeless attain housing and move toward self-sufficiency. These grants provide funding for rental assistance, emergency shelter, transitional and permanent housing, prevention, rapid re-housing, and supportive services to homeless persons and families or those at risk of homelessness. The emergency solutions grants [ESG] program is a formula grant program, while the continuum of care [CoC] and rural housing stability programs are competitive grants.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $4,688,000,000 for homeless assistance grants in fiscal year 2027. This amount is $271,000,000 above the fiscal year 2026 enacted level. The Committee recommendation does not include the budget request proposal to consolidate funding for the programs funded under this heading and for housing opportunities for persons with AIDS into a modified emergency solutions grant block grant, and instead includes $4,256,000,000 to support the CoC program, including the renewal of existing projects. With amounts recaptured and made available under section 231 of the fiscal year 2020 appropriations act (Public Law 116–94), the recommendation provides sufficient funding to fully fund the estimated annual renewal demand for the CoC program. Consistent with the estimates provided to the House and Senate Committees on Appropriations, the Committee directs the Department to use not less than $212,000,000 in section 231 recaptures toward the fiscal year 2027 CoC funding competition and not less than $204,000,000 in section 231 recaptures toward the fiscal year 2026 CoC funding competition.

Emergency Solutions Grants.—The Committee recommendation includes $315,000,000 for the ESG program. Of this amount, $290,000,000 is to be allocated in accordance with 42 U.S.C. 11373. However, the Committee is concerned that this methodology fails to adequately help State and local governments respond to the challenges of unsheltered homelessness. These challenges can be especially acute when those government entities are either under resourced, stretched across a large geographic area such as a whole state, or both. To begin addressing these concerns, the Committee recommendation includes an additional $25,000,000 in ESG funding to be distributed on a proportional basis, to those State-level ESG grantees in States that only have two or fewer continuums of care. This additional funding will provide critical assistance to maintain emergency shelter networks and more thoroughly respond to the needs of unsheltered homeless individuals and families. The Committee encourages the Department to work with its authorizing committees in the House and Senate to review the appropriateness of the statutory ESG allocation methodology and explore alternatives if deemed warranted.

Improving Access to Healthcare and Services.—Several studies have demonstrated that interventions focused on social determinants of health can help support housing permanency while also reducing healthcare costs. Moreover, shelters and homeless assistance programs across the country are seeing sharp increases in the number of elderly individuals, many of whom have complex medical conditions that necessitate coordination between housing and healthcare services to help them become or remain stably housed. The Committee continues to support coordination between HUD and the HHS's Centers for Medicare and Medicaid Services, Substance Abuse and Mental Health Service Administration, Administration for Community Living and Assistant Secretary for Planning and Evaluation to provide direct technical assistance to communities to improve coordination and cross-leveraging of programs, such as Medicaid, to deliver more integrated and seamless services to people experiencing homelessness. The Committee recommendation includes no less than $20,000,000 for technical assistance, of which $5,000,000 is provided to support such direct, community-specific technical assistance.

To ensure that service providers can offer competitive wages to hire and retain qualified personnel, the Committee recommendation for the CoC program includes an estimate of $43,000,000 to support reasonable cost of living adjustments for supportive service line items, and directs the Secretary to provide such increases.

Homelessness Among Older Adults.—The Committee continues to note its concern regarding the growing population of seniors experiencing homelessness. With this national demographic shift, the homelessness response system needs to adapt to an aging clientele with increased service needs. The Committee looks forward to receiving the report directed under this heading in Senate Report 119–47. In addition to providing recommendations for additional flexibilities most needed by ESG and CoC grantees to better serve seniors experiencing homelessness, the Committee directs the Department, as part of that report, to describe the needs of seniors experiencing homelessness, including those with fixed incomes that

are inadequate for supporting minimum rents, will be accounted for as part of the increased emphasis on transitional housing and supportive service and what policies and flexibility HUD intends to implement to limit returns to homelessness among seniors.

Addressing the Needs of Survivors of Domestic Violence.—The Committee recommendation continues to provide no less than $52,000,000 in CoC grants for rapid re-housing projects and supportive service projects providing coordinated entry and other critical activities in order to assist survivors of domestic violence, dating violence, and stalking. As grants through the CoC program, such projects are eligible for renewal and subject to the same terms and conditions as other renewal applicants in the CoC program. The Committee reminds HUD to expeditiously submit the report required under this heading in Senate Report 119–47 on how funds provided under this heading have been used to support survivors of domestic violence, dating violence and stalking and ways to improve such assistance for this population. The Committee looks forward to continued policy discussions so as to inform future funding decisions and directions.

Youth Homelessness.—The Committee highlights the pivotal role that the youth homelessness demonstration [YHDP] program has played in preventing and reducing youth homelessness, including the 8 percent decrease among unaccompanied youth experienced between 2024 and 2025, according to the latest annual homelessness assessment report. The recommendation directs HUD to sustain investment in YHDP and includes not less than $290,000,000 within the CoC funding to renew or replace previously awarded YHDP grants and includes an additional $107,000,000 to continue implementation of comprehensive approaches to serving homeless youth, of which up to $10,000,000 shall be used to provide technical assistance to grantees, and of which $25,000,000 shall be for youth homelessness system improvement [YHSI] grants. YHSI grants are intended to improve youth homelessness systems on a local level and help implement successful, evidence-based intervention methods for this population. The Committee reminds the Department that, nationally, 50 percent of the homeless population has spent time in foster care and that youth aging out of foster care continue to be among the populations at greatest risk of becoming homeless. The resources provided for Melania Trump foster youth to independence vouchers, YHDP and YHSI enable communities to design responses that best account for local capacity and cross-system integration. The Committee directs HUD to ensure that sufficient technical assistance resources and equal consideration for YHSI grants are provided to rural areas. The Committee further encourages HUD to coordinate with HHS on project and system outcome measures for youth aged 25 and under, including families headed by youth aged 25 or under, which should include: (1) permanent connections; (2) education or employment; and (3) stable housing. The Committee prohibits the use of YHSI funds for direct services or housing.

Transitional Housing.—The Committee notes that successfully meeting the needs of differing homeless subpopulations, improving self-sufficiency, and reducing returns to homelessness requires varying approaches. The Committee reminds HUD and service pro-

viders that well-designed transitional housing can be an effective and successful housing strategy for homeless youth and individuals in substance abuse treatment.

Homeless Management Information Systems [HMIS].—The Committee previously directed HUD to work with CoCs, people who have experienced homelessness, vendors, and other stakeholders to enable a standard report of all currently active individuals and key program information that is available to CoCs to inform real-time decisions, and to specify application programming interface requirements and other specifications so CoCs can better share information and ensure privacy and security for more effective real-time program management. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the result of this engagement, recommendations for future data standards and HUD system updates, and how HUD intends to work with HMIS software vendors and CoCs to address structural and financial barriers impeding CoCs' ability to utilize their data to rehouse those experiencing homelessness in their communities.

Point-in-Time Count.—The Committee recognizes the importance of accurate and comprehensive data for informing Federal homelessness policy and tracking progress over time. The Annual Homelessness Assessment Report [AHAR] is an important source of such information, and while the report itself may change from year to year, a critical aspect of the importance of the AHAR comes from the repository of consistent underlying data accumulated over time. While the Department undertakes an assessment of the Federal response to homelessness, and transitional housing takes on a greater emphasis, it is important that data collection remains consistent with prior years. As such, the Committee requires the Department to maintain existing AHAR, point-in-time count methodology and homeless management information system data standards. The Committee also reminds the Department of the overdue report in the joint explanatory statement accompanying the fiscal year 2023 appropriations act and Senate Report 119–47 to explore potential changes to the point-in-time count and examine the feasibility of either moving the point-in-time count later in the year or conducting multiple counts throughout the year. Finally, the Committee directs the Secretary to brief the Committee on its implementation of the recommendations in GAO–26–107502 within 30 days of the enactment of this act. The Committee continues to direct HUD to include data on the population of homeless individuals and households who are elderly and near elderly in its annual point-in-time estimates.

Annual Homeless Assessment Report [AHAR].—The Committee continues to direct HUD to incorporate additional Federal data on homelessness, particularly as it relates to youth, elderly, and near elderly homelessness, into the AHAR to improve national understanding of homeless subpopulation and the implications for Federal policy.

Disaster Preparedness and Coordination for Homeless Populations.—When disasters strike, the lowest-income survivors, including people experiencing homelessness, are often the hardest hit and are left with the longest, steepest paths to recovery. HUD's

rapid unsheltered survivor housing [RUSH] aims to "help communities provide outreach, emergency shelter, rapid re-housing, and other assistance to people experiencing or at risk of homelessness who are in a disaster-affected area but who cannot access all services provided by Federal Emergency Management Agency [FEMA] programs." However, initial implementation of funds has been slow and requires improvement. Due to staffing shortages, the Committee has agreed to the Department's request to delay the briefing required under this heading in Senate Report 119–47, but directs HUD, in coordination with FEMA, to expeditiously provide the briefing to the House and Senate Committees on Appropriations on specific actions to improve coordination and the deployment of assistance to disaster-impacted homeless populations.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriations, 2026	$18,543,000,000
Committee recommendation	19,718,000,000

PROGRAM DESCRIPTION

Section 8 project-based rental assistance provides a rental subsidy to a private landlord that is tied to a specific housing unit, as opposed to a voucher, which allows a recipient to seek a unit, subject primarily to certain rent caps. Amounts in this account include funding for the renewal of and amendments to expiring section 8 project-based contracts, including section 8 moderate rehabilitation, and single room occupancy housing. This account also provides funds for contract administrators.

The section 8 project-based rental assistance [PBRA] program supports approximately 17,700 contracts with private owners of multifamily housing. Through this program, HUD and private sector partners support the preservation of safe, stable, and sanitary housing for approximately 1.3 million low-income households. Without PBRA, many affordable housing projects would convert to market rates with large rent increases that current tenants would be unable to afford.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $19,718,000,000 for annual PBRA contract renewals and related activities, of which up to $539,000,000 is for the cost of contract administrators. The recommended level of funding is $1,175,000,000 above the amount provided in fiscal year 2026.

Performance-Based Contract Administrators [PBCAs].—PBCAs are PHAs, or their instrumentalities, and State housing finance agencies [HFAs], and are responsible for conducting on-site management reviews of assisted properties; adjusting contract rents; and reviewing, processing, and paying monthly vouchers submitted by owners, among other tasks. The Committee notes that these functions are integral to the effective and efficient oversight and monitoring of this program in order to reduce improper payments, protect tenants, and ensure properties are well maintained. The Committee encourages HUD to work with relevant stakeholders

and congressional committees on a permanent statutory framework for PBCAs. Any new arrangements should result in improved and cost-effective oversight and monitoring of the PBRA program, quality services offered to property owners and tenants in each State, and the maintenance of safe, stable, and affordable housing for the approximately 1.3 million households living in PBRA properties across the country.

Managing Troubled Properties.—The Committee places a priority on providing access to safe, sanitary, and affordable housing to those most in need and holding HUD and owners accountable for failing to upload those standards. The Committee remains concerned for tenants enduring deplorable living conditions as a result of delayed or inaccurate REAC inspections of troubled properties and HUD's inability to track property owners under litigation for failure to maintain decent, safe, and sanitary housing. The Committee continues to include a general provision that (1) requires the Secretary to take specific actions if an owner fails to maintain its property, including imposing civil monetary penalties, securing a different owner for the property, or transferring the section 8 contract to another property and (2) requires HUD to report on properties with physical inspection scores of less than 70 or that have received an unsatisfactory management and occupancy review within the past 36 months to the House and Senate Committees on Appropriations. For properties identified in this report, HUD shall include the PBCA associated with its oversight. In addition, the Committee continues to direct HUD to include in this report data on project-based rental assistance program properties and units, including the State in which the property is located, that have exited the programs as a result of contract abatement from poor physical conditions or for other reasons and to identify if the properties and units are preserved through a transfer to other properties or are lost.

Improving Properties with Health, Safety, or Operational Deficiencies.—The Committee strongly supports preserving the PBRA affordable housing stock. The Committee notes that HUD began the process in February 2024 for making the first round of budget-based rent adjustments to PBRA contracts that have been renewed through the mark-to-market [M2M] program following the statutory authority provided in fiscal year 2023. The Committee encourages HUD to continue to exercise this authority and directs HUD to continue to assess the needs amongst post M2M properties and other PBRA properties with health and safety deficiencies.

Survivors of Domestic Violence or Sexual Assault.—GAO issued report GAO–24–106481 in July 2024 identifying opportunities for HUD to improve its oversight of housing providers' emergency transfers for relocating victims of domestic violence or sexual assault. Of the seven recommendations, three apply directly to PBRA properties and involve HUD taking action to provide written instructions to PBRA property owners on implementing emergency transfers, revising the management and occupancy review form, and collecting data. Unfortunately, these recommendations remain open. HUD is directed to provide a written status update to the House and Senate Committees on Appropriations within 60 days of enactment of this act on its efforts to close these recommendations

to ensure compliance with the Violence Against Women Act requirements, and to protect survivors in HUD-assisted rental housing.

Section 8 Moderate Rehabilitation [Mod Rehab] And Mckinney Vento Single Room Occupancy [SRO] Sunset.—The Committee directs HUD to continue outreach to the owners of Mod Rehab and SRO properties on available conversion options and gather additional data on the potential conversion costs and benefits to these owners, and such data should be included with any proposal from HUD to sunset the programs.

HOUSING FOR THE ELDERLY

Appropriations, 2026	$1,031,000,000
Committee recommendation	1,049,000,000

PROGRAM DESCRIPTION

This account provides funding for housing for the elderly pursuant to section 202 of the Housing Act of 1959 (Public Law 86–372). Under this program, the Department provides capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for seniors, as well as project-based rental assistance contracts [PRACs] to support the operational costs of such units. Tenants living in section 202 supportive housing units can access a variety of community-based services in order to continue living independently in their communities and effectively age in place.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $1,049,000,000 for the section 202 program. This amount is $18,000,000 more than the fiscal year 2026 enacted level. The Committee's recommendation includes: $910,000,000 for the costs associated with fully funding all annual PRAC renewals and amendments; $130,000,000 to fund the renewal of existing for service coordinators and congregate service grants; $4,000,000 to support preservation transactions of housing for the elderly originally developed by a capital advance and assisted by a project rental assistance contract; and $5,000,000 for contract services.

Service Coordinators.—The Committee recognizes that service coordinators in the section 202 program serve an essential component of housing-based care for seniors. To expedite the process of renewing existing service coordinator grants, the bill continues the authority for HUD to renew these grants every 2 years, rather than annually. HUD is directed to provide a written update to the House and Senate Committees on Appropriations on how it is implementing this authority, including how it is coordinating with stakeholders, within 60 days of enactment of this act.

In addition, the Committee looks forward to the submission of the review required under this heading in Senate Report 119–47 on section 202 service coordinators. In addition to the report requirements set forth in Senate Report 119–47, HUD shall also include a review of States that have established and evaluated housing-based care management models that provide support and services at home and if future program expansion funding should be prioritized to those States.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriations, 2026	$287,000,000
Committee recommendation	301,000,000

PROGRAM DESCRIPTION

This account provides funding for housing for persons with disabilities pursuant to section 811 of the Cranston-Gonzalez National Affordable Housing Act of 1990 (Public Law 101–625). Traditionally, the section 811 program provided capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for persons with disabilities, as well as PRACs to support the operational costs of such units. Since fiscal year 2012, HUD has transitioned to providing project rental assistance to State housing finance agencies or other appropriate entities, which act in partnership with State health and human services agencies to provide supportive services, as authorized by the Frank Melville Supportive Housing Investment Act of 2010 (Public Law 111–374).

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $301,000,000 for the section 811 program. This amount is $14,000,000 more than the fiscal year 2026 enacted level. This level of funding, in addition to residual receipts, recaptures, and other unobligated balances, will support all project-based renewals and amendments.

HOUSING COUNSELING ASSISTANCE

Appropriations, 2026	$57,500,000
Committee recommendation	57,500,000

PROGRAM DESCRIPTION

The housing counseling assistance program provides comprehensive housing counseling services to eligible homeowners and tenants through grants to non-profit intermediaries, State government entities, and other local and national agencies. Eligible counseling activities include: pre- and post-purchase education, personal financial management, reverse mortgage product education, foreclosure prevention and mitigation, and rental counseling.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $57,500,000 for housing counseling assistance, which is equal to the fiscal year 2026 enacted level. Of the amount provided, up to $4,500,000 is available for administrative contract services. The Committee directs HUD to use not less than $3,000,000 of the funds provided for the housing counseling grant program specifically for housing counseling agencies to partner with historically black colleges and universities, Tribal colleges and universities, and other minority serving institutions. In addition, up to $5,000,000 may be used for a homeownership initiative that is targeted to historically underserved communities. Outreach efforts may include culturally sensitive and linguistically appropriate service delivery, materials, and educational initiatives.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriations, 2026	$14,000,000
Committee recommendation	14,000,000

PROGRAM DESCRIPTION

The National Manufactured Housing Construction and Safety Standards Act of 1974 (Public Law 93–383), as amended by the Manufactured Housing Improvement Act of 2000 (Public Law 106–569), authorizes the Secretary to establish Federal standards for the construction, design, safety, and performance of manufactured homes. All manufactured homes are required to meet these Federal standards, and fees are charged to producers to cover the costs of administering the act.

COMMITTEE RECOMMENDATION

The Committee recommends $14,000,000 to support the manufactured housing standards programs, of which $14,000,000 is expected to be derived from fees collected and deposited into the manufactured housing fees trust fund account. No direct appropriation is provided. The total amount recommended is equal to the fiscal year 2026 enacted level.

Training to Accelerate Adoption of Manufactured Housing.—The Committee authorizes the Secretary to use up to $7,000,000 of unobligated balances to support education and training activities aimed to facilitate greater and faster adoption of manufactured and modular housing. The Office of Manufactured Housing Programs shall coordinate with the Office of Policy Development and Research to implement all such funds. Within such amounts, the Committee directs the Secretary to prioritize deploying no less than $3,000,000 to support development of educational materials, and provide training and support: (1) to local permitting offices and building safety professionals to expedite the installation of manufactured and modular homes, and (2) on best practices on reducing regulatory barriers and streamlining permitting and approval processes that facilitate model off-site construction home installation standards. The Committee directs the Department, to the greatest extent possible, to partner with one or more organizations or coalitions specialized in construction standards, such as the International Code Council, and to make educational or training materials publicly available on the HUD website.

Implementation Strategy for Permanent Chassis Change.—Removing the requirement for manufactured homes to be built on a permanent chassis, as included in the 21st Century ROAD to Housing Act (Public Law 119–101), has the potential to decrease the cost of already affordable manufactured homes by up to 9 percent and put homeownership within reach for more Americans. In response to this change, the Committee directs the Department to develop a strategy for implementing changes to the HUD code. The strategy should include an overview of regulatory changes required, how such changes should be prioritized and sequenced, an analysis of HUD's capacity to implement those rules, an assessment of which salaries and administrative expenses are best supported through annual direct appropriations rather than trust fund collec-

tions, and recommendations for ongoing investments in training and education to expedite implementation and local adoption of those codes. The Committee directs the Department to provide this strategy to the House and Senate Committees on Appropriations within 270 days of enactment of this act and to consult with the Manufactured Housing Consensus Committee and other stakeholders in its development.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2026	$1,000,000	$400,000,000,000	$160,000,000
Committee recommendation	1,000,000	400,000,000,000	230,000,000

PROGRAM DESCRIPTION

The Federal Housing Administration [FHA] provides mortgage insurance for the purchase, refinance, and rehabilitation of single-family homes. FHA mortgage insurance is designed to encourage lenders to make credit available to borrowers whom the conventional market perceives as bearing more risk, including first-time homebuyers, minorities, lower-income families, and residents of underserved areas.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of $1,000,000 for direct loans and $400,000,000,000 for guaranteed loans, the same as fiscal year 2026 enacted levels. The Committee provides $230,000,000 to fully fund administrative contract expenses, which is $70,000,000 more than the fiscal year 2026 enacted level. The Committee urges the Department to expeditiously complete the directives in Senate Report 119–47 to examine barriers to innovation in shared equity and to brief the Committees on the impact of energy audits on home appraisals.

Real Estate Owned Inventory.—The Committee believes that to the maximum extent possible, single-family housing should be available to owner-occupants over institutional landlords. HUD shall provide priority purchase opportunities on HUD-owned single-family homes to owner-occupants, HUD-approved nonprofits, and governmental entities. HUD shall not permit any person, other than HUD-approved nonprofits and governmental entities, that owns more than 350 single-family homes to submit bids for purchasing single-family homes from HUD.

Shared Equity Homeownership.—The Committee directs FHA to work with relevant stakeholders to update regulations, handbooks and guidance related to resale restrictions, restrictions on conveyance, in order to facilitate greater use of FHA programs for nonprofit shared equity homeownership models, and brief the House and Senate Committees on Appropriations on such updates are made within 180 days of enactment of this act.

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2026	$1,000,000	$35,000,000,000
Committee recommendation	1,000,000	35,000,000,000

PROGRAM DESCRIPTION

The FHA's general insurance and special risk insurance [GI and SRI] program account includes 17 different programs administered by FHA. The GI fund includes a wide variety of insurance programs for special-purpose single and multifamily loans, including loans for property improvements, manufactured housing, multifamily rental housing, condominiums, housing for the elderly, hospitals, group practice facilities, and nursing homes. The SRI fund includes insurance programs for mortgages in older, declining urban areas that would not be otherwise eligible for insurance, mortgages with interest reduction payments, and mortgages for experimental housing and for high-risk mortgagors who would not normally be eligible for mortgage insurance without housing counseling.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on guaranteed loans of $35,000,000,000 and a limitation on direct loans of $1,000,000. The Committee urges the Department to expeditiously complete the directives in Senate Report 119–47 to examine barriers to innovation in nontraditional construction techniques.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2026	$550,000,000,000	$56,000,000
Committee recommendation	600,000,000,000	56,000,000

PROGRAM DESCRIPTION

The Ginnie Mae, through the mortgage-backed securities program, guarantees privately issued securities backed by pools of Government-guaranteed mortgages. Ginnie Mae is a wholly owned corporate instrumentality of the United States within the Department. Its powers are prescribed generally by title III of the National Housing Act (Public Law 73–479), as amended. Ginnie Mae is authorized by section 306(g) of the National Housing Act to guarantee the timely payment of principal and interest on securities that are based on and backed by a trust, or pool, composed of mortgages that are guaranteed and insured by FHA, the Rural Housing Service, or the VA. Ginnie Mae's guarantee of mortgage-backed securities is backed by the full faith and credit of the United States. This account also funds all salaries and benefits funding to support Ginnie Mae.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on new commitments on mortgage-backed securities of $600,000,000,000. This level is $50,000,000,000 more than the fiscal year 2026 enacted level. The bill allows Ginnie Mae to use $56,000,000 for salaries and expenses, which is equal to the fiscal year 2026 enacted level. The Committee directs Ginnie Mae to submit quarterly data to the House and Senate Committees on Appropriations on staffing levels, staffing expenses, and other non-personnel expenses.

Enhancing Liquidity of Nonbank Mortgage Companies.—The Committee continues to monitor nonbank issuer risk in the Ginnie Mae portfolio, which was addressed in Ginnie Mae's July 2026 report to the Committee on this subject. The Committee encourages Ginnie Mae to continue its efforts to explore proposals to develop collateralized stand-alone financing for servicing advances. The Committee directs Ginnie Mae to further develop its thinking regarding potential "defined conditions and strict safeguards, such as repayment", as referenced in the July Report, that could be used with temporary bridge financing, in order to stabilize the Ginnie Mae program, protect taxpayers, and facilitate mortgage loans for homebuyers in times of stress. The Committee further directs Ginnie Mae to engage stakeholders and relevant House and Senate Committees as part of this exercise.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriations, 2026	$122,500,000
Committee recommendation	134,000,000

PROGRAM DESCRIPTION

Title V of the Housing and Urban Development Act of 1970 (Public Law 91–609), as amended, directs the Secretary of the Department of Housing and Urban Development to undertake programs of research, evaluation, and reports relating to the Department's mission and programs. The research programs seek ways to improve the efficiency, effectiveness, and equity of HUD programs and to identify methods to achieve cost reductions. Additionally, this appropriation is used to support technical assistance, housing survey and data collection activities, and eviction prevention activities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $134,000,000 for the research and technology account in fiscal year 2027. This level is $11,500,000 more than the fiscal year 2026 enacted level. The following table summarizes the Committee's recommendations for fiscal year 2027:

Activity	Committee recommendation
Core Research and Technology	not less than $75,500,000
Research, Evaluation, and Demonstrations	up to 18,500,000
Technical Assistance	40,000,000

Activity	Committee recommendation
Distressed Cities and Persistent Poverty	(5,000,000)
Total	134,000,000

Core Research and Technology.—The Committee recommendation includes not less than $75,500,000 for core research and technology. Of these amounts, up to $1,000,000 is provided to address contract support needs related to BABA implementation. The Committee supports the use of these funds for cooperative agreements and research partnerships.

Research, Evaluation, and Demonstration.—The Committee recommendation includes up to $18,500,000 for research, evaluation, and demonstrations. Of this amount, up to $1,000,000 is to continue research on moving-to-work [MTW] expansion cohort 1 and other MTW research as the Secretary determines useful, and $15,000,000 is for a mass timber demonstration.

Mass Timber Demonstration.—The supply of housing across the country is failing to keep up with the demand. The rental stock that is available is often at rent levels that are unaffordable to low-income families. For cities facing housing shortages, mass timber offers a promising path forward. Mass timber has been successfully used in a range of housing projects, from market rate to properties affordable for residents with incomes as low as 25 percent of area median income. Additionally, existing research indicates that mass timber can shorten construction time by 15 to 25 percent compared to traditional construction methods resulting in lower overall project cost and housing more quickly available for occupancy. However, mass timber is, in the United States, an emerging building practice with minimal market share. As a result, the perception of mass timber construction is that it is more costly than comparable construction materials, which is a barrier to its more widespread adoption.

