

**FY 2026 Transportation, Housing and Urban Development, and Related Agencies
Manager's Package**

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Britt Amendment on Congressionally Directed Spending

At the appropriate place on page 180 of the report in the table entitled “Congressionally Directed Spending” for the item relating to “Chilton County Airport (02A)”, strike the amount “4,500,000” and insert “3,850,000”

At the appropriate place on page 180 of the report in the table entitled “Congressionally Directed Spending”, insert: “Department of Transportation – Grants-In-Aid for Airports – HL Sonny Callahan Airport (CQF) – Airport Improvements – AL – 500,000 – Britt”

At the appropriate place on page 180 of the report in the table entitled “Congressionally Directed Spending”, insert: “Department of Transportation – Grants-In-Aid for Airports – Gulf Shores International Airport (GUF) – Airport Safety Improvements – AL – 150,000 – Britt”

At the appropriate place on page 182 of the report in the table entitled “Congressionally Directed Spending”, for the item relating to “Boll Weevil Circle Project”, strike the amount “18,680,000” and insert “15,680,000”

At the appropriate place on page 182 of the report in the table entitled “Congressionally Directed Spending”, insert: “Department of Transportation – Highway Infrastructure Programs – AL – Swayback Bridge – AL – 2,000,000 – Britt”

At the appropriate place on page 182 of the report in the table entitled “Congressionally Directed Spending”, insert: “Department of Transportation – Highway Infrastructure Programs – AL – County Road 9 Project – AL – 1,000,000 – Britt”

At the appropriate place on page 193 of the report in the table entitled “Congressionally Directed Spending”, for the item relating to “Artificial Intelligence Research Infrastructure”, strike the amount “10,300,000” and insert “10,000,000”

At the appropriate place on page 193 of the report in the table entitled “Congressionally Directed Spending”, insert: “Department of Housing and Urban Development – Community Development Fund – City of Talladega – Accessibility Infrastructure – AL – 300,000 – Britt”

Fischer Amendment on Congressionally Directed Spending

At the appropriate place on page 186 of the report in the table entitled “Congressionally Directed Spending” for the item relating to “Garden County Bridge Replacement”, strike the amount “6,000,000” and insert “5,200,000”

At the appropriate place on page 186 of the report in the table entitled “Congressionally Directed Spending” for the item relating to “Sheridan County Road Rehabilitation”, strike the amount “6,134,000” and insert “3,434,000”

At the appropriate place on page 186 of the report in the table entitled “Congressionally Directed Spending”, insert: “Department of Transportation – Highway Infrastructure Programs – NE – Omaha Urban Core Renewal – NE – 3,500,000 – Fischer”

Britt Amendment on Illegal Charter Enforcement

On page 39 of the report, at the appropriate place, insert:

“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 Federal Aviation Administration 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.”

Hoeven Amendment on FAA-DoD Deconfliction Coordination

On page 44 of the report, at the appropriate place, insert:

*“FAA – Department of Defense Deconfliction Coordination.—*The Committee supports FAA’s joint efforts with DoD to ensure coordination and management of commercial and military flight operations, including in special use airspace, with an emphasis on deconfliction. As the FAA moves to modernize our nation’s air traffic control systems, the Committee encourages the deployment and testing of software capabilities that provide real-time, dynamic status-sharing and management to optimize the use of the national airspace system for all stakeholders, including for use with FAA contract towers. In doing so, the Committee encourages the FAA to utilize off-the-shelf capabilities to expedite the deployment of new technologies. The Committee further directs the FAA to brief the House and Senate Committees on Appropriations within 120 days of enactment of this act on its coordination with DoD for such real-time dynamic scheduling.”

Hoeven Amendment on Airborne Situational Awareness Technology

On page 44 of the report, at the appropriate place, insert:

*“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.”

Rounds Amendment on Housing Insurance Costs

On page 108 of the report, strike the paragraph entitled “*Insurance Costs*” and insert the following:

*“Insurance Costs.—*The Committee directs the Secretary of HUD to complete a report on the current state of the property insurance market with an emphasis on affordable housing properties that are rent-restricted or rent-assisted. This should include, but not be limited to, properties developed through the use of the low-income housing tax credit and other applicable State-level affordable housing tax credits, public housing that is not self-insured, or properties participating in any Federal housing assistance program. The Secretary should provide an analysis on the potential impact that increasing insurance premiums may have on: (1) the supply of new affordable housing, and (2) the financial sustainment of existing affordable housing. The Secretary should also assess the implications of rising insurance costs on program operations, such as housing authorities’ levels of reserves, and conduct outreach to property owners to solicit qualitative feedback on how rising insurance costs affect their ability to effectively meet the goal of providing affordable housing. The Secretary should also, to the extent possible, provide an analysis and prediction on the potential effects of increased insurance premiums on Federal section 8 housing choice voucher and project-based rental assistance housing, including properties that have undergone or are undergoing conversion through the rental assistance demonstration [RAD]. In carrying out this effort, the Secretary should coordinate with state insurance commissioners and other Federal agencies, as needed, to complete the report within 2 years of the date of enactment of this act, and update the House and Senate Committees on Appropriations on the status of the report every 6 months.”