To address these misperceptions, the Committee includes $15,000,000 for HUD to demonstrate the quality and cost effectiveness of mass timber as an option for increasing housing production with a preference given to areas that have abundant timber resources but comparatively low rates of mass timber adoption. The Committee directs the Department to use these funds to develop, implement, and study a demonstration that is designed to increase builder use of mass timber products in housing projects. This may include incentives provided by the Department, not to exceed $20,000 per unit utilizing mass timber. While mass timber housing construction is appropriate in communities across the country, the Committee reminds HUD, when carrying out this demonstration, to not prioritize geographic diversity at the expense of highlighting where economies of scale and degree of local market interest would be sufficient to support unassisted development. In an effort to minimize unreasonable project development costs, the Committee also directs HUD to prioritize the use of these funds in housing markets with regional proximity to mass timber products and materials

Within the amount provided for this demonstration, the Committee directs the Department to use up to $1,000,000 to produce educational materials for builders, developers, architects and structural engineers, and other professional groups and determined appropriate by HUD to improve awareness of mass timber as a building material and how to effectively incorporate it into housing projects.

Technical Assistance.—The Committee recommendation includes $40,000,000 for technical assistance, of which $5,000,000 is for the distressed cities and persistent poverty technical assistance program. Within the amounts for technical assistance in this or prior acts, the Committee directs HUD to develop training materials tailored to address the unique needs of new and prospective EDI grantees, particularly those who have never worked with HUD before, and to proactively address their challenges and ensure adequate understanding of what to expect when applying for and executing an EDI grant.

HUD Website Consolidation.—The Committee acknowledges efforts underway to consolidate the HUD.gov, HUDuser.gov, and HUDExchange.info websites, and has a great appreciation for the current HUD User and HUD Exchange websites and the support they provide for HUD grantee and partner day-to-day program operations. To ensure the website consolidation is a step forward rather than a step backward, the committee directs the Department to have the Office of Policy Development and Research continue to manage and fund within the Research and Technology account the current and future content and website IT applications related to research, open data, and technical assistance of a consolidated website. Within 60 days of enactment of this act, the Department shall brief the House and Senate Committees on Appropriations on the planned website changes and ongoing responsibilities to ensure content is managed by staff with programmatic expertise on what information is critical for executing on HUD's mission. Additionally, HUD is encouraged to conduct public briefing and feedback sessions annually with key industry stakeholders to explain annual plans for significant website improvements so as to ensure those improvements do not have detrimental impacts on program operations.

Housing Data Infrastructure.—The Committee directs the Department to provide biannual updates to the House and Senate Committees on Appropriations on its progress toward completing the report directed under this heading in Senate Report 119–47. The first such update shall be provided within 30 days of enactment of this act.

Investor-Owned Housing.—The Committee remains interested in the feasibility of HUD collecting data related to investor-owned residential rental housing units, and directs the Department to brief the House and Senate Committees on Appropriations on the assessment required in Senate Report 118–70 within 30 days of enactment of this act. As part of the briefing, the Committee directs HUD to discuss any previous or current efforts to study the feasibility and cost of establishing a national residential rental registry to provide a comprehensive, regularly updated dataset on the conditions or ownership of rental properties.

Fair Market Rents [FMRs].—The Committee remains concerned with the continued lack of alignment between FMRs and monthly cost trends on HUD-assisted units. This disconnect has resulted in budget gaps and voucher attrition and can result in significant housing search challenges for vulnerable populations, including disabled and homeless individuals, in rental markets with low vacancy rates or a lack of landlords participating in rental assistance programs. The Committee encourages the Department to continue its progress towards reforming the process of setting FMRs and to the extent permissible under current regulations, directs the Department to set FMRs at no lower than the previous year's level for an FMR area. Upon completion of current studies underway to improve FMR estimates as directed in Senate, HUD shall brief the House and Senate Committees on Appropriations on the findings, including any lessons related to alternative data sources and methods to decrease PHA cost burden.

Conversion of Office Buildings to Housing.—The Committee commends previous efforts to support the conversion of high-vacancy commercial buildings into residential use, including by producing a guidebook of available Federal resources, and looks forward to receiving the report directed in Senate Report 119–47 on Federal barriers to conversion. In order to better support communities in their adaptive reuse efforts, the Committee continues to encourage HUD to help local jurisdictions with high housing costs to develop a building inventory, in coordination with local planning departments, to determine which commercial properties are most suitable for residential conversion.

Master Leasing Models.—The Committee reminds the Department of the report required under this heading in Senate Report 119–47; and directs the Department to submit the report within 90 days of enactment of this act.

Direct Rental Assistance.—The Committee directs the Department to continue its efforts to support rigorous research efforts related to direct rental assistance models with the amounts provided for research partnerships in this act, other unobligated amounts provided under this heading, and through the timely implementation of waiver flexibilities provided in section 247 of this act.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriations, 2026	$86,355,000
Committee recommendation	86,355,000

PROGRAM DESCRIPTION

The fair housing activities appropriation includes funding for both the fair housing assistance program [FHAP] and the fair housing initiatives program [FHIP], among others.

FHAP assists State and local fair housing agencies with implementing title VIII of the Civil Rights Act of 1968 (Public Law 90–284), as amended, which prohibits discrimination in the sale, rental, and financing of housing and in the provision of brokerage services. The major objective of the program is to ensure prompt and effective processing of title VIII complaints, with appropriate rem-

edies for complaints being provided by State and local fair housing agencies.

FHIP is authorized by section 561 of the Housing and Community Development Act of 1987 (Public Law 100–242), as amended, and by section 905 of the Housing and Community Development Act of 1992 (Public Law 102–550). This program provides support to public and private organizations for the purpose of eliminating or preventing discrimination in housing, and enhances fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends $86,355,000 for the Office of Fair Housing and Equal Opportunity, which is equal to the fiscal year 2026 enacted level. Of the amounts provided: (1) $26,355,000 is for FHAP; (2) $56,000,000 is for FHIP, including not less than $10,400,000 for education and outreach programs, not less than $3,700,000 for fair housing organization initiatives, and not less than $40,500,000 for the private enforcement initiative; (3) $1,000,000 is for the creation, promotion, and dissemination of translated materials that support the assistance of persons with limited English proficiency; and (4) $3,000,000 is for the National fair housing training academy.

FHIP Funding Delays.—The Committee acknowledges the critical work that FHIP grantees do to protect the most vulnerable from housing discrimination and applauds public and non-profit organizations nationwide for the work they do to carry out FHIP activities. The Committee is concerned with the Department's delay in issuing NOFOs, making grant awards, completing grant agreements, and issuing reimbursements for previously appropriated FHIP funding. These delays have resulted in fair housing agencies curtailing services to individuals harmed by housing discrimination, cutting back programs, delaying investigations, laying off staff, and in some instances closing entirely. The Committee directs HUD to provide a briefing to the House and Senate Committees on Appropriations not later than 30 days after enactment of this act on the status of all previously appropriated funding, its plans to fully obligate all previously appropriated funding, and an estimated timeline for executing the fiscal year 2027 funding.

Test Coordinator Training.—The Committee recognizes that testing remains one of the most effective investigative tools and is fundamental to fair housing law enforcement. Those who coordinate testing investigations need specialized training from skilled and experienced professionals in this field. HUD shall continue to implement a comprehensive test coordinator training program to provide ongoing training, technical assistance, and resources to test coordinators working in fair housing organizations throughout the country. HUD shall not merge existing test coordinator training with other fair housing activities, including the National fair housing training academy.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2026	$295,600,000
Committee recommendation	295,600,000

PROGRAM DESCRIPTION

Title X of the Housing and Community Development Act of 1992 (Public Law 102–550) established the Residential Lead-Based Paint Hazard Reduction Act, under which HUD is authorized to make grants to States, localities, and Tribes in order to conduct lead-based paint hazard remediation and abatement activities in private, low-income housing. Lead is a significant environmental health hazard, particularly for young children and pregnant women, and exposure can result in neurological damage, learning disabilities, and impaired growth. The healthy homes initiative, which was authorized under sections 501 and 502 of the Housing and Urban Development Act of 1970 (Public Law 91–609), provides grants to remediate hazards in housing that have been scientifically shown to negatively impact occupant health and safety.

COMMITTEE RECOMMENDATION

The Committee recommends $295,600,000 for the lead hazard reduction account, which is equal to the fiscal year 2026 enacted level.

Unobligated Balances.—The Committee acknowledges the significant progress HUD has made in recent years to reduce unobligated balances for lead hazard reduction grants. The Committee continues to direct the Department to provide the House and Senate Committees on Appropriations with updated reports on all unobligated balances for each program following each funding competition award announcement.

Lead Hazard Reduction Grants.—The Committee recommendation provides $155,600,000 for lead hazard reduction grants. Within this amount, $105,000,000 is set aside for jurisdictions with the highest lead-based paint abatement needs, which is equal to the fiscal year 2026 enacted level. The Committee directs the Department to keep the House and Senate Committees on Appropriations informed of its progress in implementing and evaluating the new financing mechanism pilot authorized in fiscal year 2026 and provide any recommendations for refinement or expansion.

Lead Interagency Coordination.—The Committee reminds HUD of an outstanding requirement from Senate Report 118–70 to brief the House and Senate Committees on Appropriations on its data sharing needs with the Environmental Protection Agency related to lead service line inventories.

Aging-in-Place.—The Committee recommendation includes $30,000,000 within the healthy homes initiative for aging-in-place home modification grants in order to enable low-income seniors (persons who are 62 years of age or older) to remain in their homes through low-cost, high-impact home modifications. The intended beneficiaries of these grants are low-income seniors living in homes

that are not receiving project-based rental assistance, and HUD shall ensure the use of funds appropriated will reflect that intent.

The Committee recommendation includes language to streamline the environmental review process for these low-cost interventions and directs HUD to take several other common-sense actions to improve the impact of these grants. HUD is directed to continue to adjust the cap on the cost of home modifications per housing unit to account for annual changes in the cost of labor, materials and supplies. In designing the NOFO for this program, the Committee continues to encourage the use of successful models of low-barrier, participant-led, holistic approaches to aging-in-place. However, the Committee is concerned that the Department's required use of occupational therapists in the program services model is not practical nor necessary for all communities, and excludes other successful models that have helped form the Committee's appreciation for the value of these investments, including the State of Maine's community aging-in-place grant program. Thus, the Committee directs the Department to accept without additional justification alternative program services models that do not require occupational therapists for grants awarded with fiscal year 2027 funds or balances remaining from prior years. Applicants that propose an alternative model that do not require occupational therapists shall not be disadvantaged during the application and selection process on that basis. The Committee continues to direct HUD to track the outcomes of seniors whose homes have been modified in order to better understand the effectiveness of this funding in reducing at-home falls, hospitalizations, and emergency response calls, as well as improving independence and tenure in home over time. The Committee also encourages HUD to support research and technical studies on housing technologies that enable aging-in-place strategies within the amounts available for healthy homes technical studies.

OFFICE OF INSPECTOR GENERAL

Appropriations, 2026	$144,500,000
Committee recommendation	144,500,000

PROGRAM DESCRIPTION

The Office of Inspector General conducts independent investigations, audits, and evaluations not only to prevent and detect fraud, waste, and abuse, but also to promote efficiency and effectiveness in the programs and operations of the Department of Housing and Urban Development. This appropriation will finance all salaries and related expenses associated with the operation of the Office of Inspector General.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $144,500,000 for the Office of Inspector General, which is equal to the fiscal year 2026 enacted level.

Audit Reports.—The Committee expects the Office of Inspector General to continue providing copies of all audit reports to the Committee immediately after they are issued and to make the

Committee aware immediately of any review which recommends significant budgetary savings.

Contracting Audits of Annual Financial Statements.—The Committee directs the Office of the Inspector General to continue to procure and rely upon the services of an independent external auditor, or auditors, to audit the financial statements of the Department, including the financial statements of the FHA and Ginnie Mae.

REAC Inspections.—The Committee remains interested in the Office of Inspector General's review of all HUD-assisted properties with REAC scores of 60–70 over the preceding year, including how many had exigent health and safety deficiencies, how those properties compare to those with failing scores, the adequacy of HUD oversight and management of those inspections and properties, and the impact of HUD staffing and contract changes on their oversight. The Committee looks forward to receiving the report required under this heading in Senate Report 119–47.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

Section 201 splits overpayments evenly between the Treasury and State HFAs.

Section 202 prohibits funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 requires any grant or cooperative agreement to be made on a competitive basis, unless otherwise provided, in accordance with section 102 of the Department of Housing and Urban Development Reform Act of 1989.

Section 204 relates to the availability of funds for services and facilities for government-sponsored enterprises and others subject to the Government Corporation Control Act and the Housing Act.

Section 205 prohibits the use of funds in excess of the budget estimates, unless provided otherwise.

Section 206 relates to the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 207 exempts Ginnie Mae from certain requirements of the Federal Credit Reform Act of 1990.

Section 208 authorizes HUD to transfer debt and use agreements from an obsolete project to a viable project, provided that no additional costs are incurred and other conditions are met.

Section 209 sets forth certain requirements for section 8 eligibility and includes consideration for persons with disabilities.

Section 210 distributes Native American housing block grants to the same Alaska Native recipients as in fiscal year 2005.

Section 211 instructs HUD on managing and disposing of any multifamily property that is owned or held by HUD.

Section 212 allows PHAs that own and operate 400 or fewer units of public housing to be exempt from asset management requirements.

Section 213 restricts the Secretary from imposing any requirements or guidelines relating to asset management that restrict or limit the use of capital funds for central office costs, up to the limits established in law.

Section 214 requires that no employee of the Department be designated as an allotment holder unless the Chief Financial Officer determines that such employee has received certain training.

Section 215 requires the Secretary to notify the public of notices of funding opportunity and awards for competitively awarded funds, and establishes how such notification may occur.

Section 216 requires attorney fees for programmatic litigation to be paid from the individual program office and Office of General Counsel salaries and expenses appropriations.

Section 217 allows the Secretary to transfer up to 10 percent of funds or $5,000,000, whichever is less, appropriated under the headings "Administrative Support Offices" or "Program Offices" to any other office funded under such headings.

Section 218 requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 219 places a salary and bonus limit on public housing agency officials and employees.

Section 220 requires the Secretary to notify the House and Senate Committees on Appropriations at least 3 full business days before grant awards are announced, modified, or terminated, and requires such notification to include state and congressional district information.

Section 221 prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 222 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with respect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 223 allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be re-obligated for additional research.

Section 224 prohibits funds for financial awards for employees subject to administrative discipline.

Section 225 allows program income as an eligible match for continuum of care funds.

Section 226 permits HUD to provide 1-year transition grants under the continuum of care program.

Section 227 addresses the establishment of reserves for public housing agencies designated as MTW agencies.

Section 228 prohibits funds from being used to make certain eligibility limitations as part of a notice of funding opportunity for competitive grant awards under the public housing fund.

Section 229 addresses the manner in which HUD may make adjustments for formula allocation corrections.

Section 230 allows for limited transfers of salaries and expenses funding to the information technology fund.

Section 231 requires the Secretary to comply with specified process requirements when revising any annual contributions contract.

Section 232 governs the process for the selection of performance-based contract administrators.

Section 233 clarifies the use of funds for the family self-sufficiency program.

Section 234 allows the Secretary to waive or specify alternatives for certain requirements for the mainstream and family unification voucher programs.

Section 235 requires the Secretary to enforce the Fair Housing Act and prohibits the use of funds to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out rules related to affirmatively furthering fair housing.

Section 236 applies whistleblower protections to funded contracts, consistent with 41 U.S.C. 4712.

Section 237 allows the Office of Housing to provide direct support to small properties and owners converting assistance under the rental assistance demonstration.

Section 238 requires the Secretary to conduct all rulemaking in accordance with 24 CFR part 10 and Executive Order 12866 as amended.

Section 239 facilitates the development of affordable housing by community development corporations.

Section 240 makes changes to the rental assistance demonstration.

Section 241 requires a review of the implementation of the Build America, Buy America Act for certain activities.

Section 242 allows for the transfer of funds made available or transferred to the heading "Working Capital Fund" to be transferred to the heading "Administrative Support Offices" to support shared services.

Section 243 rescinds certain unobligated balances.

Section 244 maintains certain methodology and data collection standards.

Section 245 provides for the timely allocation of funds through the housing trust fund.

Section 246 prohibits the closure or relocation of any field or regional office, unless expressly approved, and requires the Secretary to maintain one field office in each State.

Section 247 facilitates the study of direct rental assistance payments.

Section 248 extends the mark-to-market program to October 1, 2029.

Section 249 prohibits the use of funds to carry out certain activities authorized under 42 U.S.C. 5301 note.

TITLE III

INDEPENDENT AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriations, 2026	$9,955,000
Committee recommendation	10,630,000

PROGRAM DESCRIPTION

The Access Board is responsible for developing design guidelines for the build environment, transit vehicles, information communications technology, and medical diagnostic equipment under the Americans with Disabilities Act of 1990 (Public Law 101–336) and other laws. The Access Board also enforces the Architectural Barriers Act, ensuring accessibility to a wide range of federally funded facilities, including national parks, post offices, social security offices, and prisons. In addition, the Access Board provides training and technical assistance on its guidelines and standards to Federal agencies, public and private organizations, individuals, and businesses.

COMMITTEE RECOMMENDATION

The Committee recommends $10,630,000 for the operations of the Access Board, which is $675,000 more than the fiscal year 2026 enacted level. The Committee directs the Access Board to update the House and Senate Committees on Appropriations within 180 days of enactment of this act of its efforts to fill vacant mission critical positions.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriations, 2026	$40,000,000
Committee recommendation	40,000,000

PROGRAM DESCRIPTION

The Federal Maritime Commission [FMC] is an independent regulatory agency, which administers the Shipping Act of 1984 (Public Law 98–237), as amended by the Ocean Shipping Reform Act of 1998 (Public Law 105–258); section 19 of the Merchant Marine Act of 1920 (41 Stat. 998); the Foreign Shipping Practices Act of 1988 (Public Law 100–418); Public Law 89–777; and the Ocean Shipping Reform Act of 2022 [OSRA 2022, Public Law 117–146).

The FMC's mission is to foster a fair, efficient, and reliable international ocean transportation system and to protect the public from

unfair and deceptive practices. To accomplish this mission, the FMC regulates the international waterborne commerce of the United States. In addition, the FMC has responsibility for licensing and bonding ocean transportation intermediaries and for ensuring that vessel owners or operators establish financial responsibility to pay judgments for death or injury to passengers, or nonperformance of a cruise, on voyages from United States ports.

COMMITTEE RECOMMENDATION

The Committee recommends $40,000,000 for the salaries and expenses of the FMC for fiscal year 2027, which is equal to the fiscal year 2026 enacted level.

Ocean Shipping Reform Act of 2022.—The Committee is concerned that insufficient investigative capacity may limit the FMC's ability to fully implement and enforce the requirements of the Ocean Shipping Reform Act of 2022 (Public Law 117–146). The Committee notes that the FMC is actively working to hire six investigative and enforcement personnel and directs the FMC to continue to prioritize the hiring, training, and deployment of investigative and enforcement personnel to ensure compliance with Congressional intent, including with respect to unfair detention and demurrage practices.

NATIONAL RAILROAD PASSENGER CORPORATION

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2026	$29,240,000
Committee recommendation	31,100,000

PROGRAM DESCRIPTION

The Office of Inspector General for Amtrak was created by the Inspector General Act Amendment of 1988 (Public Law 100–504). The act recognized Amtrak as a "designated Federal entity" and required the railroad to establish an independent and objective unit to conduct and supervise audits and investigations relating to the programs and operations of Amtrak; recommend policies designed to promote economy, efficiency, and effectiveness in Amtrak, and prevent and detect fraud and abuse; and to provide a means for keeping the Amtrak leadership and the Congress fully informed about problems in Amtrak operations and the corporation's progress in taking corrective action.

COMMITTEE RECOMMENDATION

The Committee recommendation includes $31,100,000 for the Amtrak Office of Inspector General, which is $1,860,000 more than the fiscal year 2026 enacted level. The Committee retains language that requires the Amtrak Office of Inspector General to submit a budget request in similar format and substance to those submitted by other executive agencies in the Federal Government.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2026	$145,000,000
Committee recommendation	180,000,000

PROGRAM DESCRIPTION

Initially established along with the Department of Transportation, the National Transportation Safety Board [NTSB] commenced operations on April 1, 1967, as an independent Federal agency. The Board is charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in the other modes of transportation-railroad, highway, marine, and pipeline-and issuing safety recommendations aimed at preventing future accidents. Although it has always operated independently, NTSB relied on the DOT for funding and administrative support until the Independent Safety Board Act of 1974 (Public Law 93–633) severed all ties between the two organizations starting in 1975.

In addition to its investigatory duties, NTSB is responsible for maintaining the Government's database of civil aviation accidents and also conducts special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, NTSB supplies investigators to serve as U.S. accredited representatives for aviation accidents overseas involving U.S. registered aircraft, or involving aircraft or major components of U.S. manufacture. NTSB also serves as the "court of appeals" for any airman, mechanic, or mariner whenever certificate action is taken by the FAA or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA.

COMMITTEE RECOMMENDATION

The Committee recommends $180,000,000 for the NTSB, which is $35,000,000 above the fiscal year 2026 enacted level. The Committee remains concerned with private companies that have voluntarily signed a party agreement with the NTSB, who have the privilege of receiving investigative information (as defined in 59 CFR 831.13) from the NTSB during the investigation, but have repeatedly violated the terms of such agreement. The Committee fully supports the use of the party system in NTSB's investigations and directs the NTSB to notify other entities party to an investigation if any entity with party status violates the terms of the party agreement.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriations, 2026	$158,000,000
Committee recommendation	158,000,000

PROGRAM DESCRIPTION

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (Title VI of the Housing and Community Development Amendments of 1978, Public Law

95–557) and operates under the trade name "NeighborWorks America". NeighborWorks provides financial, technical, and training assistance to community-based organizations that work in partnership with community residents, the private sector, and local governments to promote community revitalization and affordable housing opportunities. These partnership-based organizations are independent, tax-exempt, non-profit entities, collectively known as the "NeighborWorks Network." The NeighborWorks Network consists of nearly 250 local and regional organizations that serve individuals, families, and communities in every State, the District of Columbia, and Puerto Rico.

COMMITTEE RECOMMENDATION

The Committee recommends $158,000,000 for NeighborWorks, which is equal to the fiscal year 2026 enacted level. The Committee directs NeighborWorks to provide at least three days' advance notice to the House and Senate Committees on Appropriations prior to the announcement of any grant exceeding $50,000 that is awarded to a NeighborWorks Network organization. The Committee appreciates NeighborWorks' efforts to expeditiously disburse formula grant funds in fiscal year 2026, while maintaining robust capacity building, technical, and training assistance to the NeighborWorks Network and broader housing and community development field.

Rural Areas.—The Committee commends NeighborWorks' efforts to build capacity in rural areas and urges NeighborWorks to continue those initiatives.

Multilingual Training Courses.—NeighborWorks is encouraged to continue to develop and offer new professional development and certification training courses and translated materials to meet the needs of the Network and support its work on minority homeownership.

Shared Equity Homeownership.—The Committee directs NeighborWorks to work with affiliated organizations with extensive experience in offering shared equity homeownership opportunities as technical assistance providers and to continue to develop and enhance professional development offerings around shared equity housing.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2026	$40,799,000	$1,250,000
Committee Recommendation	45,799,000	$1,250,000

PROGRAM DESCRIPTION

The Surface Transportation Board [STB] was created by the Interstate Commerce Commission Termination Act of 1995 (Public Law 104–88). The Board is a five-member, bipartisan, decisionally independent adjudicatory body responsible for the regulation of the rail and pipeline industries and certain non-licensing regulations of motor carriers and water carriers.

The STB's rail oversight activities include rate reasonableness, car service and interchange, mergers, line acquisitions, line constructions, and abandonments. The STB's jurisdiction also includes certain oversight of the intercity bus industry, non-energy and non-water pipelines, intercity passenger rail, rate regulation of non-contiguous domestic water transportation, and household goods carriers.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of $45,799,000, which is $5,000,000 more than the fiscal year 2026 enacted level. Included in the recommendation is $1,250,000 in fees, which will offset the appropriated funding, resulting in a final appropriation from the general fund estimated at no more than $44,549,000. Further, the recommendation provides the authority for the STB to retain and spend excess fee collections, as requested in the fiscal year 2027 budget request.

Regulatory Proceedings.—There remains a number of pending regulatory proceedings that would reform existing regulations at the STB. The Committee continues to encourage the STB to facilitate a timely and decisive regulatory process.

Jurisdiction and Rail Merger Review.—The Committee recognizes that the STB has exclusive jurisdiction to approve or disapprove railroad mergers under 49 U.S.C. 11321–11328. The Committee further observes that the STB's revised 2001 merger rules, which raised the regulatory bar for any future Class I mergers by requiring applicants to not only preserve rail-to-rail competition but deliver enhanced competitive options for railroad shippers, while also ensuring the proposal serves the public interest, have never been applied in a major Class I proceeding. The Committee encourages the STB to conduct a rigorous and comprehensive review of the proposed Union Pacific-Norfolk Southern merger to ensure it delivers substantial public benefits, enhanced competition for rail shippers, and protections for the U.S. economy, consumers, and rail workforce.

Competitive Rail Access.—The Committee recognizes the importance of efficient rail service to the Nation's ports and requests that the STB provide a briefing, not later than 60 days after enactment of this act, regarding its statutory and regulatory authorities related to reciprocal switching and other competitive rail options for captive traffic. The Committee reminds the STB that competition among rail carriers is necessary to maintain service reliability and efficiency, promote the affordability of shipping costs and consumer prices, and increase productivity. The Committee encourages all freight rail carriers to engage in business practices necessary to maintain fair and competitive rail service. Freight rail carriers are encouraged to resolve any perceived conduct that may reduce rail competition between two freight rail carriers who require reciprocal switching or other competitive rail options when moving commodities at port facilities in cases where customers would otherwise be captive to one rail carrier. Freight carriers are further encouraged to use the available resources from the STB to resolve a disagreement that has come to an impasse.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriations, 2026	$3,000,000
Committee recommendation	3,000,000

PROGRAM DESCRIPTION

The United States Interagency Council on Homelessness is an independent agency created by the McKinney-Vento Homeless Assistance Act of 1987 (Public Law 100–77) to coordinate the Federal response to homelessness. USICH was authorized to review Federal programs that assist homeless persons, to take necessary actions to reduce duplication, and to recommend improvements in programs and activities conducted by Federal, State, and local governments, as well as local volunteer organizations. USICH consists of the heads of 19 Federal agencies, including the Departments of Housing and Urban Development, Health and Human Services, Veterans Affairs, Agriculture, Commerce, Defense, Education, Labor, and Transportation, the Federal Emergency Management Agency, and other entities as deemed appropriate.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of $3,000,000 for USICH. This funding level is sufficient to sustain statutory staffing levels as well as operational and reporting functions.

Council Operations.—The Committee is concerned that USICH has provided staff insufficient operational direction and appears to be failing to meet its statutory meeting requirements. Within 30 days of enactment of this act, USICH is directed to publicly post on its website the name and position of each designated member of the Council and to provide monthly reports to the House and Senate Committee on Appropriations regarding what actions have been taken by the acting Executive Director to convene a Council meeting and carry out the statutory responsibilities.

Council Authorization.—The Committee notes that absent an extension by the authorizing committees of jurisdiction, USICH is scheduled to cease operations at the end of fiscal year 2028. The Committee encourages those authorizing bodies to move quickly to either extend USICH's authorization, or to indicate that the current statutory termination will remain in place, so as to facilitate an orderly wind down of activities, staffing, and contracts. On the presumption that the statutory deadline will remain in place, the Committee directs USICH to submit to the House and Senate Committees on Appropriations within 180 days of enactment of this act a report that identifies a timeline for the orderly termination of council activities and contracts as well as the transitioning of current staff. The report should also identify any need for funding that may be provided in fiscal year 2028 to remain available in fiscal year 2029 to complete USICH's cessation.

Documentation Barriers for People Experiencing Homelessness.—As noted in a 2024 GAO report [GAO–24–105435], documentation requirements can often act as a barrier to assistance, especially when homeless individuals are attempting to access assistance across multiple agencies to exit homelessness, but strategies exist

to overcome those barriers. The Committee reminds USICH of the requirement in Senate Report 118–70 to brief the House and Senate Committees on Appropriations on the actions taken to streamline eligibility and documentation requirements that can often act as a barrier to assistance and to provide this overdue briefing within 30 days of enactment of this act.

TITLE IV

GENERAL PROVISIONS—THIS ACT

Section 401 prohibits pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this act.

Section 402 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 403 limits expenditures for consulting services through procurement contracts where such expenditures are a matter of public record and available for public inspection.

Section 404 prohibits the use of funds for employee training unless such training bears directly upon the performance of official duties.

Section 405 authorizes the reprogramming of funds within a budget account and specifies the reprogramming procedures for agencies funded by this act.

Section 406 provides that not to exceed 50 percent of unobligated balances for salaries and expenses may remain available until September 30, 2028, for each account for the purposes authorized, subject to the approval of the House and Senate Committees on Appropriations.

Section 407 prohibits the use of funds for any project that seeks to use the power of eminent domain unless eminent domain is employed only for public use.

Section 408 prohibits funds from being transferred to any department, agency, or instrumentality of the U.S. Government, except where transfer authority is provided in this or any other appropriations act.

Section 409 prohibits the use of funds for activities not in compliance with the Buy American Act.

Section 410 prohibits funding for any person or entity convicted of violating the Buy American Act.

Section 411 prohibits funds for first-class airline accommodation in contravention of 41 CFR 301–10.122 and 41 CFR 301–10.123.

Section 412 restricts the number of employees that agencies funded in this act may send to international conferences.

Section 413 prohibits the Surface Transportation Board from charging filing fees for rate or practice complaints that are greater than the fees authorized for district court civil suits.

Section 414 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 415 prohibits funds from denying an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector Gen-

eral has responsibilities, or to prevent or impede that Inspector General's access.

Section 416 prohibits funds from being used to pay awards or fees for contractors with poor performance.

Section 417 protects employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 418 prohibits funds from being used for the approval of a new foreign air carrier permit or exemption application if that approval would contravene United States law or article 17 bis of the U.S–E.U–Iceland-Norway Air Transport Agreement and specifies that nothing in this section shall prohibit, restrict, or preclude the Secretary of DOT from granting a permit or exemption where such authorization is consistent with the U.S. Iceland-Norway Air Transport Treaty and the U.S. law.

Section 419 prohibits the use of funds in this act and the IIJA for activities designed to support or defeat legislation pending before Congress, other than in normal and recognized executive-legislative relationships.

Section 420 requires that DOT and HUD provide the House and Senate Committees on Appropriations certain funding and staffing information.

Section 421 requires each Department and agency funded in this act to maintain certain information on a publicly accessible website.

Section 422 requires the Departments and agencies funded under this act to submit a report to the House and Senate Committees on Appropriations regarding staffing levels for all political and Presidential appointees.

Section 423 requires advance notification on any personnel or office relocation actions before such changes are initiated.

Section 424 makes technical edits to certain CDS.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports accompanying general appropriations bills identify each recommended amendment which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session.

The Committee is filing an original bill, which is not covered under this rule, but reports this information in the spirit of full disclosure.

The Committee recommends funding for the following programs or activities which currently lack authorization for fiscal year 2027:

TITLE I—DEPARTMENT OF TRANSPORTATION

Maritime Administration
Pipeline Safety Programs in the Pipeline and Hazardous Materials Safety Administration

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rental Assistance Programs
Indian Housing Block Grants
Indian Housing Loan Guarantee Fund
Native Hawaiian Housing Block Grant
Housing Opportunities for Persons with AIDS
Community Development Fund
Community Development Loan Guarantee
Home Investment Partnerships Program
Choice Neighborhoods Initiatives
Self-Help Homeownership Opportunity Program
Homeless Assistance
Housing for the Elderly
Housing for Persons with Disabilities
FHA General and Special Risk Program Account
Ginnie Mae Mortgage Backed Securities Loan Guarantee Program Account
Policy Development and Research
Fair Housing Activities, Fair Housing Program
Lead Hazard Reduction Program
Salaries and Expenses

TITLE III—RELATED AGENCIES

Access Board
Neighborhood Reinvestment Corporation
Surface Transportation Board

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI, OF THE STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include "(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the Committee."

In compliance with this rule, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

TITLE 42—THE PUBLIC HEALTH AND WELFARE

CHAPTER 8—LOW-INCOME HOUSING

§ 1437f. Low-income housing assistance

EDITORIAL NOTES

MULTIFAMILY HOUSING ASSISTANCE

"SUBTITLE A—FHA-INSURED MULTIFAMILY HOUSING MORTGAGE AND HOUSING ASSISTANCE RESTRUCTURING

"SEC. 579. TERMINATION.

"(a) REPEALS.—

"(1) MARK-TO-MARKET PROGRAM.—Subtitle A (except for section 524) is repealed effective [October 1, 2027] *October 1, 2029*.

"(2) OMHAR.—Subtitle D (except for this section) is repealed effective October 1, 2004.

"(b) EXCEPTION.—Notwithstanding the repeal under subsection (a), the provisions of subtitle A (as in effect immediately before such repeal) shall apply with respect to projects and programs for which binding commitments have been entered into under this Act before [October 1, 2027] *October 1, 2029*.

"(c) TERMINATION OF DIRECTOR AND OFFICE.—The Office of Multifamily Housing Assistance Restructuring and the position of Director of such Office shall terminate at the end of September 30, 2004.

"(d) TRANSFER OF AUTHORITY.—Effective upon the repeal of subtitle D under subsection (a)(2) of this section, all authority and responsibilities to administer the program under subtitle A are transferred to the Secretary.

CONSOLIDATED AND FURTHER CONTINUING APPROPRIATIONS ACT, 2012, PUBLIC LAW 112–55

DIVISION C—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2012

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

RENTAL ASSISTANCE DEMONSTRATION

To conduct a demonstration designed to preserve and improve public housing and certain other multifamily housing through the voluntary conversion of properties with assistance under section 9 of the United States Housing Act of 1937, (hereinafter, "the Act"), or the moderate rehabilitation program under section 8(e)(2) of the Act, to properties with assistance under a project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, or assistance under section 8(o)(13) of the Act, the Secretary may transfer amounts provided through contracts under section 8(e)(2) of the Act or under the headings "Public Housing Capital Fund", "Public Housing Operating Fund", and "Public Housing Fund" to the headings "Tenant-Based Rental Assistance" or "Project-Based Rental Assistance" (herein the "First Component"): *Provided*, That the initial long-term contract under which converted assistance is made available may allow for rental adjustments only by an operating cost factor established by the Secretary, *which factor shall be enhanced if the contract rents at the property are materially below the fair market rents,* and shall be subject to the availability of appropriations for each year of such term: *Provided further*, That project applications may be received under this demonstration until September 30, 2030: *Provided further*, That any increase in cost for "Tenant-Based Rental Assistance" or "Project-Based Rental Assistance" associated with such conversion in excess of amounts made available under this heading shall be equal to amounts transferred from "Public Housing Capital Fund" and "Public Housing Operating Fund" or other account from which it was transferred: *Provided further,* That at properties with assistance under section 9 of the Act requesting to partially convert such assistance, and where an event under section 18 of the Act occurs that results in the eligibility for tenant protection vouchers under section 8(o) of the Act, the Secretary may convert the tenant protection voucher assistance to assistance under a project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, or assistance under section 8(o)(13) of the Act, so long as the property meets any additional requirements established by the Secretary to facilitate conversion: *Provided further,* That to facilitate the conversion of assistance under the previous proviso, the Secretary may transfer an amount equal to the total amount that would have been allocated for tenant protection voucher assistance for prop-

erties that have requested such conversions from amounts made available for tenant protection voucher assistance under the heading "Tenant-Based Rental Assistance" to the heading "Project-Based Rental Assistance": *Provided further,* That at properties with assistance previously converted hereunder to assistance under the heading "Project Based Rental Assistance," which are also separately assisted under section 8(o)(13) of the Act, the Secretary may, with the consent of the public housing agency and owner, terminate such project-based subsidy contracts and immediately enter into one new project-based subsidy contract under section 8 of the Act, which shall be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997, subject to the requirement that any residents assisted under section 8(o)(13) of the Act at the time of such termination of such project-based subsidy contract shall retain all rights accrued under section 8(o)(13)(E) of the Act under the new project-based subsidy contract and section 8(o)(13)(F)(iv) of the Act shall not apply: *Provided further,* That to carry out the previous proviso, the Secretary may transfer from the heading "Tenant-Based Rental Assistance" to the heading "Project-Based Rental Assistance" an amount equal to the amounts associated with such terminating contract under section 8(o)(13) of the Act: *Provided further*, That tenants of such properties with assistance converted from assistance under section 9 shall, at a minimum, maintain the same rights under such conversion as those provided under sections 6 and 9 of the Act: *Provided further*, That the Secretary shall select properties from applications for conversion as part of this demonstration through a competitive process: *Provided further*, That in establishing criteria for such competition, the Secretary shall seek to demonstrate the feasibility of this conversion model to recapitalize and operate public housing properties (1) in different markets and geographic areas, (2) within portfolios managed by public housing agencies of varying sizes, and (3) by leveraging other sources of funding to recapitalize properties: *Provided further*, That the Secretary shall provide an opportunity for public comment on draft eligibility and selection criteria and procedures that will apply to the selection of properties that will participate in the demonstration: *Provided further*, That the Secretary shall provide an opportunity for comment from residents of properties to be proposed for participation in the demonstration to the owners or public housing agencies responsible for such properties: *Provided further*, That the Secretary may waive or specify alternative requirements for (except for requirements related to fair housing, nondiscrimination, labor standards, and the environment) any provision of section 8(o)(13) or any provision that governs the use of assistance from which a property is converted under the demonstration or funds made available under the headings of "Public Housing Capital Fund", "Public Housing Operating Fund", "Public Housing Fund", "Self-Sufficiency Programs", "Family Self-Sufficiency" and "Project-Based Rental Assistance", under this Act or any prior Act or any Act enacted during the period of conversion of assistance under the demonstration for properties with assistance converted under the demonstration, upon a finding by the Secretary that any such waivers or alternative requirements are necessary for the effective conversion of assistance under the

demonstration or the ongoing availability of services for residents: *Provided further*, That the Secretary shall publish by notice in the Federal Register any waivers or alternative requirements pursuant to the previous proviso no later than 10 days before the effective date of such notice: *Provided further*, That the demonstration may proceed after the Secretary publishes notice of its terms in the Federal Register: *Provided further*, That notwithstanding sections 3 and 16 of the Act, the conversion of assistance under the demonstration shall not be the basis for re-screening or termination of assistance or eviction of any tenant family in a property participating in the demonstration, and such a family shall not be considered a new admission for any purpose, including compliance with income targeting requirements: *Provided further*, That in the case of a property with assistance converted under the demonstration from assistance under section 9 of the Act, section 18 of the Act shall not apply to a property converting assistance under the demonstration for all or substantially all of its units, the Secretary shall require ownership or control of assisted units by a public or nonprofit entity except as determined by the Secretary to be necessary pursuant to foreclosure, bankruptcy, or termination and transfer of assistance for material violations or substantial default, in which case the priority for ownership or control shall be provided to a capable public or nonprofit entity, then a capable entity, as determined by the Secretary, shall require long-term renewable use and affordability restrictions for assisted units, and may allow ownership to be transferred to a for-profit entity to facilitate the use of tax credits only if the public housing agency or a nonprofit entity preserves an interest in the property in a manner approved by the Secretary, and upon expiration of the initial contract and each renewal contract, the Secretary shall offer and the owner of the property shall accept renewal of the contract subject to the terms and conditions applicable at the time of renewal and the availability of appropriations each year of such renewal: *Provided further*, That the Secretary may permit transfer of assistance at or after conversion under the demonstration to replacement units subject to the requirements in the previous proviso: *Provided further*, That the Secretary may establish the requirements for converted assistance under the demonstration through contracts, use agreements, regulations, or other means: *Provided further*, That the Secretary shall assess and publish findings regarding the impact of the conversion of assistance under the demonstration on the preservation and improvement of public housing, the amount of private sector leveraging as a result of such conversion, and the effect of such conversion on tenants: *Provided further*, That conversions of assistance under the following provisos herein shall be considered as the "Second Component" and shall be authorized for fiscal year 2012 and thereafter: *Provided further*, That owners of properties assisted under section 101 of the Housing and Urban Development Act of 1965, section 236(f)(2) of the National Housing Act, or section 8(e)(2) of the United States Housing Act of 1937, for which an event after October 1, 2006 has caused or results in the termination of rental assistance or affordability restrictions and the issuance of tenant protection vouchers under section 8(o) of the Act shall be eligible, subject to requirements established by the Sec-

retary, for conversion of assistance available for such vouchers or assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: *Provided further*, That owners of properties with a project rental assistance contract under section 202(c)(2) of the Housing Act of 1959 shall be eligible, subject to requirements established by the Secretary, including but not limited to the subordination, restructuring, or both, of any capital advance documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a capital advance previously provided by the Secretary under section 202(c)(1) of the Housing Act of 1959 as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving elderly persons, and tenant consultation procedures, for conversion of assistance available for such assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: *Provided further,* That owners of properties with a project assistance contract under section 202(h) of the Housing Act of 1959 (as it existed before enactment of the Cranston-Gonzalez National Affordable Housing Act of 1990), shall be eligible, subject to requirements established by the Secretary, including the subordination, restructuring, or both, of any direct loan documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a direct loan previously provided by the Secretary as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving handicapped families, and tenant consultation procedures, for conversion of assistance available for such assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: *Provided further,* That owners of properties with a senior preservation rental assistance contract under section 811 of the American Homeownership and Economic Opportunity Act of 2000 (12 U.S.C. 1701q note), shall be eligible, subject to requirements established by the Secretary as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving elderly families, and tenant consultation procedures, for conversion of assistance available for such assistance contracts to assistance under a long-term project-based subsidy contract under section 8 of the Act: *Provided further*, That owners of properties with a project rental assistance contract under section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act, shall be eligible, subject to requirements established by the Secretary, including but not limited to the subordination, restructuring, or both, of any capital advance documentation, including any note, mortgage, use agreement or other agreements, evidencing or securing a capital advance previously provided by the Secretary under section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act as necessary to facilitate the conversion of assistance while maintaining the affordability period and the designation of the property as serving persons with disabilities, and tenant consultation procedures, for conversion of assistance contracts to assistance under a long term project-based subsidy contract under section 8 of the Act: *Provided further*, That long term project-based subsidy contracts under section 8 of the Act

which are established under this Second Component shall have a term of no less than 20 years, with rent adjustments only by an [operating cost factor established by the Secretary, which shall] *operating cost factor established by the Secretary, which factor shall be enhanced if the contract rents at the property are materially below the fair market rents: Provided further, That the long term project subsidy contracts established under the Second Component shall* be eligible for renewal under section 524 of the Multifamily Assisted Housing Reform and Affordability Act of 1997 (42 U.S.C. 1437f note), or, subject to agreement of the administering public housing agency, to assistance under section 8(o)(13) of the Act, to which the limitation under subsection (B) of section 8(o)(13) of the Act shall not apply and for which the Secretary may waive or alter the provisions of subparagraphs (C) and (D) of section 8(o)(13) of the Act: *Provided further*, That contracts provided to properties converting assistance from section 101 of the Housing and Urban Development Act of 1965 or section 236(f)(2) of the National Housing Act located in high-cost areas shall have initial rents set at comparable market rents for the market area: *Provided further*, That the Secretary may waive or alter the requirements of section 8(c)(1)(A) of the Act for contracts provided to properties converting assistance from section 202(c)(2) of the Housing Act of 1959, *section 202(h)(4) of the Housing Act of 1959 (as it existed before enactment of the Cranston-Gonzalez National Affordable Housing Act of 1990),* section 811 of the American Homeownership and Economic Opportunity Act of 2000, or section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act as necessary to ensure the ongoing provision and coordination of services or to avoid a reduction in project subsidy: *Provided further*, That conversions of assistance under the Second Component may not be the basis for re-screening or termination of assistance or eviction of any tenant family in a property participating in the demonstration and such a family shall not be considered a new admission for any purpose, including compliance with income targeting: *Provided further*, That amounts made available under the heading "Rental Housing Assistance" during the period of conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, shall be available for project-based subsidy contracts entered into pursuant to the Second Component: *Provided further*, That amounts, including contract authority, recaptured from contracts following a conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, are hereby rescinded and an amount of additional new budget authority, equivalent to the amount rescinded is hereby appropriated, to remain available until expended for such conversions: *Provided further*, That the Secretary may transfer amounts made available under the heading "Rental Housing Assistance", amounts made available for tenant protection vouchers under the heading "Tenant-Based Rental Assistance" and specifically associated with any such conversions, and amounts made available under the previous proviso as needed to the account under the "Project-Based Rental Assistance" heading to facilitate conversion under the Second Component, except for conversion of section 202 project rental assistance contracts, and any increase in cost for "Project-Based Rental

Assistance" associated with such conversion shall be equal to amounts so transferred: *Provided further*, That the Secretary may transfer amounts made available under the headings "Housing for the Elderly" and "Housing for Persons with Disabilities" to the accounts under the headings "Project- Based Rental Assistance" or "Tenant-Based Rental Assistance" to facilitate the conversion of assistance from section 202(c)(2) of the Housing Act of 1959, *section 202(h)(4) of the Housing Act of 1959 (as it existed before enactment of the Cranston-Gonzalez National Affordable Housing Act of 1990),* section 811 of the American Homeownership and Economic Opportunity Act of 2000, or section 811(d)(2) of the Cranston-Gonzalez National Affordable Housing Act under the Second Component, and any increase in cost for "Project-Based Rental Assistance" or "Tenant-Based Rental Assistance" associated with such conversion shall be equal to amounts so transferred: *Provided further*, That with respect to the previous four provisos, the Comptroller General of the United States shall conduct a study of the long-term impact of the fiscal year 2012 and 2013 conversion of tenant protection vouchers to assistance under section 8(o)(13) of the Act on the ratio of tenant-based vouchers to project-based vouchers.

CONSOLIDATED APPROPRATIONS ACT, 2016, PUBLIC LAW 114–113

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2016

TITLE II

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

COMMUNITY PLANNING AND DEVELOPMENT

HOME INVESTMENT PARTNERSHIPS PROGRAM

For the HOME Investment Partnerships program, as authorized under title II of the Cranston-Gonzalez National Affordable Housing Act, as amended, $950,000,000, to remain available until September 30, 2019: *Provided,* That notwithstanding the amount made available under this heading, the threshold reduction requirements in sections 216(10) and 217(b)(4) of such Act shall not apply to allocations of such amount: *Provided further,* That the requirements under provisos 2 through 6 under this heading for fiscal year 2012 and such requirements applicable pursuant to the "Full-Year Continuing Appropriations Act, 2013", shall not apply to any project to which funds were committed on or after August 23, 2013, but such projects shall instead be governed by the Final Rule titled "Home Investment Partnerships Program; Improving Performance and Accountability; Updating Property Standards" which became effective on such date: *Provided further,* That with respect to funds made available under this heading pursuant to such Act and funds provided in prior and subsequent appropriations acts that were or are used by community land trusts *or community development corporations* for the development of affordable homeownership housing

pursuant to section 215(b) of such Act, such community land trusts *or community development corporations*, notwithstanding section 215(b)(3)(A) of such Act, may hold and exercise purchase options, rights of first refusal or other preemptive rights to purchase the housing to preserve affordability, including but not limited to the right to purchase the housing in lieu of foreclosure: *Provided further,* That the Department shall notify grantees of their formula allocation within 60 days of enactment of this Act.

INFRASTRUCTURE INVESTMENT AND JOBS ACT, PUBLIC LAW 117–58

TITLE IV—HIGHWAY AND MOTOR VEHICLE SAFETY

SUBTITLE A—HIGHWAY TRAFFIC SAFETY

SEC. 24112. SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM.

(a) DEFINITIONS.—In this section:

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(c) GRANTS.—

(1) IN GENERAL.—In carrying out the program, the Secretary may make grants to eligible entities, on a competitive basis, in accordance with this section.

(2) LIMITATIONS.—

(A) IN GENERAL.—Not more than 15 percent of the funds made available to carry out the program for a fiscal year may be awarded to eligible projects in a single State during that fiscal year.

(B) PLANNING GRANTS.—Of the total amount made available to carry out the program for each fiscal year, not less than ⟦40 percent⟧ *30 percent* shall be awarded to eligible projects described in subsection (a)(3)(A).

DISCLOSURE OF CONGRESSIONALLY DIRECTED SPENDING ITEMS

The Constitution vests in the Congress the power of the purse. The Committee believes strongly that Congress should make the decisions on how to allocate the people's money. As defined in Rule XLIV of the Standing Rules of the Senate, the term congressionally directed spending item means a provision or report language included primarily at the request of a Senator, providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, loan authority, or other expenditure with or to an entity, or targeted to a specific State, locality or congressional district, other than through a statutory or administrative, formula-driven, or competitive award process.

For each item, a Member is required to provide a certification that neither the Member nor the Member's immediate family has a pecuniary interest in such congressionally directed spending item. Such certifications are available to the public on the website of the Senate Committee on Appropriations (https://www.appropriations.senate.gov/congressionally-directed-spending-requests). Following is a list of congressionally directed spending items included in the Senate recommendation discussed in this explanatory statement, along with the name of each Senator who submitted a request to the Committee of jurisdiction for each item so identified. Neither the Committee recommendation nor this report contains any limited tax benefits or limited tariff benefits as defined in rule XLIV.

CONGRESSIONALLY DIRECTED SPENDING

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Transportation Planning, Research, and Development.	Center for Transportation and the Environment.	Georgia Hydrogen Electrolyzer and Ecosystem Study.	GA	$1,615,000	Warnock
Department of Transportation	Transportation Planning, Research, and Development.	Hopkinsville-Christian County Airport (HVC).	Runway Expansion Feasibility Study	KY	500,000	McConnell
Department of Transportation	Transportation Planning, Research, and Development.	Lowcountry Land Trust	Angel Oak Trail Network Development and Planning.	SC	824,000	Graham
Department of Transportation	Grants-in-Aid for Airports	City of Wasilla—Wasilla Airport (IYS).	Expand Power Infrastructure	AK	500,000	Murkowski
Department of Transportation	Grants-in-Aid for Airports	City of Ketchikan—Ketchikan International Airport (KTN).	Airport Improvements	AK	1,252,000	Murkowski
Department of Transportation	Grants-in-Aid for Airports	Montgomery Airport (MGM)	Airport Fuel Farm Construction	AL	2,700,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Abbeville Municipal Airport (0J0)	Airport Improvements	AL	5,000,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Dothan-Houston County Airport (DHN).	Airport Improvements	AL	11,000,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Blytheville Gosnell Regional Airport Authority—Arkansas Aeroplex (BYH).	Airfield Infrastructure Improvements	AR	3,400,000	Boozman
Department of Transportation	Grants-in-Aid for Airports	Northwest Arkansas Regional Airport (XNA).	Terminal Expansion	AR	9,000,000	Boozman
Department of Transportation	Grants-in-Aid for Airports	San Diego County Regional Airport Authority—San Diego International Airport (SAN).	SAN Airport Drainage and Infrastructure Planning.	CA	500,000	Padilla
Department of Transportation	Grants-in-Aid for Airports	City and County of San Francisco—San Francisco International Airport (SFO).	SFO Noise Insulation Program	CA	1,000,000	Padilla
Department of Transportation	Grants-in-Aid for Airports	City of Fresno—Fresno Yosemite International Airport (FAT).	Reconstruction of Runway at Fresno Airport.	CA	1,278,000	Schiff
Department of Transportation	Grants-in-Aid for Airports	City of Coalinga—New Coalinga Airport (C80).	Airport Runway Rehabilitation Project.	CA	1,350,000	Schiff
Department of Transportation	Grants-in-Aid for Airports	Connecticut Airport Authority—Bradley International Airport (BDL).	Bradley International Airport Taxiway T Extension.	CT	6,250,000	Blumenthal, Murphy
Department of Transportation	Grants-in-Aid for Airports	Paulding County—Paulding Northwest Atlanta Airport (PUJ).	Runway Safety Improvements for the Paulding Northwest Atlanta Airport.	GA	495,000	Warnock

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Grants-in-Aid for Airports	Central Illinois Regional Airport (BMI).	Central Illinois Regional Airport Terminal Passenger Boarding Bridges Replacement and Extension Project.	IL	1,250,000	Duckworth
Department of Transportation	Grants-in-Aid for Airports	St. Clair County—Scott AFB/MidAmerica (BLV).	Airport Terminal to Rail Station Connection Project.	IL	1,000,000	Durbin
Department of Transportation	Grants-in-Aid for Airports	Terre Haute Regional Airport Authority—Terre Haute Regional Airport (Hulman Field) (HUF).	Air Traffic Control Tower Improvements.	IN	650,000	Young
Department of Transportation	Grants-in-Aid for Airports	Gary/Chicago International Airport Authority (GYY).	Airfield Lighting Improvements	IN	2,500,000	Young
Department of Transportation	Grants-in-Aid for Airports	City of Warsaw Board of Aviation Committee—Warsaw Municipal Airport (ASW).	Taxiway Rehabilitation	IN	4,820,000	Young
Department of Transportation	Grants-in-Aid for Airports	Evansville Vanderburgh Airport Authority District—Evansville Regional Airport (EVV).	Airport Improvements	IN	8,075,000	Young
Department of Transportation	Grants-in-Aid for Airports	City of Hutchinson, Kansas—Hutchinson Regional Airport (HUT).	Air Traffic Control Tower Design Project.	KS	810,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Wichita Airport Authority—Wichita Dwight D Eisenhower National Airport (ICT).	General Aviation Apron Reconstruction & Expansion.	KS	14,310,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Georgetown-Scott County Regional Airport (27K).	Emergency Response and Stormwater Management Infrastructure Improvements.	KY	2,000,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	City of Madisonville (2IO)	Taxiway Rehabilitation	KY	4,500,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Blue Grass Airport (LEX)	Airport Improvements	KY	5,000,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Kenton County Airport Board (CVG)	FIS Facility Construction	KY	8,000,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Lafayette Regional Airport Commission—Lafayette Regional Airport (LFT).	Taxiway Improvements	LA	1,440,000	Kennedy
Department of Transportation	Grants-in-Aid for Airports	Houma-Terrebonne Airport Commission—Houma Terrebonne Airport (HUM).	West Ramp Reconstruction	LA	5,400,000	Kennedy

Department of Transportation	Grants-in-Aid for Airports	Maryland Department of Transportation—Martin State Airport (MTN).	Martin State Airport Obstruction Removal Project.	MD	1,000,000	Van Hollen
Department of Transportation	Grants-in-Aid for Airports	Bangor International Airport (BGR) ..	Passenger Boarding Bridges Replacement Upgrades.	ME	4,200,000	Collins
Department of Transportation	Grants-in-Aid for Airports	Town of Greenville—Greenville Municipal Airport (3B1).	Design and Construct a New Airport Hangar.	ME	4,500,000	Collins
Department of Transportation	Grants-in-Aid for Airports	Northwest Regional Airport Authority—Cherry Capital Airport (TVC).	Cherry Capital Airport Terminal Renovation.	MI	1,080,000	Peters
Department of Transportation	Grants-in-Aid for Airports	Gerald R. Ford International Airport Authority—Gerald R. Ford International Airport (GRR).	Terminal Enhancement Project—Phase 2.	MI	4,000,000	Peters, Slotkin
Department of Transportation	Grants-in-Aid for Airports	Chisholm-Hibbing Airport Authority—Range Regional Airport (HIB).	Range Regional Airport Taxiway A Reconstruct, Drainage Improvements, and Lighting Upgrade.	MN	1,900,000	Klobuchar, Smith
Department of Transportation	Grants-in-Aid for Airports	City of West Point—McCharen Field Airport (M83).	Airport Hangar Expansion and Facilities Improvements.	MS	1,500,000	Hyde-Smith
Department of Transportation	Grants-in-Aid for Airports	Jackson-Medgar Wiley Evers International Airport (JAN).	Airport Improvements	MS	1,500,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	City of Olive Branch—Olive Branch Airport (OLV).	Terminal Apron Rehabilitation	MS	2,500,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Gallatin Airport Authority/ Bozeman Yellowstone International Airport (BZN).	New Roadway Construction	MT	2,500,000	Sheehy
Department of Transportation	Grants-in-Aid for Airports	Greater Asheville Regional Airport Authority (AVL).	Airport Improvements	NC	2,140,000	Tillis
Department of Transportation	Grants-in-Aid for Airports	Charlotte Douglas International Airport (CLT).	FIS Renovation	NC	5,000,000	Tillis
Department of Transportation	Grants-in-Aid for Airports	Raleigh-Durham Airport Authority (RDU).	Runway 5L/23R and Taxiway B Replacement.	NC	15,000,000	Tillis
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Millard Airport (MLE).	AWOS Upgrades (MLE)	NE	125,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—The O'Neill Municipal-John L Baker Field (ONL).	AWOS Upgrades (ONL)	NE	125,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Ainsworth Regional Airport (ANW).	AWOS Upgrades (ANW)	NE	125,000	Fischer

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Plattsmouth Municipal Airport (PMV).	AWOS Upgrades (PMV)	NE	129,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Blair Municipal Airport (BTA).	AWOS Upgrades (BTA)	NE	129,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Thomas County Airport (TIF).	AWOS Upgrades (TIF)	NE	129,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Hebron Municipal Airport (HJH).	AWOS Upgrades (HJH)	NE	129,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Kimball Municipal/Robert E Arraj Field (IBM).	AWOS Upgrades (IBM)	NE	129,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Nebraska City Municipal (AFK).	AWOS Upgrades (AFK)	NE	129,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska Department of Transportation, Division of Aeronautics—Jim Kelly Field (LXN).	AWOS Upgrades (LXN)	NE	129,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Lincoln Airport Authority, Lincoln Airport (LNK).	Airport Improvements	NE	1,350,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	City of Valentine—Miller Field (VTN)	Airport Improvements	NE	3,403,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Hall County Airport Authority, Central Nebraska Regional Airport (GRI).	Airport Improvements	NE	4,365,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Sidney Airport Authority—Sidney Municipal Airport/Lloyd W. Carr Field (SNY).	Airport Improvements	NE	8,550,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Pease Development Authority—Portsmouth International Airport at Pease (PSM).	Portsmouth International Airport at Pease, Pavement and Stormwater Infrastructure Improvements.	NH	1,000,000	Shaheen
Department of Transportation	Grants-in-Aid for Airports	Atlantic City International Airport (ACY).	New Passenger Boarding Bridge for Atlantic City Airport.	NJ	1,000,000	Kim

Department of Transportation	Grants-in-Aid for Airports	Reno-Tahoe Airport Authority—Reno/Tahoe International Airport (RNO).	Concourse Reconstruction	NV	5,000,000	Cortez Masto, Rosen
Department of Transportation	Grants-in-Aid for Airports	Syracuse Regional Airport Authority—Syracuse Hancock International (SYR).	Baggage Equipment Upgrade	NY	2,000,000	Gillibrand
Department of Transportation	Grants-in-Aid for Airports	City of Eugene—Mahlon Sweet Field (EUG).	Eugene Airport Improvements	OR	3,000,000	Merkley, Wyden
Department of Transportation	Grants-in-Aid for Airports	County of Indiana—Indiana County—Jimmy Stewart Airport (IDI).	Airport Improvements	PA	945,000	Fetterman, McCormick
Department of Transportation	Grants-in-Aid for Airports	Butler County Airport Authority (BTP)	New Air Traffic Control Tower Construction.	PA	1,500,000	Fetterman, McCormick
Department of Transportation	Grants-in-Aid for Airports	Lehigh-Northampton Airport Authority (ABE).	Pedestrian Walkway Construction	PA	2,000,000	McCormick
Department of Transportation	Grants-in-Aid for Airports	John Murtha Johnstown-Cambria County Airport Authority (JST).	Airport Infrastructure Improvements	PA	2,217,000	McCormick
Department of Transportation	Grants-in-Aid for Airports	Lancaster Airport Authority (LNS)	Airport Facility Improvements	PA	10,000,000	McCormick
Department of Transportation	Grants-in-Aid for Airports	Horry County—Myrtle Beach International Airport (MYR).	Runway Construction	SC	25,000,000	Graham
Department of Transportation	Grants-in-Aid for Airports	Salt Lake City International Airport (SLC).	Taxiway Reconstruction	UT	2,343,000	Curtis
Department of Transportation	Grants-in-Aid for Airports	Spanish Fork City—Spanish Fork Municipal Airport/Woodhouse Field (SPK).	Taxiway Construction	UT	5,000,000	Curtis
Department of Transportation	Grants-in-Aid for Airports	Provo City—Provo Municipal Airport (PVU).	Terminal Expansion—Phases 3 and 4.	UT	10,000,000	Curtis
Department of Transportation	Grants-in-Aid for Airports	Capital Region Airport Commission—Richmond International Airport (RIC).	Richmond International Airport: LED Runway Edge Lights Project.	VA	1,500,000	Kaine, Warner
Department of Transportation	Grants-in-Aid for Airports	Port of Bellingham—Bellingham International Airport (BLI).	Bellingham International Airport Arrivals Terminal.	WA	4,000,000	Murray
Department of Transportation	Grants-in-Aid for Airports	Dane County—Dane County Regional/Truax Field (MSN).	Dane County Airport Runway Extension.	WI	4,350,000	Baldwin
Department of Transportation	Grants-in-Aid for Airports	Tri-State Airport Authority—Tri-State Airport (Milton J. Ferguson Field) (HTS).	Building Improvements	WV	16,625,000	Capito
Department of Transportation	Grants-in-Aid for Airports	West Virginia International Yeager Airport (CRW).	Airfield Deicing Fluid Collection and Stormwater Management System.	WV	1,800,000	Capito, Justice
Department of Transportation	Grants-in-Aid for Airports	City of Morgantown—Morgantown Municipal Airport (MGW).	Runway Extension	WV	13,000,000	Capito, Justice
Department of Transportation	Highway Infrastructure Programs	AK	Chalet Creek Bridge Extension	AK	250,000	Murkowski

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	AK	Sidewalk Replacement and Improvements.	AK	1,000,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Kodiak Short Trail Development	AK	1,500,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Substandard Road and Bridge Improvements.	AK	1,750,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Manokotak Access Road	AK	1,894,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Anchorage Road Safety Improvements.	AK	2,000,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Captains Bay Road Construction	AK	2,500,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Billy Blue Road Project	AK	3,515,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Shotgun Cove Road Construction	AK	4,000,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Shaktoolik Evacuation Road Project	AK	4,835,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AL	Bibb County Road Improvements	AL	858,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Old Montgomery Highway Repairs	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Centreville Roadway Construction	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	County Road 31 Improvements	AL	1,019,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Fayette County Road Repairs and Bridge Replacement.	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Russell County Road Improvements	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	CR–8 Improvements and Bridge Replacement.	AL	2,200,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Marion County Bridge Replacement and Interchange Bridge Widening.	AL	2,252,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Highway 411 Bypass Realignment	AL	2,500,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Covington County Road Repairs	AL	2,588,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Improvements to CR–299	AL	2,600,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Greene County Roadway Improvements.	AL	2,900,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	McQueen Smith Road Corridor Improvements.	AL	3,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Pleasant Road Roadway and Drainage Improvements.	AL	3,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	County Road 222 Rehabilitation	AL	4,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Maxwell Capital Gateway Project	AL	4,606,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Town of Pike Road Outer Loop	AL	7,000,000	Britt

Department of Transportation	Highway Infrastructure Programs	AL	Stillman Boulevard Bridge Design and Construction.	AL	7,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Mobile Roadway Improvements	AL	8,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	City of Foley Road Expansion	AL	10,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Pine Street Safety Enhancements	AL	1,000,000	Britt, Tuberville
Department of Transportation	Highway Infrastructure Programs	AR	Wynne City Bridge Replacement Project.	AR	2,574,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AR	Rogers Avenue Corridor Expansion	AR	20,000,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AR	I–49 Improvements	AR	55,026,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AZ	Town of Duncan East Avenue Safety Improvements (Main and High Street to High School Buildings).	AZ	1,760,000	Gallego, Kelly
Department of Transportation	Highway Infrastructure Programs	AZ	Santa Cruz County Camino Ramanote Roundabout Safety Improvements.	AZ	2,100,000	Gallego, Kelly
Department of Transportation	Highway Infrastructure Programs	AZ	City of Buckeye State Route 85 and Southern Avenue Safety Enhancements.	AZ	4,000,000	Gallego, Kelly
Department of Transportation	Highway Infrastructure Programs	AZ	Show Low Scott Ranch Road	AZ	20,000,000	Gallego, Kelly
Department of Transportation	Highway Infrastructure Programs	CA	Rowland Heights-Hacienda Heights Vision Zero Phase 3.	CA	1,300,000	Padilla
Department of Transportation	Highway Infrastructure Programs	CO	Traffic Roundabout for Poncha Springs.	CO	1,250,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CO	Swan Mountain Road Reconstruction	CO	2,400,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CO	Cement Creek Bridge Replacement for Silverton.	CO	2,468,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CT	Improvements to Exit Ramps	CT	2,000,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	CT	Replacement of Bridge in Oxford	CT	3,000,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	GA	Stilesboro Road at Old Mountain Road Intersection Safety Improvements.	GA	1,720,000	Ossoff
Department of Transportation	Highway Infrastructure Programs	GA	City of Cartersville Tennessee Street Roundabout.	GA	1,325,000	Ossoff, Warnock
Department of Transportation	Highway Infrastructure Programs	GA	I–16 Flyover Removal Integration	GA	1,500,000	Ossoff, Warnock
Department of Transportation	Highway Infrastructure Programs	GA	Accessible Pedestrian Signal Upgrades.	GA	1,751,000	Ossoff, Warnock
Department of Transportation	Highway Infrastructure Programs	HI	Waimea Workforce Housing Project Highway Intersection Construction.	HI	3,000,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	IL	Alsip 131st Street Reconstruction Project.	IL	1,000,000	Duckworth

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	IL	City of Jerseyville West Pearl Street Reconstruction Project.	IL	1,000,000	Duckworth
Department of Transportation	Highway Infrastructure Programs	IL	Kane County Randall Road at Big Timber Road Improvements.	IL	2,000,000	Duckworth, Durbin
Department of Transportation	Highway Infrastructure Programs	IL	Hudson Township East Road Improvements.	IL	705,000	Durbin
Department of Transportation	Highway Infrastructure Programs	IL	Rock Island Greenway Trail Extension.	IL	750,000	Durbin
Department of Transportation	Highway Infrastructure Programs	IL	Meridian Road Bridge Improvements	IL	1,200,000	Durbin
Department of Transportation	Highway Infrastructure Programs	IL	Vernon Avenue Road Improvements	IL	1,500,000	Durbin
Department of Transportation	Highway Infrastructure Programs	Indiana New Harmony and Wabash River Bridge Authority.	Restoration of the Harmony Way Bridge.	IN	20,000,000	Banks, Durbin
Department of Transportation	Highway Infrastructure Programs	IN	Tillman Road Bridge Replacement	IN	2,392,000	Young
Department of Transportation	Highway Infrastructure Programs	IN	Raymond Street Bridge Rehabilitation.	IN	3,000,000	Young
Department of Transportation	Highway Infrastructure Programs	IN	Hillegas Road Expansion	IN	3,000,000	Young
Department of Transportation	Highway Infrastructure Programs	IN	U.S. 31 Argos Interchanges	IN	5,000,000	Young
Department of Transportation	Highway Infrastructure Programs	IN	I–65 Columbus Gateway Arch	IN	10,000,000	Young
Department of Transportation	Highway Infrastructure Programs	IN	I–69 ORX Section 2	IN	50,000,000	Young
Department of Transportation	Highway Infrastructure Programs	KS	US–36 Bridge Replacement	KS	3,400,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Saline RiverBridge Replacement	KS	8,118,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	US–83 Passing Lanes in Scott County.	KS	13,324,000	Moran
Department of Transportation	Highway Infrastructure Programs	KY	Interstate 71 Truck Climbing Lanes	KY	4,500,000	McConnell
Department of Transportation	Highway Infrastructure Programs	KY	Parklands of Floyds Fork Paved and Soft Surface Trail Construction.	KY	5,000,000	McConnell
Department of Transportation	Highway Infrastructure Programs	KY	Jefferson Memorial Forest Trail Construction.	KY	5,000,000	McConnell
Department of Transportation	Highway Infrastructure Programs	KY	KY 536 Corridor Extension	KY	5,000,000	McConnell
Department of Transportation	Highway Infrastructure Programs	KY	Louisville Loop Trail Construction	KY	15,000,000	McConnell
Department of Transportation	Highway Infrastructure Programs	LA	LA 415 Connector	LA	5,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	LA	Removal of Four Closed LA HWY 90 Bridges.	LA	10,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	MA	Assabet River Rail Trail Improvements.	MA	620,000	Markey

Department of Transportation	Highway Infrastructure Programs	MA	New Library Intersection Safety Improvement Project.	MA	200,000	Markey, Warren
Department of Transportation	Highway Infrastructure Programs	MA	Route 2 Overpass Removal Traffic Network Improvements.	MA	1,000,000	Markey, Warren
Department of Transportation	Highway Infrastructure Programs	MD	U.S. 301 at MD 405 Intersection Safety Improvements.	MD	2,000,000	Alsobrooks
Department of Transportation	Highway Infrastructure Programs	MD	Campus Drive Complete Streets Project.	MD	2,000,000	Alsobrooks
Department of Transportation	Highway Infrastructure Programs	MD	MD 218 Suitland Road Improvements.	MD	2,500,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	ME	Bowdoinham Village Improvements	ME	2,000,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	South Berwick State Route 4 Improvements.	ME	3,300,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	State Route 6 Rehabilitation	ME	7,100,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Rockport Village Improvements	ME	7,200,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Newcastle Village Improvements	ME	7,500,000	Collins
Department of Transportation	Highway Infrastructure Programs	ME	Oxford State Route 26 Reconstruction.	ME	9,600,000	Collins
Department of Transportation	Highway Infrastructure Programs	MI	Industrial Park Drive Reconstruction	MI	2,000,000	Peters
Department of Transportation	Highway Infrastructure Programs	MI	Grand River Corridor Streetscape Improvements.	MI	600,000	Peters, Slotkin
Department of Transportation	Highway Infrastructure Programs	MI	Portage Road Corridor Improvements	MI	2,000,000	Peters, Slotkin
Department of Transportation	Highway Infrastructure Programs	MN	City of La Crescent Root River Trail	MN	1,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	Minnesota Department of Transportation.	Reconstruction of the Gunflint Trail	MN	3,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MS	Monticello Street Improvement Project.	MS	425,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Reconstruction of Texas Flat Road, Phase 2.	MS	1,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Martin Luther King Avenue Extension	MS	1,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Old River Road Emergency Repair and Safety Improvement Initiative.	MS	1,900,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Auburn Road Rehabilitation and Reconstruction Project.	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Madison County I–55—from MS 463 to Gluckstadt Road.	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Desoto County I–55—from Church Road to MS 302.	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Biloxi Beach Connector Project	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	Highway 12 Land-Grant Bridge	MS	2,000,000	Hyde-Smith

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	MS	Liberty Bypass Project	MS	3,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	6th Street Rehabilitation Project	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	Replacement of the Tanner Williams Bridge.	MS	3,750,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MT	Main Boulder Bridges Replacement	MT	378,000	Sheehy
Department of Transportation	Highway Infrastructure Programs	MT	Alzada East and West Improvements	MT	7,400,000	Sheehy
Department of Transportation	Highway Infrastructure Programs	MT	Noxon Bridge Replacement	MT	10,000,000	Sheehy
Department of Transportation	Highway Infrastructure Programs	MT	Boy Scout Bridge Replacement	MT	11,226,000	Sheehy
Department of Transportation	Highway Infrastructure Programs	ND	U.S. Highway 2 Roundabout Project	ND	9,000,000	Cramer
Department of Transportation	Highway Infrastructure Programs	NE	Sherman County Canal Crossing Bridge Replacement Project.	NE	800,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Naper North Road Construction	NE	1,106,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Cemetery Road Conversion	NE	1,275,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Frontier County Bridge Replacement	NE	1,440,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Winnebago Tribal Roadway Rehabilitation.	NE	1,691,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Hemingford North Rehabilitation	NE	2,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	David City Safety Improvements	NE	2,860,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	West 10th Street Extension and Bridge Project.	NE	3,178,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Broadway Street Corridor Rehabilitation.	NE	3,398,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Garden County Road Projects	NE	3,500,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Seward County 420th Paving Project	NE	3,506,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	City of Bridgeport Road Paving	NE	5,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	North 162nd Street Phase 2 Road Resurfacing.	NE	5,616,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Schram Road Improvements	NE	7,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Omaha Urban Core Renewal Project	NE	7,120,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NH	Nashua Pedestrian Safety Improvements.	NH	2,400,000	Shaheen
Department of Transportation	Highway Infrastructure Programs	NJ	Pearl Street Intersection Improvements.	NJ	1,250,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	Replacement of Marshall Hill Road Culvert No. 1600–280 over Morsetown Brook.	NJ	1,700,000	Booker

Department of Transportation	Highway Infrastructure Programs	NJ	Union City—Manhattan Avenue Pedestrian Bridge Phase 2 Construction.	NJ	3,000,000	Booker
Department of Transportation	Highway Infrastructure Programs	NM	Questa to Red River Trail	NM	512,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	Nambe Pueblo	Tova Muusa Poe Road Improvements	NM	1,000,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	Pueblo of Zia	Pueblo of Zia Roadway Improvement and Safety Project.	NM	1,500,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	NM	Interstate Highway Planning on U.S. 87/U.S. 64.	NM	1,600,000	Heinrich
Department of Transportation	Highway Infrastructure Programs	NM	U.S. 54 Corridor Improvements	NM	1,400,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	I–40/NM 118 Corridor Drainage Improvements.	NM	2,300,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	North Los Lentes Roadway Improvements.	NM	2,800,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	High Mesa Road Project	NM	3,000,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	Raton Roundhouse Pedestrian Bridge	NM	3,000,000	Luján
Department of Transportation	Highway Infrastructure Programs	NV	City of Reno—Pedestrian Safety at Crosswalks.	NV	1,600,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Regional Transportation Commission of Washoe County—University Gateway Transportation Improvement.	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Tahoe Transportation District—Laura Drive Multi-Use Trail Project.	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	U.S. 93 Truck Climbing Lane	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	U.S. 395 Carson Valley Improvements.	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Washoe County—Carcione-Canepa Bridge and Trail.	NV	2,950,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Regional Transportation Commission of Washoe County—Regional Partnership for Local Street Rehabilitation.	NV	5,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NY	City of New Rochelle—Beechmont Drive at Montgomery Place.	NY	726,000	Gillibrand
Department of Transportation	Highway Infrastructure Programs	NY	City of Buffalo—Niagara Square Traffic Calming.	NY	2,000,000	Gillibrand
Department of Transportation	Highway Infrastructure Programs	OH	Brook Park Snow Road Improvements.	OH	12,166,000	Husted

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	OH	Rohr Road at Lockbourne Road Roundabout.	OH	1,500,000	Husted, Moreno
Department of Transportation	Highway Infrastructure Programs	OH	City of Obetz Lockbourne Road Corridor Safety & Reliability Roundabout.	OH	3,500,000	Husted, Moreno
Department of Transportation	Highway Infrastructure Programs	OH	Millikin Road Interchange at I–75 Construction.	OH	5,800,000	Moreno
Department of Transportation	Highway Infrastructure Programs	OK	Route 66 Bridge Replacement in Chandler.	OK	1,920,000	Armstrong
Department of Transportation	Highway Infrastructure Programs	OK	OSU–VA Hospital Slope Wall Rehabilitation.	OK	5,500,000	Armstrong
Department of Transportation	Highway Infrastructure Programs	Burns Paiute Tribe	Oregon Highway 20 Safe Passages and Wildlife Crossing Project.	OR	1,984,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	OR	OR99W Safety Corridor Improvements Project.	OR	2,000,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	OR	Advancing Broadway Main Street	OR	4,000,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	PA	Frankford Avenue Multimodal Safety Project in Northeast Philadelphia.	PA	972,000	Fetterman
Department of Transportation	Highway Infrastructure Programs	PA	Erie-to-Pittsburgh Trail Oil Creek State Park Extension Project.	PA	1,583,000	Fetterman
Department of Transportation	Highway Infrastructure Programs	PA	Safety Improvements Along Good Hope Road (SR 1013) In Hampden Township.	PA	1,000,000	McCormick
Department of Transportation	Highway Infrastructure Programs	PA	Paving and Drainage Upgrades Along US–422 East of Worthington Borough.	PA	2,000,000	McCormick
Department of Transportation	Highway Infrastructure Programs	PA	I–376/Banksville Interchange Improvements.	PA	5,494,000	McCormick
Department of Transportation	Highway Infrastructure Programs	RI	Providence Paving	RI	10,000,000	Reed
Department of Transportation	Highway Infrastructure Programs	RI	Johnston Roadway Improvements	RI	980,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Woonasquatucket River Greenway	RI	1,730,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	South Kingstown Main Street Improvements.	RI	2,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Providence Riverwalk	RI	2,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Pawtucket Infrastructure Improvements.	RI	3,500,000	Reed, Whitehouse

Department of Transportation	Highway Infrastructure Programs	RI	Allens Avenue Paving	RI	5,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	East Providence Sidewalk Connection and Safety Project.	RI	5,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	SC	Veterinarian School Entrance Intersection Safety Improvements.	SC	3,500,000	Graham
Department of Transportation	Highway Infrastructure Programs	SC	Dorchester Road Corridor Improvements.	SC	20,000,000	Graham
Department of Transportation	Highway Infrastructure Programs	Cheyenne River Sioux Tribe	Route 11 Takini West Project	SD	5,750,000	Rounds
Department of Transportation	Highway Infrastructure Programs	SD	Improvements on I–90	SD	42,800,000	Rounds
Department of Transportation	Highway Infrastructure Programs	SD	Arterial Improvements in Sioux Falls	SD	49,017,000	Rounds
Department of Transportation	Highway Infrastructure Programs	SD	Improvements to Lake County Bypass.	SD	10,500,000	Rounds, Thune
Department of Transportation	Highway Infrastructure Programs	UT	Helper Riverwalk Improvement Project Phase 1.	UT	484,000	Curtis
Department of Transportation	Highway Infrastructure Programs	UT	8000 North Roadway Improvements	UT	1,250,000	Curtis
Department of Transportation	Highway Infrastructure Programs	UT	Safety Bridge Construction	UT	1,500,000	Curtis
Department of Transportation	Highway Infrastructure Programs	UT	SR–92 Pedestrian Bridge in Lehi	UT	3,000,000	Curtis
Department of Transportation	Highway Infrastructure Programs	UT	Reliever Road Pre-construction and Planning Parallel to I–15 in Centerville.	UT	4,000,000	Curtis
Department of Transportation	Highway Infrastructure Programs	UT	Monroe Street Phase III Improvements.	UT	5,000,000	Curtis
Department of Transportation	Highway Infrastructure Programs	VA	City of Williamsburg Pedestrian Safety Improvements Project.	VA	400,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	I–95 Exit 126 Southbound Onramp Project.	VA	3,383,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Woodrow Wilson Complex Long Term Access Improvements Project.	VA	4,250,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VT	Winooski River Bridge Replacement	VT	3,575,000	Sanders, Welch
Department of Transportation	Highway Infrastructure Programs	Cowlitz Indian Tribe	NW 31st Avenue Improvement Project.	WA	1,500,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	Quinault Indian Nation	Moclips Culvert Replacement	WA	3,000,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	Lummi Nation	Slater Road Elevation	WA	5,000,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	WA	Moses Lake Bridge Crossing	WA	1,520,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Spokane County Centennial Corridor	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Breeze Creek/E. 4th Street Improvement Project.	WA	2,460,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	88th Street NE Corridor Improvements.	WA	2,800,000	Murray

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	Hoh Indian Tribe	Hoh Safe Homelands Roundabout Project.	WA	2,980,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Broadway Corridor Safety Improvements Project.	WA	3,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Port of Everett Dock 1 Replacement Project.	WA	5,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WI	CTH C—STH 23 to Golf Course Drive Construction.	WI	5,250,000	Baldwin
Department of Transportation	Highway Infrastructure Programs	WV	Corridor H, Wardensville to the Virginia State Line Construction.	WV	10,783,000	Capito
Department of Transportation	Highway Infrastructure Programs	WV	Glenwood Road Slip Repair	WV	3,440,000	Capito, Justice
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Calera	Calera Bridge Project	AL	4,000,000	Britt
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Village of Lemont	Grade Crossing Safety Project	IL	500,000	Durbin
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Abilene & Smoky Valley Railroad Association Inc..	Abilene & Smoky Valley Railroad Steam Engine Repairs.	KS	700,000	Moran
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Allen Parish	Allen Parish Railway Facility	LA	3,000,000	Cassidy, Kennedy
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Northeast Louisiana Railroad Development District.	DeltaLink Regional Louisiana Rail	LA	5,250,000	Cassidy, Kennedy
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Jefferson Parish	Westbank Rail Realignment Project	LA	7,000,000	Cassidy, Kennedy
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Maryland Department of Transportation.	Port of Baltimore Agriculture Connector Track Project.	MD	1,600,000	Alsobrooks, Van Hollen
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Maine Department of Transportation	Northern Freight Rail Improvements	ME	10,700,000	Collins
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Mississippi Department of Transportation.	Funding for rail crossing infrastructure and related activities.	MS	3,750,000	Wicker
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Oregon Department of Transportation	Advance Union Station	OR	3,000,000	Merkley, Wyden
Department of Transportation	Transit Infrastructure Grants	Alameda-Contra Costa Transit District (AC Transit).	Districtwide Security Enhancement	CA	500,000	Padilla
Department of Transportation	Transit Infrastructure Grants	Stanislaus Regional Transit Authority	Stanislaus Operations and Maintenance Facility.	CA	1,000,000	Padilla
Department of Transportation	Transit Infrastructure Grants	Monterey-Salinas Transit District	High-Capacity Bus Replacement	CA	1,100,000	Padilla

Department of Transportation	Transit Infrastructure Grants	Colorado Department of Transportation.	Southeast Colorado Regional Transit Hub and Fleet Modernization Project.	CO	573,000	Bennet, Hickenlooper
Department of Transportation	Transit Infrastructure Grants	Colorado Department of Transportation.	Montrose Regional Transit Center	CO	2,435,000	Bennet, Hickenlooper
Department of Transportation	Transit Infrastructure Grants	Greater Hartford Transit District	Transportation Signage and Wayfinding for Hartford Union Station.	CT	320,000	Blumenthal, Murphy
Department of Transportation	Transit Infrastructure Grants	Connecticut Department of Transportation.	New Haven Union Rail Station Platforms Canopy.	CT	4,000,000	Blumenthal, Murphy
Department of Transportation	Transit Infrastructure Grants	Chatham Area Transit Authority	Ferry Vessel Restoration	GA	1,004,000	Ossoff
Department of Transportation	Transit Infrastructure Grants	Georgia Department of Transportation.	Macon-Bibb County Transit Authority Microtransit Service.	GA	1,424,000	Ossoff
Department of Transportation	Transit Infrastructure Grants	Metropolitan Atlanta Rapid Transit Authority (MARTA).	Mobility Paratransit Fleet Modernization.	GA	1,800,000	Ossoff, Warnock
Department of Transportation	Transit Infrastructure Grants	City and County of Honolulu Department of Transportation Services.	Bus Stop ADA Access and Site Renovations.	HI	1,000,000	Hirono, Schatz
Department of Transportation	Transit Infrastructure Grants	City and County of Honolulu Department of Transportation Services.	Kekaulike Street Multimodal Renovations.	HI	2,000,000	Hirono, Schatz
Department of Transportation	Transit Infrastructure Grants	Chicago Transit Authority (CTA)	Bus Stop Accessibility Upgrades	IL	1,500,000	Duckworth
Department of Transportation	Transit Infrastructure Grants	Chicago Transit Authority (CTA)	Transit Site Preparation	IL	1,000,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Commuter Rail Division of the Regional Transportation Authority (METRA).	Crew Facilities Upgrades	IL	1,500,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Chicago Transit Authority (CTA)	Station Improvements	IL	2,000,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Illinois Department of Transportation	Statewide Bus, Paratransit, and Transit Infrastructure Initiative.	IL	6,200,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Saginaw Transit Authority Regional Services (STARS).	STARS Ride Forward Initiative	MI	480,000	Peters
Department of Transportation	Transit Infrastructure Grants	Suburban Mobility Authority for Regional Transportation.	Southeast Michigan Transit Bus Stop Improvements.	MI	1,698,000	Peters
Department of Transportation	Transit Infrastructure Grants	City of Oxford	Oxford University Transit Equipment Upgrade Project.	MS	2,000,000	Hyde-Smith
Department of Transportation	Transit Infrastructure Grants	City of Oxford	Autonomous Campus Mobility Innovation Initiative.	MS	3,000,000	Wicker
Department of Transportation	Transit Infrastructure Grants	Research Triangle Regional Public Transportation Authority.	GoTriangle Regional Transit Fleet Expansion.	NC	3,960,000	Tillis
Department of Transportation	Transit Infrastructure Grants	Regional Transportation Commission of Washoe County.	Transit Security Improvements	NV	1,000,000	Cortez Masto, Rosen

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Transit Infrastructure Grants	Regional Transportation Commission of Southern Nevada.	Traffic Camera Infrastructure Upgrades.	NV	2,400,000	Cortez Masto, Rosen
Department of Transportation	Transit Infrastructure Grants	Regional Transportation Commission of Southern Nevada.	Driver Enclosure and Barrier Retrofitting.	NV	6,000,000	Cortez Masto, Rosen
Department of Transportation	Transit Infrastructure Grants	Niagara Frontier Transportation Authority.	Seneca Light Rail Station Renovation.	NY	1,000,000	Gillibrand, Schumer
Department of Transportation	Transit Infrastructure Grants	County of Rockland	Village of Kaser Transit—New Bus II	NY	1,300,000	Schumer
Department of Transportation	Transit Infrastructure Grants	Rhode Island Public Transit Authority.	Hybrid Bus Purchase	RI	3,000,000	Reed, Whitehouse
Department of Transportation	Transit Infrastructure Grants	Utah Transit Authority	UTA Paratransit Vehicles Replacement.	UT	5,000,000	Curtis
Department of Transportation	Transit Infrastructure Grants	Utah Department of Transportation	Recreate 248—Implement Dedicated Side-running BRT Lanes.	UT	5,000,000	Curtis
Department of Transportation	Transit Infrastructure Grants	Hampton Roads Transit	Mobile Telescoping Security Unit (MTSU) Procurement Project.	VA	1,125,000	Kaine, Warner
Department of Transportation	Transit Infrastructure Grants	King County Department of Metro Transit.	Central Campus Base Electrification	WA	3,000,000	Murray
Department of Transportation	Transit Infrastructure Grants	Central Puget Sound Regional Transit Authority.	New Crossover in the Downtown Seattle Transit Tunnel.	WA	10,000,000	Murray
Department of Transportation	Port Infrastructure Development Program.	City of Kake	Portage Cove Harbor Electric Upgrade.	AK	841,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	Municipality of Anchorage	Improvements to Don Young Port of Alaska Power System.	AK	1,500,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	Metlakatla Indian Community	Emergency Small Boat Launch in Annette Bay—Phase III.	AK	1,500,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	City and Borough of Yakutat	Replace Yakutat Small Boat Harbor	AK	2,000,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	Haines Borough	Letnikof Cove Harbor Improvements	AK	2,500,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	City of Bethel	Bethel Port Repairs	AK	3,000,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	City and Borough of Sitka	Marine Service Center Seawall and Crane Replacement.	AK	5,000,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	Kodiak Island Borough	St. Herman Harbor Reconstruction	AK	5,000,000	Murkowski

Department of Transportation	Port Infrastructure Development Program.	Oxnard Harbor District—Port of Hueneme.	Hueneme Modernization and Capacity Improvement.	CA	1,500,000	Padilla
Department of Transportation	Port Infrastructure Development Program.	Diamond State Port Corporation	Port Wilmington Electrical Infrastructure Upgrades.	DE	2,000,000	Blunt Rochester, Coons
Department of Transportation	Port Infrastructure Development Program.	Kaskaskia Regional Port District	Fuel Logistics and Resiliency Project	IL	2,000,000	Duckworth
Department of Transportation	Port Infrastructure Development Program.	Shawneetown Regional Port District	Liquid Fertilizer Terminal Project	IL	2,900,000	Duckworth
Department of Transportation	Port Infrastructure Development Program.	Mason County Fiscal Court	Mason County Riverport Development	KY	2,000,000	McConnell
Department of Transportation	Port Infrastructure Development Program.	Louisville-Jefferson County Metro Government.	Louisville Riverport Modernization	KY	5,200,000	McConnell
Department of Transportation	Port Infrastructure Development Program.	Paducah-McCracken County Riverport Authority.	Riverport West Expansion	KY	20,000,000	McConnell
Department of Transportation	Port Infrastructure Development Program.	Morgan City Harbor and Terminal District.	Warehouse Storage Capacity Expansion Project.	LA	5,000,000	Cassidy
Department of Transportation	Port Infrastructure Development Program.	St. Charles Harbor and Terminal District.	Industrial Canal—Heavy Cargo Security Enhancement Project.	LA	3,000,000	Cassidy, Kennedy
Department of Transportation	Port Infrastructure Development Program.	West Calcasieu Port	West Calcasieu Port Strategic Development Plan.	LA	199,000	Kennedy
Department of Transportation	Port Infrastructure Development Program.	Town of Wellfleet	Wellfleet Harbor Pier Fire Restoration	MA	1,100,000	Markey, Warren
Department of Transportation	Port Infrastructure Development Program.	Port of Monroe	Resilient Maritime Logistics Platform	MI	4,000,000	Peters, Slotkin
Department of Transportation	Port Infrastructure Development Program.	Rosedale Bolivar County Port Commission.	Port Crane Replacement Project	MS	1,500,000	Hyde-Smith
Department of Transportation	Port Infrastructure Development Program.	Lowndes County Port Authority	Lowndes County Port Technology and Equipment Upgrades Project.	MS	2,500,000	Hyde-Smith
Department of Transportation	Port Infrastructure Development Program.	Warren County Port Commission	Mississippi River Port Development of Phase One of the Turning Basin.	MS	3,500,000	Hyde-Smith, Wicker
Department of Transportation	Port Infrastructure Development Program.	Pease Development Authority—Division of Ports and Harbors.	Market Street Terminal Equipment Acquisition.	NH	260,000	Shaheen
Department of Transportation	Port Infrastructure Development Program.	City of Providence	High Capacity Storm Bollard Construction.	RI	240,000	Reed, Whitehouse
Department of Transportation	Port Infrastructure Development Program.	City of East Providence	East ProvPort	RI	2,160,000	Reed, Whitehouse
Department of Transportation	Port Infrastructure Development Program.	The Northwest Seaport Alliance	Washington United Terminal Shore Power Development.	WA	10,000,000	Murray

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Lower Yukon School District	Teacher Housing Sewer Lift Station Replacement.	AK	200,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Fairbanks Community Food Bank	Building ADA compliance—Elevator Modernization.	AK	277,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Hope Community Resources	Fire Sprinkler Replacement	AK	300,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Interior Regional Housing Authority	Meda Lord Senior Center Rehabilitation.	AK	450,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Abused Women's Aid in Crisis	Health and Safety Infrastructure Improvements.	AK	500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	RurAL CAP	Head Start Capital & Deferred Improvements.	AK	750,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Village of Grayling / IRHA	Grayling IRHA Tribal Council—Essential Staff Housing (Duplex).	AK	803,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Yukon Koyukuk School District	Teacher Housing Renovation	AK	817,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Hallelujah Foundation	The Safe Home Project	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Alutiiq Tribe of Old Harbor	Hydroelectric Project	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Municipality of Anchorage	Neighborhood Homes Revitalization Program.	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Chilkoot Indian Association	Family Center/Childcare Facility Rehabilitation.	AK	1,188,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Petersburg Borough	Children's Center Renovation and Expansion.	AK	1,194,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Yuut Elitnaurviat	Weatherization Project	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Southwest Alaska Municipal Conference.	Akutan Geothermal Power Project	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Anchorage Affordable Housing Land Trust.	Affordable Housing Capital Improvements.	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Emergency Assistance and Food Bank of Valdez.	Building Construction	AK	1,513,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Aiding Women From Abuse and Rape Emergencies.	Cordova Street Housing	AK	1,600,000	Murkowski

Department of Housing and Urban Development.	Community Development Fund	Tuntutuliak Community Services Association.	Bulk Fuel Tank Farm Expansion Project.	AK	1,600,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Alaska Public Telecommunications Inc.	KSKA Public radio station and KNBA Tribal Radio Station Antenna Replacement.	AK	1,728,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Juneau Economic Development Council.	St. Ann's Center for Integrated Care—Senior Housing.	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Ouzinkie	Upgrades to the City Power Grid	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Alaska Center for the Performing Arts, Inc..	Fire Safety Improvements	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Municipality of Skagway	Improve Utilities Installation	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Tebughna Foundation	Renovation Mobilization: Restoring Healthy Homes.	AK	2,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	State of Alaska Department of Public Safety.	Rural Aircraft Hangar Construction ..	AK	3,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Matanuska Susitna Borough	Construct a Public Safety Facility	AK	3,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	TKC Fish Wheel	Harvest to Home (H2H) Workforce Housing Construction Initiative.	AK	3,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Native Village of Chenega	Harbor Breakwater	AK	4,461,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City and Borough of Wrangell	Wrangell Deepwater Port Development.	AK	8,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Ozark Fire Department	Ozark Fire Department Response Vehicles.	AL	200,000	Britt
Department of Housing and Urban Development.	Community Development Fund	Alabama A&M University	University Pedestrian Bridge	AL	2,500,000	Britt
Department of Housing and Urban Development.	Community Development Fund	University of Arkansas Community College at Morrilton.	Workforce Training Center Expansion	AR	6,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	University of Arkansas	Research Facility Construction	AR	15,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	Arkansas State University System	CREST Center Construction and Renovations—CREST Workforce Initiative.	AR	20,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	Yuma County	Yuma Affordable Housing Apartments Safety Improvements.	AZ	248,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	City of Tucson	Tucson Affordable Housing	AZ	267,000	Gallego, Kelly

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Town of Superior	Superior Fire Protection Infrastructure.	AZ	450,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	State of Arizona	Phoenix Small Business Incubator	AZ	750,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	City of Tucson	Tucson Fry Apartment Renovation	AZ	2,000,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	City of Mesa	Mesa Royale Affordable Housing	AZ	2,000,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	Western Arizona Council of Governments.	Kingman Veterans Supportive Housing Expansion.	AZ	2,050,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	Chinle Unified School District No. 24	Chinle Public Library	AZ	3,700,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	County of Yolo	Capay Valley Fire Protection District Resilience Center.	CA	670,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	The Los Angeles Free Clinic dba Saban Community Clinic.	Crenshaw Corridor Health Center	CA	800,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity Calaveras	Eureka Oaks Workforce Affordable Housing Construction Project.	CA	850,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Housing Authority of Fresno County	La Joya Commons Phase II	CA	1,000,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	SBCS Corporation	Youth Workforce Development Training Suite.	CA	1,000,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Para Los Niños	Children & Family Mental Health Clinic Expansion.	CA	1,200,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	City of Oakland	Brooklyn Basin Blight Removal and Shoreline Improvements Project.	CA	1,750,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Initiating Change in Our Neighborhoods Community Development Corporation.	Pacoima Family Apartments	CA	1,800,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Friendship House Association of American Indians.	The Village San Francisco	CA	2,000,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	First 5 Solano Children and Families Commission.	Community Resource Building at Rise Vallejo Campus.	CA	2,300,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	Magnolia Women's Recovery Programs, Inc..	Housing for Mothers and Families	CA	950,000	Schiff

Department of Housing and Urban Development.	Community Development Fund	City of Anaheim	Supportive Housing Project	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	County of Marin	Firefighter Training Facility Improvement Project.	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Glide Foundation	Community Center Improvement Project.	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Los Angeles County Department of Military and Veteran Affairs.	Veteran Agricultural Workforce Development Initiative.	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Los Angeles County Fire Department	911 Dispatch Center Expansion	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Palm Desert	Veterans Resource Center	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	San Bernardino Community College District.	Student and Workforce Housing Infrastructure.	CA	1,200,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	San Joaquin County Behavioral Health Services.	Tiny Home Village Project	CA	1,311,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Mill Valley	Affordable Housing Construction Project.	CA	1,500,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Anderson	Police Department Facility Project	CA	1,500,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Santa Cruz	Library Improvements	CA	2,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Las Palmas Foundation	Affordable Housing for Families	CA	3,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Small Town Project	Seed House Community Hub Renovation.	CO	600,000	Bennet
Department of Housing and Urban Development.	Community Development Fund	Northwest Colorado Visiting Nurse Association dba Northwest Colorado Health.	The Haven Expansion Project: Increasing Access to Assisted Living.	CO	2,000,000	Bennet
Department of Housing and Urban Development.	Community Development Fund	Outreach United Resource Center Inc..	Aspen Center at Hover Crossing	CO	325,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Town of San Luis	Sangre de Cristo Cultural Heritage Center.	CO	588,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	United Way Pueblo County	Southern Colorado Nonprofit Capacity & Coordinated Community Access Initiative.	CO	850,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Community College of Aurora	Colorado Construction and Structural Trades Workforce Hub.	CO	971,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Silver Key Senior Services	Silver Key Senior Housing Project	CO	1,000,000	Bennet, Hickenlooper

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	High Plains Housing Development	Phoenix Rising Apartments	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Denver Center for the Performing Arts.	Universal Access and ADA Improvements.	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Mesa County Valley School District 51.	Outdoor Wilderness Lab Kitchen and Eating Area.	CO	1,200,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Peak Education	Peak Education's Downtown College and Career Readiness Center.	CO	1,731,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	East Colfax Community Collective	Community Housing Redevelopment	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Rocky Mountain Communities	Townview Apartments	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Arapahoe County	Starlight Affordable Housing Development.	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	City of Cortez	Park Village Housing	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Metro Caring	Metro Caring Fresh Foods Market	CO	2,095,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	YMCA of the Pikes Peak Region	YMCA Child Care Expansion & Workforce Support Initiative.	CO	2,300,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Volunteers of America National Services.	Haven at Salt Flats Older Adult Community.	CO	2,650,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	City of Aurora	Aurora Regional Navigation Campus	CO	3,280,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Colorado Coalition for the Homeless	NW Denver Family Housing & Childcare.	CO	5,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	CASA of the Seventh Judicial District, Inc..	San Juan Landing	CO	1,200,000	Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Lakewood Housing Authority dba Metro West Housing Solutions.	Cedar Gardens Apartments Redevelopment.	CO	1,500,000	Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Metro Denver.	Baker Park Affordable Homes	CO	2,000,000	Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Tunnels to Towers Foundation	Veterans Village Denver—Supportive Housing Development for Veterans.	CO	2,500,000	Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Eastern Connecticut.	Housing Repair Program	CT	150,000	Blumenthal, Murphy

Department of Housing and Urban Development.	Community Development Fund	Town of Groton	Community Center Renovations	CT	425,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Safe Futures, Inc.	Facility Construction	CT	500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Commons Community Development Corporation.	Construction of Affordable Housing	CT	500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Wellmore, Inc.	Housing Facility Renovations	CT	552,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Applied Behavioral Rehabilitation Institute, Inc..	HVAC Renovations	CT	600,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Girls Incorporated of Meriden	Renovations and Capital Improvements to Program Center.	CT	733,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	FreeTHEM, Inc.	Community Hub Facility Acquisition and Renovation.	CT	750,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	First Baptist Church of Hartford	Early Learning Center and Community Facility Construction.	CT	750,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Community Solutions, Inc.	Transitional Housing Improvements	CT	826,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Rose City Learning Center	Development of Childcare Center	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Thompson Ecumenical Empowerment Group.	Community Food Center Construction	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Trust for Public Land	Sliver by the River Waterfront Park	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Cornwall Housing Corporation	Affordable Housing Development	CT	1,200,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Liberty Community Services	Permanent Supportive Housing and Service Center Renovations.	CT	1,400,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mid Fairfield AIDS Project	Transitional Housing	CT	1,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	The Justice Education Center	Camp Inspire Infrastructure Improvements.	CT	1,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mutual Housing Association of Greater Hartford.	Commercial Space at Affordable Housing Development.	CT	1,526,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	EdAdvance	Renovations for Early Childhood Educator Housing.	CT	1,600,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	The Mary Wade Home	Residential Care Home Upgrades	CT	2,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Friends Center for Children	New Affordable Housing for Early Childhood Educators.	CT	2,160,000	Blumenthal, Murphy

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Housing Authority of the City of Bridgeport.	Development of Affordable Housing	CT	2,325,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	City of Hartford	Library Construction	CT	2,381,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	City of Torrington	Affordable Housing Construction	CT	4,300,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Chimes Foundation Incorporated	Chimes Residential Support for Individuals with Disabilities.	DE	1,000,000	Blunt Rochester
Department of Housing and Urban Development.	Community Development Fund	Delaware Affordable Housing Group Inc..	Delaware Affordable Housing Group Homeownership Initiative.	DE	2,500,000	Blunt Rochester
Department of Housing and Urban Development.	Community Development Fund	Milford Housing Development Corporation.	Milford Workforce Housing and Neighborhood Infrastructure Initiative.	DE	3,000,000	Blunt Rochester
Department of Housing and Urban Development.	Community Development Fund	Big Brothers Big Sisters of Delaware, Inc..	Youth Enrichment Center Construction.	DE	300,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Good Neighbors	Roof Home Repair Program	DE	300,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	YWCA Delaware Inc.	Home-Life Management Center Capital Improvements.	DE	500,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Bethel CARES, Inc.	Bethel Cares Affordable Housing Development.	DE	500,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Roofs From the Heart	Home Repair Program	DE	500,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Be Ready Community Development Corporation.	Lazarus House Affordable Housing Renovations.	DE	650,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Housing Development Corporation MidAtlantic.	Smyrna Affordable Housing Development.	DE	1,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Newark Housing Authority	Newark Affordable Housing Development.	DE	1,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	New Castle County	Hope Center Capital Improvements ..	DE	1,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	St. Anthony's Housing for the Elderly Corporation.	Antonian Affordable Housing Improvements.	DE	1,100,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of New Castle County.	Glasgow Affordable Housing Development.	DE	1,500,000	Blunt Rochester, Coons

Department of Housing and Urban Development.	Community Development Fund	Sussex County Habitat for Humanity	Sussex County Affordable Housing Development.	DE	1,725,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Neighborgood Partners, Inc.	Laurel Glen Affordable Housing Development.	DE	2,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Family Promise of Northern New Castle County.	Family Promise Community Building Construction.	DE	2,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Ministry of Caring Inc.	Village of Francis and Clare Affordable Housing Development.	DE	3,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Todmorden Foundation	The Flats Affordable Housing Development.	DE	3,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Cornerstone West Community Development Corporation.	The Vistas at Saint Francis Affordable Housing Development.	DE	4,165,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	REACH Riverside Development Corporation.	Imani Village Affordable Housing Development.	DE	6,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Interfaith Community Housing of Delaware Inc..	ICHDE Affordable Housing Development.	DE	6,548,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Lutheran Senior Services of Dover	Luther Village Affordable Housing Development.	DE	10,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Friendship House of Delaware	Day Center Renovation	DE	557,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Wilmington Neighborhood Conservancy Land Bank.	Wilmington Affordable Housing Development.	DE	1,233,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Unified Government of Athens-Clarke County.	Protecting Existing Housing Through Rehabilitation.	GA	500,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Winder Housing Authority	Wimberly Center Infrastructure Upgrades.	GA	690,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Glynn County GA Inc..	Affordable Housing Development in Glynn County.	GA	699,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Dekalb County Board of Commissioners.	Alice White Bussey Park Improvements.	GA	913,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	City of Atlanta	City of Atlanta Fresh Food Initiative	GA	1,250,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	City of Douglasville	Outdoor Recreation Facility Upgrades	GA	1,430,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Cobb County Board of Commissioners.	South Cobb Regional Library Expansion & Renovation.	GA	1,500,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Henry County Board of Commissioners.	Enhancing Emergency Response Capabilities in Henry County.	GA	1,500,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Coastal Empire Habitat for Humanity	New Home Construction in Chatham County.	GA	1,505,000	Ossoff

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Paulding County Board of Commissioners.	Paulding County Sheriff Training Center.	GA	1,775,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	City of Morrow	Barton Memorial Park Improvements	GA	2,000,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Atlanta Development Authority dba Invest Atlanta.	Folio House Affordable Housing in the City of Atlanta.	GA	2,000,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Columbus Consolidated Government	Fire/EMS Training Facility Renovation	GA	2,631,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	City of Jonesboro	Building Affordable Homes in the City of Jonesboro.	GA	2,775,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	City of Forest Park	Starr Park Infrastructure and Playground Equipment Upgrades.	GA	300,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Fulton County Schools	Playground Upgrades in Fulton County.	GA	570,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	City of Dublin	Oconee Community Center Rehabilitation.	GA	600,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Pulaski County	Pulaski County Fire Apparatus Replacement.	GA	942,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	YMCA of Metro Atlanta, Inc.	Villages at Carver Family YMCA Aquatics Center Renovation.	GA	970,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Fulton County Government	Central Training Center Modernization.	GA	1,000,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Chatham County	Chatham County Childcare Center Facilities Improvements.	GA	1,000,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Rockdale County Public Schools	Playground Equipment Upgrades	GA	1,183,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	DeKalb County Board of Education dba DeKalb County School District.	Fernbank Science Center ADA Upgrades.	GA	1,343,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Augusta-Richmond County	Edward McIntyre Riverwalk Accessibility and Infrastructure Upgrades.	GA	1,800,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Macon Milledgeville Regional Habitat for Humanity, Inc..	Building Affordable Housing in Central Georgia.	GA	1,951,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Augusta/CRSA Habitat for Humanity, Inc..	Affordable Housing Rehabilitation	GA	2,000,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Dougherty County Commission	Riverfront Park Improvements	GA	2,106,000	Ossoff, Warnock

Department of Housing and Urban Development.	Community Development Fund	City of Brunswick	Indoor Swift Water Rescue Training Facility.	GA	3,500,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Manna Ministries, Inc.	Manna Community Garden and Food Access Project.	GA	195,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Houston County Habitat for Humanity, Inc..	Houston County Affordable Homeownership.	GA	500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Greene County Habitat for Humanity, Inc..	Greene County Missing Middle Housing Project.	GA	750,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	City of Washington	City of Washington Haven Homes	GA	750,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	City of Savannah	Savannah Downpayment Assistance Program.	GA	900,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Wellspring Living, Inc.	Graduate Village	GA	1,000,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Family Crisis Center of Walker, Dade, Catoosa, and Chattooga Counties, Inc..	Transitional Housing for Northwest Georgia Foster Youth and Abuse Victims.	GA	1,080,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Veterans Empowerment Organization of Georgia, Inc..	VEO Women's Housing Project	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Historic District Development Corporation.	Sweet Auburn Affordable Housing	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Partnership Against Domestic Violence, Inc..	PADV Affordable Transitional Housing Subdivision.	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity DeKalb, Inc. ...	DeKalb County Affordable Housing Development.	GA	1,600,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Special Needs Cobb, Inc.	Special Needs Cobb Land Acquisition for Adults with Disabilities.	GA	1,705,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Columbus Housing Initiative, Inc.	Columbus Downpayment and Housing Assistance Program.	GA	1,860,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Atlanta Development Authority dba Invest Atlanta.	Residences at West End	GA	1,955,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Family Promise Hawaii	Family Shelter Expansion Construction.	HI	1,484,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	Maui County	Lanai Affordable Housing Infrastructure Construction.	HI	3,750,000	Hirono
Department of Housing and Urban Development.	Community Development Fund	Maui Economic Opportunity	Low-Income Youth Services Transportation Vehicles.	HI	238,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	City and County of Honolulu	'A'ala Park Construction	HI	750,000	Hirono, Schatz

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Hawaii State Department of Education.	Maui Public School Generators Acquisition.	HI	905,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Island of Hawaii YMCA	Preschool Restroom Renovations	HI	950,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Hawaii Foodbank, Inc.	Kauai Food Security and Resiliency Facility Planning and Development.	HI	1,315,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Maui Food Bank	Emergency Food Security Infrastructure Acquisition.	HI	1,850,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	The Food Basket, Inc.	Food Bank Production Facility Construction.	HI	1,894,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Hawaii Foodbank, Inc.	Hawaii Foodbank Distribution Site Development.	HI	1,922,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Hawaii State Department of Business, Economic Development and Tourism.	Central Oahu School Cold Food Storage Construction.	HI	2,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Maui County	Language Immersion Educational Facility Construction.	HI	2,660,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Rehabilitation Hospital of the Pacific	Streambank Stabilization Project Construction.	HI	5,050,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Partners in Development Foundation	Affordable Child and Elder Care Facility Acquisition.	HI	5,085,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Child and Family Service	Transitional Housing for Survivors of Domestic Violence Construction.	HI	6,541,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	City and County of Honolulu	Chinatown Affordable Housing Renovations.	HI	8,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	The Episcopal Church in Hawaii	Senior-focused Facility Infrastructure	HI	3,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	City and County of Honolulu	Ala Moana Regional Park	HI	3,350,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Hale Kipa	Transitional Living Community & Workforce Center.	HI	4,250,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	University of Idaho	Modernization of the Joint Military Science & Veterans Assistance Center.	ID	6,700,000	Risch

Department of Housing and Urban Development.	Community Development Fund	Barlett Learning Center, Inc. dba Clare Woods Academy.	Clare Woods Academy Adult Day Services Center Renovation & Accessibility Improvements.	IL	250,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Little City Foundation	Little City Renovations for Multiple Community Integrated Living Arrangements.	IL	420,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	McHenry County Mental Health Board.	McHenry County Mental Health Board Facility Capital Improvement Project.	IL	550,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Waukegan Public Library	Waukegan Public Library ADA Renovations.	IL	596,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Homework Hangout Club, Inc.	Facility Capital Improvement Project	IL	607,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Full Circle Communities, Inc.	Pearl Street Commons Phase II Construction Project.	IL	750,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Ignite	Belfort House Capital Improvements Projects.	IL	750,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	City of Carlinville	Carlinville Historic Pathways Accessibility Project.	IL	1,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	City of Peoria	Peoria Main Street Complete Streets Project.	IL	1,150,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	B.R. Ryall YMCA of Northwestern DuPage County.	B.R. Ryall YMCA Child Care Expansion Project.	IL	1,500,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	City of Ottawa	Food Pantry Improvements	IL	196,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Dion's Chicago Dream	Initiative to Address Food Insecurity	IL	651,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	The Thresholds	Housing Initiative	IL	800,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Community College District No. 508	South Campus Development	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Quincy University	Library & Learning Commons Renovation.	IL	1,450,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Connections for the Homeless	Homeless Shelter Renovations	IL	1,500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	City of Rockford	Regional Public Safety Facility	IL	2,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	City of Springfield	Aerial Platform Fire Truck	IL	2,000,000	Durbin

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Oikos Development Corporation	Comanche Estates Infrastructure	KS	1,975,000	Moran
Department of Housing and Urban Development.	Community Development Fund	City of Colby	Energy Efficiency, and Resiliency Improvements.	KS	3,030,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Cosmosphere	Educational Facility Expansion	KS	3,500,000	Moran
Department of Housing and Urban Development.	Community Development Fund	River City Players	Mack Theater Restoration	KY	250,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Kenton County Fiscal Court	Blue North Initiative Small Business Incubator.	KY	1,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Christian County Fiscal Court	Courthouse Public Access Improvements.	KY	1,037,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	City of Horse Cave	Main Street Preservation and Rehabilitation.	KY	1,100,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	McCreary County Fiscal Court	Public Safety and Emergency Response Center Construction.	KY	1,313,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Somerset-Pulaski Economic Development Authority.	Barnesburg Road Bridge Construction.	KY	1,500,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Bourbon County Fiscal Court	Infrastructure Improvements at Bourbon County Park.	KY	2,400,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	City of Winchester	Fire Station Construction	KY	2,500,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Sons of the American Revolution Foundation.	Establish a New Education Center	KY	2,500,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	1 Clay County	Manchester Adventure Capital Initiative Infrastructure Improvements.	KY	3,200,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	City of Bowling Green	Landing Construction	KY	5,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Kenton County Fiscal Court	LifeSciKY Advanced BioInnovation and Workforce Center.	KY	5,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Warren County Fiscal Court	Workforce Development Infrastructure.	KY	6,500,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	University of Louisville	Research Park Pedestrian Bridge	KY	12,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Livingston Parish Government	Emergency Response and Evacuation Center.	LA	3,000,000	Cassidy

Department of Housing and Urban Development.	Community Development Fund	Southern University and A&M College.	Cybersecurity Infrastructure Investment Project.	LA	4,000,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	LSU New Orleans Health Science Center.	Health Center Laboratory Expansion Project.	LA	5,000,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	Nicholls State University	Nicholls State University Renovations	LA	5,000,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	LSU Health Shreveport Foundation ...	Research Expansion Facility	LA	6,000,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	Sabine Parish Industrial District	Industrial Park Access and Infrastructure Improvement Project.	LA	2,147,000	Cassidy, Kennedy
Department of Housing and Urban Development.	Community Development Fund	City of Ruston	Energy Power Substation and Transmission Equipment Project.	LA	7,000,000	Cassidy, Kennedy
Department of Housing and Urban Development.	Community Development Fund	City of Pineville	Central Louisiana State Hospital Site Revitalization Project.	LA	2,500,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	England Economic and Industrial Development District.	Economic Revitalization & Modernization Initiative at England Airpark.	LA	3,000,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Maritime Museum Louisiana	Tchefuncte River Lighthouse Restoration and Preservation.	LA	3,500,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Second Harvest Food Bank of Greater New Orleans and Acadiana.	Acadiana Regional Disaster Food Distribution and Logistics Center.	LA	5,000,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Iberia Parish Government	Community and Evacuation Center ..	LA	9,706,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	New Orleans Museum of Art	Capital Improvement Projects	LA	13,858,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Town of Manchester	Manchester Senior Community Center Project.	MA	1,000,000	Markey
Department of Housing and Urban Development.	Community Development Fund	Restoration Recovery Center	Restoration Recovery Stabilization Housing Initiative.	MA	1,150,000	Markey
Department of Housing and Urban Development.	Community Development Fund	LaunchSpace Inc.	School Reutilization Project	MA	2,000,000	Markey
Department of Housing and Urban Development.	Community Development Fund	Berkshire Theatre Group, Inc.	Rehabilitation of the Berkshire Playhouse.	MA	2,000,000	Markey
Department of Housing and Urban Development.	Community Development Fund	The Home for Little Wanderers	South East Campus Service Investment Project.	MA	2,000,000	Markey
Department of Housing and Urban Development.	Community Development Fund	Hyde Square Task Force	Hyde Square Task Force Headquarters and Community Space.	MA	2,000,000	Markey
Department of Housing and Urban Development.	Community Development Fund	Old Colony Habitat for Humanity	Aging in Place and Affordable Housing.	MA	300,000	Markey, Warren

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	The Salem Pantry, Inc.	Vehicle Acquisition for Healthy Food Across the Northshore.	MA	438,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Residents First Development Corporation.	River's Edge on The Concord Affordable Homes.	MA	800,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	City of Salem	Salem Family Welcome Center	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Greater Malden Asian American Community Coalition.	Greater Malden Community and Cultural Center.	MA	1,250,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Margaret Fuller Neighborhood House	Food Pantry Expansion	MA	1,410,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Boston Area Gleaners, Inc.	Distribution Center to Enhance Regional Food Security.	MA	1,461,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Inquilinos Boricuas en Acción, Inc. ..	Affordable Housing Redevelopment Project.	MA	1,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Holyoke Young Men's Christian Association.	Building Energy Efficiency Capital Improvement Project.	MA	1,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Our Bright Future, Inc.	Our Bright Future Innovation Hub	MA	1,700,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Clear Path for Veterans New England Inc..	Veteran Pathway to Permanent Housing.	MA	2,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Young Men's Christian Association Southcoast Inc..	New Bedford YMCA Capital Renovation Project.	MA	2,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Housing Families Inc.	Cross Street Housing Rehabilitation	MA	2,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	City of Northampton	Northampton Community Resilience Hub.	MA	3,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Greater Lawrence Community Action Council, Inc..	Olde Station Square Affordable Housing Development.	MA	5,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Michael J Dias Foundation, Inc.	Western MA Women's Recovery Housing Initiative.	MA	100,000	Warren
Department of Housing and Urban Development.	Community Development Fund	The Robbins House	The Concord Regional Heritage Connector—Vans for Accessibility.	MA	300,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Creative Haverhill Inc.	Cogswell ArtSpace Project	MA	500,000	Warren
Department of Housing and Urban Development.	Community Development Fund	University of Massachusetts Amherst	Multimedia Teaching Kitchen at UMass Amherst.	MA	520,000	Warren

Department of Housing and Urban Development.	Community Development Fund	Kids in Tech, Inc.	STEM Innovation Facility Build-Out ..	MA	750,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Massachusetts College of Art and Design.	Massachusetts College of Art and Design Community Access Improvements.	MA	800,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Massachusetts International Festival of the Arts (MIFA), Inc..	MIFA Victory Theatre Historic Restoration Project.	MA	1,000,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Rural Development, Inc.	Evergreen Circle Housing—Erving ...	MA	1,100,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Arlington Housing Authority	Cusack Terrace Deep Energy Retrofit	MA	1,508,000	Warren
Department of Housing and Urban Development.	Community Development Fund	City of Gloucester	Gloucester Fire Department Headquarters Updates.	MA	1,770,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Community Action Pioneer Valley, Inc..	Community Resource Center at River Street.	MA	3,000,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Way Finders, Inc.	Amherst Workforce and Affordable Housing Development.	MA	3,000,000	Warren
Department of Housing and Urban Development.	Community Development Fund	Second Chances Garage	Second Chances Garage Facility Acquisition and Expansion.	MD	1,000,000	Alsobrooks
Department of Housing and Urban Development.	Community Development Fund	Anne Arundel County	Crownsville Meyer Building	MD	1,000,000	Alsobrooks
Department of Housing and Urban Development.	Community Development Fund	Dreams Work dba COWOC	Maryland Faith Community Food System and Agriculture Hub Pilot.	MD	2,000,000	Alsobrooks
Department of Housing and Urban Development.	Community Development Fund	Heartly House	Heartly House Campus Development	MD	4,000,000	Alsobrooks
Department of Housing and Urban Development.	Community Development Fund	Players Philanthropy Fund	REED HOUSE Youth Safe Space	MD	250,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Town of Snow Hill	Town of Snow Hill Bank Street Project.	MD	508,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Alice Ferguson Foundation, Inc.	Cafritz Education Center Improvements.	MD	638,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Washington College	Innovation Plant at Washington College.	MD	911,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	City of Aberdeen	Aberdeen Volunteer Fire Department Equipment.	MD	1,200,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Life and Discovery Inc. dba Asian American Center of Frederick.	Western Maryland Global Cultural & Economic Center.	MD	1,500,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	The Banneker Foundation	Park Place at Addison Road Grocery Initiative.	MD	1,575,000	Alsobrooks, Van Hollen

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	National Aquarium, Inc.	National Aquarium Accessibility Improvements.	MD	2,000,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Community Action Council of Howard County, Maryland, Inc..	Howard County Food Bank and Early Childhood Education Center.	MD	2,500,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Mission of Love Charities, Inc.	Mission of Love Charities Community Services Center.	MD	3,700,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	The Baltimore Station	Facility Upgrades to Support Transitional Housing for Homeless Veterans.	MD	326,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Baltimore Urban Baseball Association.	Youth Development Community Facility Modernization Project.	MD	400,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Diamonds On The Rise	Community and Youth Opportunity Center.	MD	500,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Camp Opportunity, Inc.	Camp Opportunity Health and Safety Improvements.	MD	548,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Hebrew Home of Greater Washington dba Charles E. Smith Life Communities.	Ring House Senior Housing Improvements.	MD	800,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	West Baltimore Renaissance Foundation.	The Factory: A West Baltimore Opportunity Center.	MD	1,000,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Montgomery County Coalition for the Homeless.	Preserving Affordable Housing for People with Disabilities.	MD	1,281,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	National Center for Children and Families.	Youth Therapeutic Care and Housing Facility.	MD	1,315,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	The League for People with Disabilities, Inc..	The League Roof Replacement and Building Upgrades.	MD	1,452,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Episcopal Housing Corporation	Courtney View Apartments: Affordable Housing in Baltimore County.	MD	1,500,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Montgomery County Department of Housing and Community Affairs.	Pineway Towers Affordable Housing Improvements.	MD	3,000,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	New Shiloh Community Development Corporation Inc.	New Shiloh Community Center	MD	4,000,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Penquis	Penquis Healthy Homes Equipment and Renovations.	ME	235,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Patrons of Husbandry Maine State Grange.	Victor Grange Community Facility Improvements.	ME	290,000	Collins

Department of Housing and Urban Development.	Community Development Fund	Maine Bureau of Veteran Services ...	Planning and Design Activities	ME	500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Agassiz Village	Construct a New Teen Center	ME	836,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Penobscot Indian Nation	Penobscot Recovery Facility Development.	ME	850,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Maine Coast Fishermen's Association	Working Waterfront Reconstruction in St. George.	ME	1,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Northern Maine Community Trails	Northern Maine Economic Development.	ME	1,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Heart of Maine Resource Center	Heart of Maine Community Resource Center Renovations.	ME	1,049,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Portland	Emergency Vessel Acquisition	ME	1,067,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Lonesome Pine Trails	Aroostook County Economic Development.	ME	1,260,000	Collins
Department of Housing and Urban Development.	Community Development Fund	West Forks Plantation	Fire Station Construction	ME	1,800,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Jackman	Fire Station Construction	ME	1,800,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Stonington	Fish Pier Improvements	ME	1,840,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Turner	Fire Station and Community Center Improvements.	ME	1,940,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Cumberland County Sheriff's Office	Joint Use Facility Improvements	ME	2,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Cooperative Development Institute ...	Wardtown Infrastructure Improvements.	ME	2,100,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Raymond	Community Center Conversion and Construction.	ME	2,224,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Albion	Community Center Renovation and Improvements.	ME	2,250,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Cambridge Fire Department	Fire Station Construction	ME	2,378,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Greater Franklin Development Council.	Western Maine Foothills Area Community and Economic Development Initiative.	ME	2,654,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Caribou	Fire Station Improvements	ME	2,700,000	Collins

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Somerville Fire Department	Fire Station Construction	ME	2,880,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Castine	Construct a New Fire Station	ME	3,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Augusta	Civic Center Upgrades	ME	3,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Calais	Pikes Park Pier Reconstruction	ME	3,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Auburn	Fire Station Renovation and Improvements.	ME	3,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Blue Hill	Construct a New Public Safety Building.	ME	3,400,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Sullivan	Fire Station Improvements	ME	3,750,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Belfast	Construct a New Public Safety Building.	ME	4,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Bath Housing Development Corporation.	Middle Yard Housing Development	ME	4,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Birch Stream Farms	Construct a New Meal Preparation Facility.	ME	4,118,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Washington County Community College.	Welding Training Facility Improvements.	ME	4,538,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Southern Maine Community College	HVAC Workforce Lab Improvements and Modernization.	ME	5,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Our Katahdin	Millinocket Mill Site Development	ME	6,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Northern Maine Community College	Diesel Hydraulics Training Lab Construction.	ME	12,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Central Maine Community College	Building Construction Training Facility.	ME	16,500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Safe Voices	Domestic Violence Shelter Project	ME	657,000	King
Department of Housing and Urban Development.	Community Development Fund	Bar Harbor Housing Authority	Affordable Housing Campus Building Upgrades.	ME	684,000	King
Department of Housing and Urban Development.	Community Development Fund	Healthy Acadia	Improving Food & Economic Security in Downeast Maine.	ME	722,000	King

Department of Housing and Urban Development.	Community Development Fund	Hope and Justice Project, Inc.	Emergency Shelter and Outreach Services in Northern Maine.	ME	725,000	King
Department of Housing and Urban Development.	Community Development Fund	Bangor Halfway House	Residential Treatment Improvement Project.	ME	1,145,000	King
Department of Housing and Urban Development.	Community Development Fund	Fresh Start, Inc.	Sober Living Homes Expansion	ME	1,500,000	King
Department of Housing and Urban Development.	Community Development Fund	H.O.M.E. Inc.	Harding Family Homes	ME	1,608,000	King
Department of Housing and Urban Development.	Community Development Fund	ProsperityME	Prosperity Place Family Affordable Housing.	ME	2,004,000	King
Department of Housing and Urban Development.	Community Development Fund	Lewiston Public Schools	The Shop Learning Facility	ME	2,500,000	King
Department of Housing and Urban Development.	Community Development Fund	Avesta Housing	Brickhill Campus Housing Renovation and Preservation.	ME	3,000,000	King
Department of Housing and Urban Development.	Community Development Fund	Volunteers of America Northern New England.	Meeting House Hill Apartments	ME	4,000,000	King
Department of Housing and Urban Development.	Community Development Fund	City of Inkster	Down Payment Assistance Program	MI	100,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Muskegon	Muskegon Central Dispatch 911 Center and Fire Station Roof Replacement.	MI	210,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Charter Township of Comstock	Traffic Emergency Mobile Barrier	MI	395,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Harper Woods	Harper Woods Community Center	MI	1,500,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Wyandotte	Municipal Boat Ramp Reconstruction	MI	1,550,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Muskegon Community College	Muskegon Community College Student Success Center.	MI	2,000,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Detroit	City of Detroit Fireboat Acquisition	MI	3,850,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Lansing	Commercial and Residential Housing Project.	MI	1,000,000	Peters, Slotkin
Department of Housing and Urban Development.	Community Development Fund	Oakland County	Downtown Pontiac Park Improvements.	MI	1,000,000	Peters, Slotkin
Department of Housing and Urban Development.	Community Development Fund	Sault Ste. Marie Tribe of Chippewa Indians.	Sault Ste. Marie Tribe Permanent Supportive Housing Project.	MI	2,000,000	Peters, Slotkin
Department of Housing and Urban Development.	Community Development Fund	Calhoun County	Washington Heights Infill Housing Development.	MI	2,000,000	Peters, Slotkin

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	City of Flint	Flint Regional Police and Fire Safety Training Facility.	MI	3,000,000	Peters, Slotkin
Department of Housing and Urban Development.	Community Development Fund	Little Traverse Bay Bands of Odawa Indians.	Nitaazhitoojik Regional Trade School Workforce Development Center.	MI	1,000,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Oakland County	Oakland County Center of Excellence	MI	1,000,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Southeast Michigan Community Investment Foundation.	Detroit Brownfield Remediation	MI	2,000,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Joe Louis Greenway Partnership	Trailhead Construction	MI	2,000,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Compassionate Care Network Inc.	Veterans Homeless Housing Project	MI	2,250,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Berrien Connection	Eagle Project Redevelopment	MI	2,500,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity Serving Winona County.	Housing Construction and Repairs	MN	345,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Sleepy Eye Housing Authority	Ross Park Apartments Improvements	MN	368,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Wendell	Wendell Affordable Housing	MN	480,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Agate Housing & Services, Inc.	Housing Navigation and Resource Center.	MN	500,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Minnesota Assistance Council for Veterans.	Homeless Veterans Housing Improvements.	MN	600,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Aeon	Senior Affordable Housing Property Renovation.	MN	650,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Red Wing Housing and Redevelopment Authority.	Hill Street Triplex Improvements	MN	657,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Dakota Woodlands	Shelter Renovations and Upgrades	MN	820,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	American Indian OIC	Job Training and Adult Education Expansion.	MN	1,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	One Roof Community Lending	Revolving Loan Capital for Home Rehabilitation.	MN	1,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Duluth	Waterfront Redevelopment Blight Removal.	MN	1,000,000	Klobuchar, Smith

Department of Housing and Urban Development.	Community Development Fund	Wayside House Inc.	Recovery Family Treatment Center	MN	1,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Hermantown	City of Hermantown Child Care Expansion.	MN	1,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Saint Paul	Firefighter and First Responder Decontamination System.	MN	1,300,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Anoka	Rum River Trail Connectivity Improvements.	MN	1,501,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Rochester	Brownfields Cleanup and Revitalization.	MN	1,600,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Southwest Minnesota Housing Partnership.	Affordable Housing Project at Former Good Counsel Campus.	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	St. Paul Public Housing Agency	Mt. Airy Hi-Rise Heating System Conversion.	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Itasca County Family YMCA	Facility Renovation and Expansion Project.	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Twin Cities Habitat for Humanity	The Heights Affordable Housing	MN	2,175,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	White Earth Band of Ojibwe	White Earth Youth Housing & Opportunity Project.	MN	2,500,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Churches United in Ministry	Shelter Expansion Project	MN	2,600,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Rice County Habitat for Humanity	Affordable Housing Project	MN	5,200,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Delta Health Alliance	Educational Facility Construction—Quality Childcare for Tupelo's Working Families.	MS	700,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Town of Bruce	Lagoon Improvements	MS	993,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Poplarville	Percy Foxworth Memorial Drive Construction.	MS	1,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Byram	Police Department Modernization Project.	MS	1,130,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Gulf Coast Housing Partnership, Inc.	Jackson Affordable Housing Expansion (The Pearl & Leonard Court).	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Columbia	Fire Station Construction	MS	3,500,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	The Domestic Abuse Family Shelter, Inc..	Domestic Violence Survivor Housing Initiative Southeast MS.	MS	3,500,000	Hyde-Smith

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	City of Biloxi	Katrina Infrastructure Repairs	MS	3,600,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	University of Mississippi Medical Center.	UMMC Core Facility and Cancer Lab Renovation.	MS	5,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Forrest County Board of Supervisors	The Center at Forrest County Emergency Shelter Improvements.	MS	1,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Forrest-Lamar Alliance	Eagle One Mega Site Water Infrastructure Improvements.	MS	1,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Hancock County School District	Hancock School District Road Infrastructure Project.	MS	1,500,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	City of Jackson	Blight Elimination	MS	2,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	City of Starkville	Infrastructure Improvements	MS	2,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Scenic Rivers Development Alliance at Lake Okhissa.	Water and Wastewater Expansion	MS	2,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Mississippi Department of Archives and History.	Vicksburg National Military Park Improvements.	MS	12,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	City of Great Falls	Install a New Redundant Force Main	MT	7,500,000	Sheehy
Department of Housing and Urban Development.	Community Development Fund	Lakeside County Water and Sewer District.	Wastewater System Improvements Project.	MT	10,000,000	Sheehy
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Wake and Johnston Counties.	Facilities Improvements	NC	475,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of the Tar River Region.	Facilities Improvements	NC	500,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Mount Airy Fire Department	Fire Apparatus	NC	850,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Mama Jewell Childplex	Yadkin EDP Child-care Facility	NC	1,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Rowan County	Outdoor Therapeutic Recreation Center.	NC	2,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	City of Asheboro	Build a New Emergency Response Station.	NC	4,075,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Village of Brock	Firehall Improvement Project	NE	1,285,000	Fischer

Department of Housing and Urban Development.	Community Development Fund	Beatrice Rural Fire District	Fire Hall Construction	NE	1,932,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	City of Deshler	Downtown Revitalization Project	NE	2,020,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	Butler County	Bellwood River Road West Paving Project.	NE	11,179,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	Theatre UP	Education & Training Center in North Country.	NH	500,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Franklin School District	Franklin School Renovation Project ..	NH	688,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Manchester Housing and Redevelopment Authority.	Manchester Housing Renovations	NH	715,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Avesta Housing Development Corporation.	Exeter Family Housing Capital Improvement Project.	NH	750,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Lebanon Housing Authority	Housing Modernization and Preservation Project.	NH	918,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	City of Rochester	Cocheco River Pedestrian Bridge	NH	1,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	The Center for Safer Communities ...	Sullivan County Survivor Housing	NH	1,700,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Home Possible Project, Inc.	Belknap Supportive Housing Project	NH	1,950,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	City of Somersworth	Somersworth Public Library Project ..	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Family Promise of Southern New Hampshire.	Manchester Transitional Family Housing.	NH	2,750,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Community College System of New Hampshire.	White Mountain Community College HVAC Project.	NH	2,978,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Harbor Care	Affordable Housing Development in Nashua.	NH	3,250,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Monadnock Affordable Housing Corporation.	Monadnock Housing Project	NH	3,500,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Borough of Haledon	Haledon Fire Department Improvement Project.	NJ	380,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Meals on Wheels of Mercer County ..	Capital Expansion Project	NJ	700,000	Booker
Department of Housing and Urban Development.	Community Development Fund	The Arc of Cape May County	Facility Improvements for Day Habilitation Center.	NJ	825,000	Booker

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Greater Newark Conservancy, Inc.	Enhancing Community Garden and Urban Farming Infrastructure in Newark.	NJ	937,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Luke A. Lovely Post #62 American Legion.	Veterans Community-Integrated Housing.	NJ	1,500,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Trenton Housing Authority	Choice Neighborhood Redevelopment	NJ	2,000,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Beth Medrash Govoha of America	BMG Lakewood Community Childcare Expansion Initiative.	NJ	3,000,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Borough of East Newark	Fire Department Emergency Response Fleet and Facility Modernization.	NJ	4,720,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Township of Ocean	Senior Mobility and Emergency Evacuation Vehicle Acquisition.	NJ	150,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Township of Gloucester	Senior Bus Acquisition	NJ	379,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Habcore Inc.	Security and Fire Systems for Homeless Shelter in Ocean County.	NJ	500,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Gloucester City Veterans Center Inc.	Housing and Community Space for Veterans.	NJ	1,000,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Franklin Food Bank	Community Food Hub	NJ	1,000,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Womanspace, Inc. dba Younity	Transitional Housing for Domestic Violence Survivors for Younity.	NJ	1,500,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	United Community Corporation	United Community Center in Newark	NJ	1,500,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Housing Authority of the City of Orange.	Washington Manor Conversion and Rehabilitation.	NJ	2,100,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	The Cathedral Soup Kitchen, Inc.	Cathedral Kitchen Expansion	NJ	3,000,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing Alliance, Inc.	Affordable Housing Redevelopment of Grandview Apartments in Keansburg.	NJ	3,500,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Community Access Unlimited Inc.	Construction of Low-Income Housing in Elizabeth.	NJ	150,000	Kim

Department of Housing and Urban Development.	Community Development Fund	Homes for Veterans A NJ Nonprofit Corporation.	Accessibility Improvements for Veteran Homes & Community Facilities for Homes for Veterans NJ.	NJ	225,000	Kim
Department of Housing and Urban Development.	Community Development Fund	LUCY Outreach A NJ Nonprofit Corporation.	Youth Center Site Redevelopment & Safety Infrastructure.	NJ	400,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Westfield NJ Veterans Organization ..	Redevelopment Project to House Veterans.	NJ	500,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Stand Up for Salem	Community Resource Hub	NJ	750,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Hoboken World War Veterans Holding Corporation dba Veterans Center of Hoboken.	Affordable Housing for Veterans	NJ	1,000,000	Kim
Department of Housing and Urban Development.	Community Development Fund	HomeWorks Trenton, Inc.	Campus for HomeWorks Trenton	NJ	1,000,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Northwest New Jersey Community Action Program Inc..	South Main Renovation Project	NJ	1,200,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Mercy Center Corporation	Mercy Center Services Under One Roof.	NJ	1,250,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Urban League of Essex County	Construction of Children's Museum Literacy Center.	NJ	2,000,000	Kim
Department of Housing and Urban Development.	Community Development Fund	HOPES Community Action Partnership, Incorporated.	Repairs to Early Childhood and Family Services Center.	NJ	2,589,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Morris Habitat for Humanity dba Greater Middlesex & Morris Habitat for Humanity.	Affordable Homeownership Project ...	NJ	3,100,000	Kim
Department of Housing and Urban Development.	Community Development Fund	United Way of Eddy County	Service Building Rehabilitation	NM	225,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	New Mexico Child Advocacy Networks	Drop-in Center for Disconnected Youth.	NM	250,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Tiwa Lending Services	Native American Homeownership and Down Payment Assistance Program.	NM	500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	City of Albuquerque	Eviction Prevention Program	NM	500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	New Mexico Veterans Integration Centers.	Disabled Veteran Accessibility Project.	NM	650,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Rocky Mountain Youth Corps	Agriculture and Workforce Development Initiative.	NM	660,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Taos Pueblo	Taos Pueblo Water Main and Tank ...	NM	750,000	Heinrich

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	New Mexico Mortgage Finance Authority.	Weatherization Readiness Program	NM	1,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Indian Pueblo Cultural Center	Cultural Center Collections Preservation Facility and Educational Space.	NM	1,750,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	YES Housing, Inc.	Aldea del Rio Development	NM	2,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Melrose Municipal Schools	Schools Water and Wastewater Project.	NM	2,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	City of Albuquerque	Gateway Center First Responder Receiving Area Expansion.	NM	2,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Pueblo de Cochiti	Housing Infrastructure Project	NM	3,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Youth Development, Inc. (YDI)	Fostering Futures Workforce Development Facility.	NM	3,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Homewise, Inc.	Statewide Homebuyer Assistance	NM	4,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	City of Clovis	Clovis-Carver Public Library Infrastructure Improvements.	NM	1,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Casa de Peregrinos, Inc.	The Kitchens at Mesilla Valley Community of Hope.	NM	1,500,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	City of Las Cruces	Fire Station 1 Remodel	NM	1,750,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	City of Santa Fe	Fogelson Library Renovation Project	NM	2,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	City of Truth or Consequences	Sierra Joint Office on Aging Senior Services Facility.	NM	500,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Northern New Mexico College	El Rito Commercial Kitchen	NM	500,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Greater Albuquerque Habitat for Humanity.	Infrastructure for Housing in Albuquerque.	NM	600,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Deming Silver Linings	Deming Silver Linings Comprehensive Homeless Resource Center.	NM	850,000	Luján
Department of Housing and Urban Development.	Community Development Fund	San Juan County	Fire Department Heavy Rescue Truck	NM	1,125,000	Luján

Department of Housing and Urban Development.	Community Development Fund	Chicanos por la Causa New Mexico	Housing and Blight Reduction Initiative.	NM	2,500,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Rio Arriba County	Rio Arriba County Low Income Hope Project.	NM	4,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Interfaith Community Shelter	Santa Fe Resource and Opportunity Center.	NM	7,366,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Las Vegas Clark County Library District.	Rainbow Library Renovations Project	NV	5,700,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	United Methodist Center in Far Rockaway, Inc..	Food Hub Relocation and Build-Out	NY	250,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Parkside Housing Develoment Fund Company, Inc..	Parkside Senior Apartments Capital Improvements.	NY	274,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Allegany County	Allentown School Demolition Project	NY	500,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Broome County Urban League Inc	Urban League Empowerment Center	NY	500,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Urban League of Rochester, NY, Inc.	Community Center Rehabilitation	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Kennedy Children's Center Inc.	Bronx Preschool Capital Improvments.	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	People's Equal Action and Community Effort, Inc..	Sumner Head Start Facility Capital Improvements.	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	YWCA Binghamton and Broome County.	YWCA Lisle-Carroll Intergenerational Campus.	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	YMCA of Greater Rochester	Thurston Road YMCA Neighborhood Center Construction Project.	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Urban League of Long Island, Inc. ...	Community Center in Hempstead	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	West Side Federation for Senior and Supportive Housing, Inc..	Construction of Senior Supportive Housing.	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Jewish Community Center of Greater Buffalo, Inc.	Childcare Center Development	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	County of Niagara	Affordable Senior Housing Development.	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Housing Assistance Program of Essex County, Inc. dba Adirondack Roots.	Affordable Housing Development	NY	1,200,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Ithaca Neighborhood Housing Services, Inc..	Mixed-Use Facility Construction	NY	1,500,000	Gillibrand

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Jewish Association of Services for the Aged (JASA).	Renovation and Expansion of Older Adult Center.	NY	1,500,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	United Veterans Beacon House, Inc.	Rehabilitation of Supportive Housing Units.	NY	1,750,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	New York Public Library	K–12 Learning Center Expansion	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	United Cerebral Palsy Associations Of New York State Inc. dba CP Unlimited.	Cora Hoffman Center	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Northfield Community LDC of Staten Island, Inc..	Community Land Trust Initiative	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	The Young Men's Christian Association of Watertown NY Inc..	Childcare Facility Project	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Retreat, Inc.	Safe Housing for Survivors of Domestic Violence and Human Trafficking.	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Pronto of Long Island	Food Pantry and Childcare Facility Enhancements.	NY	2,200,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	TDC NNY, Inc.	Child Care Facility	NY	2,800,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Selfhelp Realty Group, Inc.	Construction of Kissena Affordable Senior Housing.	NY	3,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Buffalo Urban League, Inc.	Community Center and Headquarters	NY	3,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	The Fortune Society, Inc.	Supportive Housing Development	NY	4,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Urban League of Westchester County, Inc..	Community Facility Modernization	NY	400,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Canaan Baptist Housing Development Corporation.	Construction of Affordable Housing and Community Facility.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Sunnyside Community Services, Inc.	Older Adult Housing	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Albany Housing Authority	Livingston School Apartments Development Project.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	City of Buffalo	Neighborhood Stabilization Initiative	NY	1,000,000	Gillibrand, Schumer

Department of Housing and Urban Development.	Community Development Fund	Island Harvest, Ltd.	Workforce & Food Security Training Center.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	City of Syracuse	Development of Community Center ..	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Amsterdam News Educational Foundation.	Harlem Community Facility	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Ohel Children's Home and Family Services.	Facilities Enhancements	NY	1,250,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity New York City & Westchester County, Inc..	Mosaic Affordable Housing Development.	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Village of Kiryas Joel	Schunnemunk Road Streetscape and Pedestrian Improvements Project.	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New Rochelle Municipal Housing Authority.	Bracey Apartments Rehabilitation and Preservation.	NY	1,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Friends of the High Line, Inc.	The High Line ADA Accessible Elevator Improvements.	NY	1,900,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Jon Diaz Community Center	Development of Community Center ..	NY	2,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Bureau of Community Services.	Supportive and Affordable Housing Development.	NY	3,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Council of Peoples Organization, Inc.	Food Bank Distribution and Senior Center.	NY	3,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Fifth Avenue Committee, Inc.	Affordable Housing for Seniors	NY	3,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Comunilife, Inc.	Dona Rosita Rehabilitation of Supportive Housing Facility for Older Adults.	NY	4,500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New York City Housing Authority	NYCHA Building Line Initiative	NY	10,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Yeshiva University	Laboratory Infrastructure HVAC Upgrades.	NY	700,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	The Tibetan Community of New York and New Jersey.	TCNYNJ Community Center Renovation.	NY	750,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Not Another Child, Inc.	Haven of Hope	NY	940,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	New York City Center, Inc.	ADA Accessible Elevator Improvements.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	El Puente de Williamsburg, Inc.	El Puente de Williamsburg Community Hub Expansion.	NY	1,000,000	Schumer

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Squash and Education Alliance	716 Squash Education, Athletic and Community Center.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Association of Indians in America, Inc..	Supportive Community Center for Seniors Facility Acquisition.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	City of Albany	South Recreation Center	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Arts Center and Theatre of Schenectady, Inc..	Proctors Collaborative Key Hall Renovation for Educational Programming for Disadvantaged Youth.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Shea's O'Connell Preservation Guild Ltd..	Shea's Performing Arts Center Buffalo Theatre Expansion and Accessibility Project.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Canandaigua Area Development Corporation.	CADC Publicly Accessible Lakefront Community Park.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	UA Local 81	Plumbers & Steamfitters Local 81 Workforce Development Training Center.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Yemeni American Merchants Association, Inc..	YAMA Community Center Renovation	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Town of Ramapo	Lake Suzanne Streetscapes	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Lenox Hill Neighborhood House, Inc.	Casa Mutua and East Harlem Community Enhancement.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Queens Conservatory of Music.	BKCM Campus Expansion & Renovation Phase II.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	East New York CLT, Inc.	Community Center Rehabilitation	NY	1,300,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	St. John Fisher University	Regional Public Use Athletic and Community Facility.	NY	1,300,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Third Sector New England, Inc.	Upper West Side Delivery Workers Hub.	NY	1,400,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Village of New Square	Pedestrian Sidewalk Safety Improvements.	NY	1,800,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Philharmonic-Symphony Society of New York, Inc..	Center for Music & Creativity	NY	2,000,000	Schumer

Department of Housing and Urban Development.	Community Development Fund	Machne Gila	Camp Gila Special Needs Facility	NY	2,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Christian Cultural Center, Inc.	Parking Structure for Affordable Housing Development.	NY	2,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Camp HASC, Inc.	Inclusive and ADA–Compliant Bunkhouses.	NY	2,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	MedWish MedWorks	Healthy, Productive Northeast Ohio Facility Repair and Renovation Project.	OH	700,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Youngstown Area Goodwill Industries, Inc..	Opportunity Center for Workforce Development Renovation.	OH	1,000,000	Husted
Department of Housing and Urban Development.	Community Development Fund	CHN Housing Partners	Cleveland West Veterans Housing Construction (Heroes Pointe).	OH	1,500,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Vocational Guidance Services	Renovate an Accessible, Modern, and Inviting Center for Individuals with Disabilities.	OH	2,000,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Newark Electrical Joint Apprenticeship and Training Committee (JATC).	Newark Electrical JATC Regional Training Center Expansion.	OH	2,000,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Connor Group Kids and Community Partners.	Construction of the Greater Cincinnati School Campus and Health Center.	OH	5,000,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Sinclair Community College	Elevate East Youth Center Construction.	OH	2,000,000	Husted, Moreno
Department of Housing and Urban Development.	Community Development Fund	Cincinnati State Technical and Community College.	AMT Facility Expansion	OH	4,000,000	Husted, Moreno
Department of Housing and Urban Development.	Community Development Fund	Ohio Life Science Training Center	Ohio Life Sciences Institute Construction.	OH	5,000,000	Husted, Moreno
Department of Housing and Urban Development.	Community Development Fund	Lorain County Community College	Multi-Craft Industrial Maintenance Equipment and Training Lab.	OH	605,000	Moreno
Department of Housing and Urban Development.	Community Development Fund	Shawnee State University	Construct a New AI Workforce Training Center.	OH	2,000,000	Moreno
Department of Housing and Urban Development.	Community Development Fund	Cuyahoga County Land Reutilization Corporation.	East 185th Corridor Redevelopment	OH	2,000,000	Moreno
Department of Housing and Urban Development.	Community Development Fund	Cherry Street Mission	Workforce Activation Project	OH	2,500,000	Moreno
Department of Housing and Urban Development.	Community Development Fund	Youngstown Edison Incubator Corp	Aerospace & Defense Innovation Hub	OH	5,000,000	Moreno
Department of Housing and Urban Development.	Community Development Fund	City of Tulsa	Chamberlain and Berry Park Renovation.	OK	2,580,000	Armstrong

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Working Homes LLC	Affordable Homeownership Development.	OR	735,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Mobile Integrative Navigation Team	Rural Homelessness Stabilization and Health Infrastructure Project.	OR	750,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Bend-Redmond Habitat for Humanity	Affordable Homeownership in Central Oregon.	OR	750,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Friends of the Children—Eastern Oregon.	Youth Mentoring and Wellness Center.	OR	800,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	High Desert Partnership	Harney County Food Hub Construction and Economic Development Initiative.	OR	813,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Community And Shelter Assistance Corporation (CASA of Oregon).	Affordable Housing Redevelopment	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Proud Ground	Permanently Affordable Homeownership Assistance.	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Homes for Good Housing Agency	The Coleman Affordable Housing Community.	OR	1,080,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Alternative Living Solutions, Inc.	Emergency Shelter Expansion	OR	1,200,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Umpqua Community Development Corporation.	Manufactured Home Unit Replacement.	OR	1,340,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Morrow County Clean Water Consortium.	Rural Residential Nitrate-Contaminated Drinking Water Solutions Pilot Project.	OR	1,450,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Deschutes Children's Foundation	Redmond Childcare and Family Services Hub.	OR	1,537,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Looking Glass Community Services	Looking Glass Homeless Youth Shelter.	OR	1,650,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Newberg Area Habitat for Humanity	Co-located Affordable Housing and Early Childhood Education Project.	OR	1,683,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Tillamook County Habitat for Humanity.	Bay City Affordable Housing Project	OR	1,800,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Oregon Coast Housing Group	Tillamook Bay Commons	OR	1,891,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Northwest Coastal Housing	Affordable Housing Project	OR	2,000,000	Merkley, Wyden

Department of Housing and Urban Development.	Community Development Fund	Cascade AIDS Project	Preservation and Expansion of Stable Housing for People Living With HIV/AIDS.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Mid-Willamette Valley Community Action Agency, Inc..	Mid-Willamette Valley Head Start Expansion Project.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Baker School District 5J	Baker Early Learning Childhood Hub	OR	2,086,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Family Promise of Tualatin Valley	Family Shelter Renovation	OR	2,200,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	REACH Community Development Corporation.	Tabor Heights Affordable Housing	OR	2,250,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Linn-Benton Community College Foundation.	Agricultural Learning Complex	OR	2,300,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Union County	Union County Childcare Access Improvement Project.	OR	2,698,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Albina Vision Trust Inc.	Albina Vision Trust Land Acquisition	OR	3,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Wallowa County Education Service District.	Wallowa County Cradle to Career Center.	OR	3,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Easton	Easton Fire Department Cascade Unit Purchase.	PA	88,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Jeremiah's Place	Renovations at Jeremiah's Place	PA	263,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	YWCA Greater Harrisburg	YWCA Greater Harrisburg Renovations.	PA	500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	City of Philadelphia	Monkiewicz Playground Renovation ..	PA	500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	City of Scranton	Pine Brook Brownfield Cleanup and Site Preparation.	PA	530,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Borough of Clarion	Roof Replacement of the Clarion Free Library.	PA	602,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	The Lehigh Conference of Churches	Adaptive Reuse of Faith-Based Properties for Affordable Housing in Allentown.	PA	850,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Pennsylvania Affordable Housing Corporation.	Homewood Rising Phase II Affordable Rehabilitation.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	YMCA Harrisburg	Transitional Housing Expansion at the East Shore Branch.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Community Action Partnership of Lancaster County.	Multi-Facility CAP Improvement Plan	PA	1,000,000	Fetterman

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Community Progress Council	Integrated Services Center in City of York.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	LifePath Christian Ministries	Homeless Shelter Expansion Project in York County.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Greater Community Development Corporation.	Northampton County Ferry Street Revitalization.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Xiente	Affordable Housing Development in Norris Square.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	City of Philadelphia	Frankford Transportation Center Transit-Oriented Affordable Housing.	PA	1,250,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Montgomery County	Coordinated Entry and Housing Access Center.	PA	2,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Farrell Community Development Corporation.	Farrell Neighborhood Stabilization and Housing Reinvestment Initiative.	PA	500,000	Fetterman, McCormick
Department of Housing and Urban Development.	Community Development Fund	Shenandoah Borough	Blight Removal Initiative	PA	1,000,000	Fetterman, McCormick
Department of Housing and Urban Development.	Community Development Fund	City of Wilkes-Barre	Horton Street Infrastructure Improvements.	PA	1,500,000	Fetterman, McCormick
Department of Housing and Urban Development.	Community Development Fund	Housing Development Corporation of Northumberland County.	To demolish blighted residential and commercial structures to eliminate safety risks..	PA	1,500,000	McCormick
Department of Housing and Urban Development.	Community Development Fund	Chambersburg Area Municipal Authority.	To demolish a dilapidated retail building to create a site for mixed-use development..	PA	1,542,000	McCormick
Department of Housing and Urban Development.	Community Development Fund	The Erie Western Pennsylvania Port Authority.	Erie Coke Site Demolition	PA	2,000,000	McCormick
Department of Housing and Urban Development.	Community Development Fund	East Liberty Development, Inc.	To construct new, high-efficiency residential units on blighted land to provide affordable homeownership..	PA	2,000,000	McCormick
Department of Housing and Urban Development.	Community Development Fund	SWAP Inc.	SWAP Affordable Housing Improvements.	RI	560,000	Reed

Department of Housing and Urban Development.	Community Development Fund	Woonsocket Neighborhood Development Corporation dba NeighborWorks Blackstone River Valley.	Woonsocket Affordable Housing	RI	1,300,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Community Libraries of Providence ..	Library Facilities	RI	2,000,000	Reed
Department of Housing and Urban Development.	Community Development Fund	The Arc of Blackstone Valley	Arc of Blackstone Valley Affordable Housing.	RI	15,000,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Providence	Boys & Girls Clubs of Providence Wanskuck Clubhouse.	RI	500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Trinity Repertory Company	Access for All	RI	550,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Operation Stand Down Rhode Island	Operation Stand Down Rhode Island Facilities.	RI	600,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Central Falls	Central Falls Landing and River Walk.	RI	1,490,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Pawtucket	Pawtucket Affordable Housing	RI	1,500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Providence	DaVinci Center Facility	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Woonsocket	New Woonsocket Elementary School Public Infrastructure.	RI	3,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Feeding South Dakota	Freezer and Cooler Expansion Project	SD	933,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Black Hills Works, Inc.	Group Home Renovation	SD	1,500,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Cheyenne River Sioux Tribe	Housing Development Project	SD	5,000,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Mitchell Technical College	Construct a New Energy and Technical Trades Training Center.	SD	8,000,000	Rounds, Thune
Department of Housing and Urban Development.	Community Development Fund	Lake Area Technical College	Campus Workforce Training Expansions.	SD	6,000,000	Thune
Department of Housing and Urban Development.	Community Development Fund	Ogden City Corporation	Historic Downtown Redevelopment Improvements.	UT	5,000,000	Curtis
Department of Housing and Urban Development.	Community Development Fund	City of Millcreek	Millcreek Common North Housing Expansion.	UT	5,522,000	Curtis
Department of Housing and Urban Development.	Community Development Fund	Easter Seals Serving DC/MD/VA, Inc.	Facility Upgrades at the Easterseals Jo Ann & Carl McNair Community Child Development Center.	VA	250,000	Kaine, Warner

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Town of Brookneal	Town of Brookneal Fire Hydrant Replacements.	VA	250,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Town of Floyd	West-End Redevelopment Project	VA	300,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Prince William County Community Foundation.	PWCCF Food Access Infrastructure Expansion Initiative.	VA	301,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Refuge Hopewell	Emergency Shelter and Sober Home for Women.	VA	433,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Greater Charlottesville.	Ridge Street Project	VA	547,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	United Way of Central Virginia	UWCV Regional Childcare and Workforce Center.	VA	900,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Staunton Redevelopment and Housing Authority.	Hickory Street Affordable Housing Conversion.	VA	1,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Appalachia Service Project	Home Repair and Reconstruction in Southwestern Virginia.	VA	1,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	STEPS, Inc.	Micro Homes Construction	VA	1,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Town of Pulaski	Town of Pulaski Project Revitalize	VA	1,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	True Ground Housing Partners, Inc.	Crystal House 6 Senior Affordable Community.	VA	1,050,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Joint Industrial Development Authority of Wythe County.	Rehabilitation for Blighted Building in Wytheville.	VA	1,097,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Falls Church	Affordable Housing Preservation: Virginia Village Subdivision.	VA	1,100,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Industrial Development Authority of Russell County.	Appalachian Highlands Housing Partners RidgeBuilt Precision Built Manufacturing Facility.	VA	1,452,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Pathway Homes	Pathway Homes Housing and Hope Initiative.	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	United Way of Northern Shenandoah Valley.	Northern Shenandoah Valley Regional Housing Preservation Initiative.	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Newport News	Vegetative Barrier/Tree Canopy Enhancement.	VA	1,500,000	Kaine, Warner

Department of Housing and Urban Development.	Community Development Fund	Tazewell County	Tazewell County Childcare Development Center.	VA	1,563,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Mercy Chefs Inc.	Portsmouth Community Kitchen Expansion Project.	VA	1,620,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Hero's Bridge	Hero's Bridge Village	VA	1,750,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Newport News	Newport News Center for Excellence in Aviation Systems and Aeronautics.	VA	1,750,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	VersAbility Resources, Inc.	Maritime Manufacturing Workforce Development Program.	VA	1,750,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Piedmont Housing Alliance	Kindlewood Redevelopment Phase 4	VA	1,800,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Richard Bland College of William & Mary.	RBC Maternal and Child Health Community Facility.	VA	1,950,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Emporia	Emporia Regional Business Incubator & Community Event Center (Auditorium Redevelopment Project).	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Harrisonburg Redevelopment and Housing Authority.	Bluestone Town Center Phase I Multifamily.	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Tri-County Community Action Agency	Tri-County Community Action Agency—Westside Housing Project.	VA	2,200,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Richmond Metropolitan Habitat for Humanity, Inc..	Expanding Affordable Housing in Richmond.	VA	2,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Mary E. Branch Heritage Center	Mary E. Branch Heritage Center Restoration Project.	VA	2,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Downstreet Housing & Community Development.	Stabilizing and Preserving Vulnerable Affordable Housing Portfolios.	VT	1,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	RuralEdge	Permanently Affordable Housing in Caledonia County.	VT	1,500,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Housing for Vermont's Renters	VT	3,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Vermont State Housing Authority	Manufactured Housing Program	VT	4,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Champlain Housing Trust	Affordable Housing Rehabilitation	VT	4,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Expanding Shared Equity Homeownership for Vermonters.	VT	5,000,000	Sanders

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Plainfield Community Development Corporation.	Creating a Flood Safe Neighborhood	VT	500,000	Sanders, Welch
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Supportive Housing for Vermonters with Intellectual and Developmental Disabilities.	VT	2,800,000	Sanders, Welch
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Vermont School Repurposing Initiative.	VT	3,000,000	Sanders, Welch
Department of Housing and Urban Development.	Community Development Fund	Intervale Center, Inc.	Intervale Community Food Center	VT	3,000,000	Sanders, Welch
Department of Housing and Urban Development.	Community Development Fund	Generations Vermont Intergenerational Services Inc..	Generations Vermont Care Facility ...	VT	1,000,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Vermont Farmers Market Education Center Inc. dba Vermont Farmers Food Center.	Vermont Farmers Food Center Brownfield Site Cleanup.	VT	1,000,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Green Mountain Habitat for Humanity.	Affordable Housing Development in Northwest Vermont.	VT	1,500,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Vermont State Housing Authority	Homeownership through Factory Built Infill.	VT	2,000,000	Welch
Department of Housing and Urban Development.	Community Development Fund	City of Vergennes	Vergennes Affordable Housing Development.	VT	3,000,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Whatcom Community Foundation	The Millworks Project Land Acquisition.	WA	750,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Housing Authority of Skagit County ..	President Apartments Life Safety Improvements, Preservation and Revitalization.	WA	800,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Snohomish County.	Edmonds Boys & Girls Club Community Facility Replacement Project.	WA	1,000,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Take Up the Cause	Beloved Kijiji Housing Community	WA	1,800,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Housing Hope	New Tomorrow's Hope Child Development Center.	WA	2,000,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Multicultural Child and Family Hope Center.	Tacoma Recovery Center Behavioral Health and Recovery Facility Construction.	WA	2,000,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Roots Young Adult Shelter	Emergency Shelter for Young Adults Modernization.	WA	2,500,000	Cantwell

Department of Housing and Urban Development.	Community Development Fund	Washington State University	Next Generation Nuclear Education, Research, and Industry-Aligned Workforce Development.	WA	3,000,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Tacoma Pierce County Habitat for Humanity.	Frederickson South Affordable Homeownership Development.	WA	1,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Wenatchee Valley YMCA	Community Annex Project	WA	1,565,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Spokane Housing Authority	Orchard Vista Early Learning Child Care Center.	WA	2,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Tacoma Housing Authority	Alberta J. Canada Apartments Rehabilitation.	WA	2,800,000	Murray
Department of Housing and Urban Development.	Community Development Fund	YWCA of Clark County	Housing and Empowerment Campus	WA	3,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Seattle Chinatown International District PDA.	Chinatown International District Affordable Housing.	WA	3,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity Seattle-King & Kittitas Counties.	Floral Avenue Affordable Homes	WA	5,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Bremerton Housing Authority	North Star Affordable Housing Development.	WA	6,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Marshfield Area United Way	Marshfield Area United Way Community Nutrition Center.	WI	750,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Revitalize Milwaukee, Inc.	Roofing Stabilization Initiative	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Couleecap, Inc.	Couleecap Community Support Hub	WI	1,500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Food Pantry of Waukesha County Inc. dba The Food Pantry Serving Waukesha County.	Food Pantry Expansion and Building Remodel for Waukesha County.	WI	1,500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Milwaukee County	Milwaukee County Affordable Housing.	WI	2,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Second Harvest Foodbank of Southern Wisconsin.	Second Harvest Foodbank of Southern Wisconsin Expansion.	WI	5,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Mid-State Technical College	Mid-State Technical College's NEXUS Public Safety Center.	WI	5,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Goodwill Industries of the Summit ...	Liberty Center Expansion	WV	231,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Nicholas Old Main Foundation	Historic Landmark Restoration	WV	500,000	Capito
Department of Housing and Urban Development.	Community Development Fund	City of Hinton	Restore and Rehabilitate Historic Passenger Depot.	WV	1,000,000	Capito

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Berkeley County Roundhouse Authority.	B&O Roundhouse Vehicle and Accessibility Improvements.	WV	1,500,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Town of Paw Paw	Water Plant Replacement Project	WV	2,400,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Wood County Development Authority	West Virginia University at Parkersburg ITC Cyber Range Improvements.	WV	4,000,000	Capito
Department of Housing and Urban Development.	Community Development Fund	West Virginia Department of Tourism	West Virginia Culture Center Renovations.	WV	5,000,000	Capito
Department of Housing and Urban Development.	Community Development Fund	YMCA of Frederick County	Berkeley County Family YMCA Construction at WVU Medicine.	WV	6,000,000	Capito
Department of Housing and Urban Development.	Community Development Fund	City of Richwood	Improvements to Community Center Facilities.	WV	475,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Region VII Planning and Development Council.	Elkins Area Recreational Exercise Facility Construction.	WV	1,276,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Morgan County Commission	Business Park Expansion	WV	2,970,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	City of Ranson	Public Safety Center Construction	WV	5,000,000	Capito, Justice
Department of Housing and Urban Developmentt.	Community Development Fund	City of Martinsburg	Construct a New Martinsburg West Side Fire Station.	WV	5,000,000	Capito, Justice

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
TITLE I—DEPARTMENT OF TRANSPORTATION			
Office of the Secretary			
Salaries and expenses	187,344	202,366	+ 15,022
Immediate Office of the Secretary	(3,764)	(3,836)	(+ 72)
Immediate Office of the Deputy Secretary	(1,348)	(1,374)	(+ 26)
Office of the General Counsel	(27,780)	(26,693)	(− 1,087)
Office of the Under Secretary of Transportation for Policy	(21,358)	(23,002)	(+ 1,644)
Office of Multimodal Freight Infrastructure and Policy	(5,000)	(6,725)	(+ 1,725)
Office of the Assistant Secretary for Budget and Programs	(21,505)	(20,355)	(− 1,150)
Office of the Assistant Secretary for Governmental Affairs	(3,807)	(3,191)	(− 616)
Office of the Assistant Secretary for Administration	(16,181)	(14,677)	(− 1,504)
Office of Public Affairs and Public Engagement	(5,664)	(5,942)	(+ 278)
Office of the Executive Secretariat	(2,332)	(2,410)	(+ 78)
Office of Intelligence, Security, and Emergency Response	(19,388)	(20,923)	(+ 1,535)
Office of the Chief Information Officer	(1,707)	(1,000)	(− 707)
Office of Tribal Government Affairs	(1,517)	(1,546)	(+ 29)
Working Capital Fund Shared Services	(60,993)	(62,917)	(+ 1,924)
IT Modernization	.....	(14,500)	(+ 14,500)
Research and Technology	74,471	66,000	− 8,471
National Infrastructure Investments	145,000	500,000	+ 355,000
National Surface Transportation and Innovative Finance Bureau	9,250	5,000	− 4,250
Rural and Tribal Infrastructure Advancement	10,000	10,000	.....
Financial Management Capital	5,000	5,000	.....
Cyber Security Initiatives	60,000	70,000	+ 10,000
Office of Civil Rights	11,761	7,647	− 4,114
Transportation Planning, Research, and Development	32,043	36,439	+ 4,396
Community Project Funding/Congressionally Directed Spending	(9,647)	(2,939)	(− 6,708)
Working Capital Fund	(764,965)	(827,039)	(+ 62,074)
Small and Disadvantaged Business Utilization and Outreach	5,330	5,001	− 329

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027—Continued

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
Strengthening Mobility and Revolutionizing Transportation	.....	30,000	+30,000
Payments to Air Carriers (Airport & Airway Trust Fund)	513,637	595,000	+81,363
Essential Air Service (Overflight Fees)	(174,363)	(173,300)	(−1,063)
Administrative Provisions			
OST Rescissions (Secs. 109D–G)	−12,519	.....	+12,519
DOT Headquarters Building Consolidation (Sec. 109B)	.....	15,000	+15,000
Total, Office of the Secretary	1,041,317	1,547,453	+506,136
(Total Resources)	(1,041,317)	(1,547,453)	(+506,136)
Federal Aviation Administration			
Operations	13,710,000	14,355,687	+645,687
Facilities and Equipment (Airport & Airway Trust Fund)	4,000,000	4,500,000	+500,000
(Total Resources)	(4,000,000)	(4,500,000)	(+500,000)
Research, Engineering and Development (Airport & Airway Trust Fund)	290,000	375,000	+85,000
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	(4,000,000)	(4,000,000)	.....
(Limitation on obligations)	(4,000,000)	(4,000,000)	.....
Administration	(160,000)	(160,000)	.....
Airport cooperative research program	(15,000)	(15,000)	.....
Airport technology research	(41,827)	(42,173)	(+346)
Small community air service development program	(15,000)	(15,000)	.....
Grants-in-Aid for Airports (General Fund)	208,686	684,526	+475,840
Community Project Funding/Congressionally Directed Spending	(542,356)	(281,526)	(−260,830)
(Available by transfer)	(368,670)	.....	(−368,670)

(Total Resources)	(577,356)	(684,526)	(+107,170)
Total, Federal Aviation Administration	18,208,686	19,915,213	+1,706,527
(Total Resources Including Transfer)	(18,577,356)	(19,915,213)	(+1,337,857)
Appropriations	(18,208,686)	(19,915,213)	(+1,706,527)
Rescissions	.....	.....	.....
Emergency appropriations	.....	.....	.....
Limitations on obligations	(4,000,000)	(4,000,000)	.....
Total budgetary resources	(22,208,686)	(23,915,213)	(+1,706,527)
(Total Resources Including Transfer)	(22,577,356)	(23,915,213)	(+1,337,857)
Federal Highway Administration			
Limitation on Administrative Expenses	(507,436)	(507,436)	.....
Federal-Aid Highways (Highway Trust Fund):			
(Limitation on obligations)	(62,657,106)	(62,657,106)	.....
(Liquidation of contract authorization)	(63,396,106)	(63,396,106)	.....
(Exempt contract authority)	(739,000)	(739,000)	.....
Highway Infrastructure Programs (General Fund)	927,213	732,902	−194,311
Community Project Funding/Congressionally Directed Spending	(1,514,721)	(894,028)	(−620,693)
(Available by Transfer)	(1,468,668)	(1,071,938)	(−396,730)
(Total Resources Including Transfer)	(2,395,881)	(1,804,840)	(−591,041)
Total, Federal Highway Administration	927,213	732,902	−194,311
(Total Resources Including Transfer)	(64,323,319)	(64,129,008)	(−194,311)
Limitations on obligations	(62,657,106)	(62,657,106)	.....
Exempt contract authority	(739,000)	(739,000)	.....
Total budgetary resources	(65,791,987)	(65,200,946)	(−591,041)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027—Continued

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
Federal Motor Carrier Safety Administration			
Motor Carrier Safety Operations and Programs (Highway Trust Fund)			
(Liquidation of contract authorization)	(390,000)	(390,000)	.....
Motor Carrier Safety Grants (Highway Trust Fund)			
(Liquidation of contract authorization)	(536,600)	(536,600)	.....
(Limitation on obligations)	(541,600)	(536,600)	(−5,000)
Total, Federal Motor Carrier Safety Administration	.....	.....	.....
Limitations on obligations	(931,600)	(926,600)	(−5,000)
Total budgetary resources	(931,600)	(926,600)	(−5,000)
National Highway Traffic Safety Administration			
Operations and Research (General Fund)	71,000	247,850	+176,850
(Available by Transfer)	(129,000)	.....	(−129,000)
(Total Resources Including Transfer)	(200,000)	(247,850)	(+47,850)
Operations and Research (Highway Trust Fund)			
(Liquidation of contract authorization)	(209,600)	(209,600)	.....
(Limitation on obligations)	(209,600)	(209,600)	.....
Subtotal, Operations and Research	280,600	457,450	+176,850
Highway Traffic Safety Grants (Highway Trust Fund)			
(Liquidation of contract authorization)	(849,655)	(849,655)	.....

(Limitation on obligations)	(849,655)	(849,655)	.....
Highway safety programs (23 USC 402)	(393,400)	(393,400)	.....
National priority safety programs (23 USC 405)	(367,500)	(367,500)	.....
High visibility enforcement	(44,300)	(44,300)	.....
Administrative expenses	(44,455)	(44,455)	.....
Total, National Highway Traffic Safety Administration	71,000	247,850	+176,850
(Total Resources Including Transfer)	(1,259,255)	(1,307,105)	(+47,850)
Limitations on obligations	(1,059,255)	(1,059,255)	.....
Total budgetary resources	(1,130,255)	(1,307,105)	(+176,850)
Federal Railroad Administration			
Safety and Operations	264,761	273,400	+8,639
Railroad Research and Development	40,000	40,000	.....
Subtotal	304,761	313,400	+8,639
Federal-State Partnership for Intercity Passenger Rail	25,000	75,000	+50,000
(Available by Transfer)	(40,000)	.....	(−40,000)
(Total Resources Including Transfer)	(65,000)	(75,000)	(+10,000)
Consolidated Rail Infrastructure and Safety Improvements	7,426	389,500	+382,074
Community Project Funding/Congressionally Directed Spending	(87,426)	(39,500)	(−47,926)
(Available by transfer)	(130,000)	(300,000)	(+170,000)
(Total Resources Including Transfer)	(137,426)	(689,500)	(+552,074)
Subtotal	32,426	464,500	+432,074
National Railroad Passenger Corporation:			
Northeast Corridor Grants	850,000	850,000	.....
National Network Grants	1,577,000	680,000	−897,000
(Available by transfer)	.....	(900,000)	(+900,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027—Continued

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
(Total National Network Resources)	(1,577,000)	(1,580,000)	(+3,000)
Subtotal	2,427,000	1,530,000	−897,000
(Total National Railroad Passenger Corporation Resources Including Transfer)	(2,427,000)	(2,430,000)	(+3,000)
Administrative Provisions			
Financial Assistance Oversight and Technical Assistance (Sec. 150) (by transfer)	(16,594)	(16,875)	(+281)
Rescission (Sec. 158)	−949,801	−40,494	+909,307
Total, Federal Railroad Administration	1,814,386	2,267,406	+453,020
(Total Resources Including Transfer)	(2,000,980)	(3,484,281)	(+1,483,301)
Federal Transit Administration			
Transit Formula Grants (Highway Trust Fund, Mass Transit Account)(Liquidation of contract authorization)	(14,642,000)	(14,642,000)	.....
(Limitation on obligations)	(14,642,000)	(14,642,000)	.....
Transit Infrastructure Grants	23,052	251,319	+228,267
Community Project Funding/Congressionally Directed Spending	(147,923)	(79,319)	(−68,604)
(Available by transfer)	(188,371)	.....	(−188,371)
(Total Resources Including Transfer)	(211,423)	(251,319)	(+39,896)
Technical Assistance and Training	7,500	7,500	.....
Capital Investment Grants	1,700,000	1,500,000	−200,000
(Total Capital Investment Grants Including Transfer)	(1,700,000)	(1,500,000)	(−200,000)

Grants to the Washington Metropolitan Area Transit Authority	150,000	150,000	.....
Administrative Provisions	.....	.....	.....
Total, Federal Transit Administration	1,880,552	1,908,819	+28,267
Limitations on obligations	(14,642,000)	(14,642,000)	.....
Total budgetary resources	(16,522,552)	(16,550,819)	(+28,267)
Total budgetary resources including transfer	(16,710,923)	(16,550,819)	(−160,104)
Great Lakes St Lawrence Seaway Development Corporation			
Operations and Maintenance (Harbor Maintenance Trust Fund)	38,080	50,000	+11,920
Maritime Administration			
Maritime Security Program	390,000	372,000	−18,000
Rescission	−38,400	.....	+38,400
Cable Security Fleet	10,000	10,000	.....
Rescission	−12,392	.....	+12,392
Tanker Security Program	81,600	76,277	−5,323
Rescission	−42,808	−18,277	+24,531
Operations and Training	275,791	425,260	+149,469
(Available by transfer)	.....	(250,000)	(+250,000)
State Maritime Academy Operations	138,900	186,600	+47,700
Assistance to Small Shipyards	35,000	110,000	+75,000
(Total Resources Including Transfer)	(35,000)	(110,000)	(+75,000)
Ship Disposal	6,000	6,000	.....
Maritime Guaranteed Loan (Title XI) Program Account:			
Administrative expenses	3,940	4,500	+560
Port Infrastructure Development Program	103,330	415,400	+312,070
Community Project Funding/Congressionally Directed Spending	(64,702)	(90,400)	(+25,698)
(Total Resources Including Transfer)	(103,330)	(415,400)	(+312,070)
Administrative Provisions—Maritime Administration	.....	.....	.....
Title XI Rescission(sec. 171)	−34,000	.....	+34,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027—Continued

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
Total, Maritime Administration	916,961	1,587,760	+670,799
(Total Resources Including Transfer)	(916,961)	(1,837,760)	(+920,799)
Pipeline and Hazardous Materials Safety Administration			
Operational Expenses (General Fund)	28,647	30,097	+1,450
Hazardous Materials Safety (General Fund)	66,050	74,556	+8,506
Pipeline Safety:			
Oil Spill Liability Trust Fund	30,000	30,000	
Pipeline Safety Fund	177,407	180,786	+3,379
Liquefied Natural Gas Siting Account	200	200	
Design Review Fund	200	200	
Underground Natural Gas Storage Facility Safety Account	7,000	7,000	
Subtotal	214,807	218,186	+3,379
Emergency Preparedness Grants:			
Limitation on emergency preparedness fund	(46,825)	(46,825)	
Total, Pipeline and Hazardous Materials Safety Administration	309,504	322,839	+13,335
Limitations on obligations	(46,825)	(46,825)	
Total budgetary resources	(356,329)	(369,664)	(+13,335)
Pipeline safety fund user fees	−177,407	−180,786	−3,379
Underground natural gas storage facility safety account user fees	−7,000	−7,000	
Liquefied natural gas siting user fees	−200	−200	
Design review fund user fees	−200	−200	

Office of Inspector General			
Salaries and Expenses	113,000	113,000	.....
General Provisions—Department of Transportation	.....	.....	.....
Total, title I, Department of Transportation	25,135,892	28,505,056	+3,369,164
Appropriations	(26,225,812)	(28,563,827)	(+2,338,015)
Rescissions	(−1,089,920)	(−58,771)	(+1,031,149)
(By transfer)	(2,341,303)	(2,538,813)	(+197,510)
Limitations on obligations	(83,289,961)	(83,284,961)	(−5,000)
Total budgetary resources	(108,425,853)	(111,790,017)	(+3,364,164)
TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT			
Management and Administration			
Executive Offices	17,500	18,800	+1,300
Administrative Support Offices	595,000	649,000	+54,000
Program Offices:	842,500	821,700	−20,800
Public and Indian Housing	(233,000)	(222,300)	(−10,700)
Community Planning and Development	(129,000)	(133,500)	(+4,500)
Housing	(380,000)	(363,500)	(−16,500)
Policy Development and Research	(31,500)	(30,800)	(−700)
Fair Housing and Equal Opportunity	(60,000)	(62,600)	(+2,600)
Lead Hazard Control and Healthy Homes	(9,000)	(9,000)	.....
Information Technology Fund	345,000	368,000	+23,000
Total, Management and Administration	1,800,000	1,857,500	+57,500
Public and Indian Housing			
Tenant-based Rental Assistance:			
Renewals	34,957,000	36,775,000	+1,818,000
Tenant Protection Vuchers	600,622	300,000	−300,622
Administrative Fees	2,835,935	2,976,000	+140,065
Incremental VASH Vouchers	15,000	15,000	.....
Incremental Family Unification Vouchers	30,000	35,000	+5,000
Less appropriations from prior year advances	−4,000,000	−4,000,000	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027—Continued

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
Subtotal (available this fiscal year)	34,438,557	36,101,000	+1,662,443
Advance Appropriations	4,000,000	4,000,000	
Total, Tenant-based Rental Assistance	38,438,557	40,101,000	+1,662,443
Public Housing Fund	8,319,393	8,451,554	+132,161
Operating Formula	(4,687,393)	(4,917,554)	(+230,161)
Operating Shortfalls	(337,000)	(234,000)	(−103,000)
Capital Formula	(3,200,000)	(3,200,000)	
Emergency Capital Needs	(30,000)	(30,000)	
Lead/Healthy Homes	(50,000)	(55,000)	(+5,000)
Receivership	(15,000)	(15,000)	
Assisted Housing Inspections and Risk Assessments	50,000	35,000	−15,000
Choice Neighborhoods Initiative	25,000		−25,000
Self-Sufficiency Programs	206,400	240,000	+33,600
Family Self-Sufficiency	(156,400)	(185,000)	(+28,600)
Resident Opportunity and Self-Sufficiency	(40,000)	(55,000)	(+15,000)
Jobs-Plus Initiative	(10,000)		(−10,000)
Native American Programs	1,354,000	1,354,000	
Native American Housing Block Grants, Formula	(1,111,000)	(1,111,000)	
Native American Housing Block Grants, Competitive	(125,000)	(125,000)	
Tribal HUD–VASH	(10,000)	(10,000)	
Title VI Loan Program	(1,000)	(1,000)	
(Limitation on guaranteed loans)	(60,000)	(60,000)	
Indian CDBG	(100,000)	(100,000)	
Training and Technical Assistance	(7,000)	(7,000)	
Indian Housing Loan Guarantee Fund Program Account	1,400	400	−1,000
(Limitation on guaranteed loans)	(1,800,000)	(1,200,000)	(−600,000)
Native Hawaiian Housing Block Grant	22,300	22,300	

Native Hawaiian Housing Loan Guarantee Fund Program Account (Limitation on guaranteed loans)	(28,000)	(28,000)	.....
Total, Public and Indian Housing	48,417,050	50,204,254	+1,787,204
Community Planning and Development			
Housing Opportunities for Persons with AIDS	529,000	554,000	+25,000
Community Development Fund:			
CDBG formula	3,300,000	3,300,000	.....
SUPPORT for Patients and Communities	30,000	30,000	.....
PRO Housing Grant Program	50,000	50,000	.....
Economic Development Initiatives (Community Project Funding/Congressionally Directed Spending)	3,615,244	1,452,288	−2,162,956
Subtotal	6,995,244	4,832,288	−2,162,956
Community Development Loan Guarantees (Section 108):			
(Limitation on guaranteed loans)	(300,000)	(300,000)	.....
HOME Investment Partnerships Program	1,250,000	1,500,000	+250,000
Self-Help and Assisted Homeownership Opportunity Program	65,000	70,000	+5,000
Homeless Assistance Grants	4,417,000	4,688,000	+271,000
Total, Community Planning and Development	13,256,244	11,644,288	−1,611,956
Housing Programs			
Project-based Rental Assistance:			
Renewals	18,034,000	19,179,000	+1,145,000
Contract administrators	509,000	539,000	+30,000
Less appropriations from prior year advances	−400,000	−400,000	.....
Subtotal (available this fiscal year)	18,143,000	19,318,000	+1,175,000
Advance appropriations	400,000	400,000	.....
Total, Project-based Rental Assistance	18,543,000	19,718,000	+1,175,000
Housing for the Elderly	1,031,000	1,049,000	+18,000
Housing for Persons with Disabilities	287,000	301,000	+14,000
Housing Counseling Assistance	57,500	57,500	.....
Payment to Manufactured Housing Fees Trust Fund	14,000	14,000	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027—Continued

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
Offsetting collections	−14,000	−14,000	
Total, Housing Programs	19,918,500	21,125,500	+1,207,000
Federal Housing Administration			
Mutual Mortgage Insurance Program Account:			
(Limitation on guaranteed loans)	(400,000,000)	(400,000,000)	
(Limitation on direct loans)	(1,000)	(1,000)	
Offsetting receipts	−4,741,000	−6,720,000	−1,979,000
Administrative contract expenses	160,000	230,000	+70,000
General and Special Risk Program Account:			
(Limitation on guaranteed loans)	(35,000,000)	(35,000,000)	
(Limitation on direct loans)	(1,000)	(1,000)	
Offsetting receipts	−510,000	−366,000	+144,000
Total, Federal Housing Administration	−5,091,000	−6,856,000	−1,765,000
Government National Mortgage Association			
Guarantees of Mortgage-backed Securities Loan			
Guarantee Program Account:			
(Limitation on guaranteed loans)	(550,000,000)	(600,000,000)	(+50,000,000)
Administrative expenses	56,000	56,000	
Offsetting receipts	−114,000	−214,000	−100,000
Offsetting receipts	−1,521,000	−1,447,000	+74,000
Additional contract expenses	1,000	1,000	
Total, Government National Mortgage Association	−1,578,000	−1,604,000	−26,000

Policy Development and Research			
Research and Technology	122,500	134,000	+11,500
Fair Housing and Equal Opportunity			
Fair Housing Activities	86,355	86,355	
Office of Lead Hazard Control and Healthy Homes			
Lead Hazard Reduction	295,600	295,600	
Office of Inspector General	144,500	144,500	
Administrative Provisions			
Unobligated balances rescission (Sec. 235)		−25,332	−25,332
Flex sub loan modification (Sec. 239)	2,000		−2,000
Unobligated balances rescission (Sec. 234 non-emergency)	−51,385		+51,385
Unobligated balances rescission (Sec. 234 emergency)	−2,423		+2,423
Total, title II, Department of Housing and Urban Development	77,319,941	77,006,665	−313,276
Appropriations	(79,873,749)	(81,392,997)	(+1,519,248)
Rescissions	(−51,385)	(−25,332)	(+26,053)
Emergencies	(−2,423)		(+2,423)
Advance appropriations	(4,400,000)	(4,400,000)	
Offsetting receipts	(−6,886,000)	(−8,747,000)	(−1,861,000)
Offsetting collections	(−14,000)	(−14,000)	
(Limitation on direct loans)	(2,000)	(2,000)	
(Limitation on guaranteed loans)	(987,188,000)	(1,036,588,000)	(+49,400,000)
TITLE III—RELATED AGENCIES			
Access Board	9,955	10,630	+675
Federal Maritime Commission	40,000	40,000	
National Railroad Passenger Corporation Office of Inspector General	29,240	31,100	+1,860
National Transportation Safety Board	145,000	180,000	+35,000
Neighborhood Reinvestment Corporation	158,000	158,000	
Surface Transportation Board	40,799	45,799	+5,000
Offsetting collections	−1,250	−1,250	
Subtotal	39,549	44,549	+5,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2026 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 2027—Continued

[In thousands of dollars]

Item	2026 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or −) 2025 appropriation
United States Interagency Council on Homelessness	3,000	3,000	.....
Total, title III, Related Agencies	424,744	467,279	+42,535
Grand total	102,880,577	105,979,000	+3,098,423
Appropriations	(106,525,555)	(110,425,353)	(+3,899,798)
Rescissions	(−1,141,305)	(−84,103)	(+1,057,202)
Emergency appropriations	(−2,423)	.....	(+2,423)
Advance appropriations	(4,400,000)	(4,400,000)	.....
Offsetting receipts	(−6,886,000)	(−8,747,000)	(−1,861,000)
Offsetting collections	(−15,250)	(−15,250)	.....
(by transfer)	(2,341,303)	(2,538,813)	(+197,510)
(Limitation on obligations)	(83,289,961)	(83,284,961)	(−5,000)
Total budgetary resources	(186,170,538)	(189,263,961)	(+3,093,423)