Durbin Amendment on Increasing Safety

In the bill, insert on page 47, line 10, after “Act” the following:

“: *Provided further*, That of the funds made available under this heading for the Highway Research and Development Program, \$5,000,000, shall be to carry out section 11502 of the Infrastructure Investment and Jobs Act (23 U.S.C. 148 note).”

Reed Amendment on Battery Powered Mobility Devices

In the report, at the appropriate place on page 14, insert the following:

*“Battery Powered Mobility Devices.—*The Committee notes the rapid rise of battery powered mobility devices in the United States, and the limitations of current battery options due to long charge times and limited life cycles. As such, the Department is encouraged to support the development of hybrid supercapacitor-lithium-ion battery modules to improve the performance and accessibility of battery powered mobility devices.”

Coons Amendment on Congressionally Directed Spending

At the appropriate place on page 197 of the report in the table entitled “Congressionally Directed Spending” for the item relating to the “Wilmington Education Resource Center”, add “, Coons” after “Blunt Rochester”.

At the appropriate place on page 197 of the report in the table entitled “Congressionally Directed Spending”, strike the entire line for the item relating to “Shelter Expansion and Community Hub”.

At the appropriate place on page 198 of the report in the table entitled “Congressionally Directed Spending”, strike the entire line for the item relating to “PAL Capital Improvements”.

At the appropriate place on page 198 of the report in the table entitled “Congressionally Directed Spending” for the item relating to “Affordable Housing in Central Delaware”, strike the amount “1,500,000” and insert “1,008,000”.

At the appropriate place on page 198 of the report in the table entitled “Congressionally Directed Spending” for the item relating to “Capital Improvements” for recipient “Community Education Building Corporation”, strike the amount “2,500,000” and insert “5,000,000”.

Murray Amendment on Culvert Funding

In the report, insert at the appropriate place on page 57 the following:

“Further, the Committee directs the FHWA to make grant awards for the fiscal year 2023 NOFO within 60 days of enactment of this act, and to issue the fiscal year 2024 NOFO for this program not later than 120 days after enactment of this act.”

“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 notes that the FHWA has not published a solicitation for these funds. The Committee directs the FHWA to publish a solicitation for these funds within 90 days of enactment of this act and award funds within 180 days of enactment on this act.”

Reed Amendment on Period of Availability for Certain Grants

In the bill, on page 73, after line 17, insert the following:

“Sec. 128. (a) If this Act is enacted on or before September 30, 2025, the remaining unobligated balances, as of September 30, 2025, from amounts made available for “Department of Transportation—Federal Highway Administration—Highway Infrastructure Programs” in division L of Public Law 117–103 for competitive awards for activities eligible under section 176(d)(4)(A) and 176(d)(4)(C) of title 23, United States Code, for fiscal year 2022 are hereby permanently rescinded, and an amount of additional new budget authority equivalent to the amount rescinded pursuant to this section is hereby appropriated on September 30, 2025, for an additional amount for fiscal year 2025, to remain available until September 30, 2030, and shall be available, without additional competition, for completing the funding of awards made pursuant to section 176 of title 23, United States Code, for fiscal year 2022 funding, in addition to other funds as may be available for such purposes: *Provided*, That this section shall become effective immediately upon enactment of this Act.”

“(b) The remaining unobligated balances, as of September 30, 2026, from amounts made available for “Department of Transportation—Federal Highway Administration—Highway Infrastructure Programs” in division L of Public Law 117–328 for competitive awards for activities eligible under section 176(d)(4)(A) and 176(d)(4)(C) of title 23, United States Code, for fiscal year 2023 are hereby permanently rescinded, and an amount of additional new budget authority equivalent to the amount rescinded pursuant to this section is hereby appropriated on September 30, 2026, for an additional amount for fiscal year 2026, to remain available until September 30, 2031, and shall be available, without additional competition, for completing the funding of awards made pursuant to section 176 of title 23, United States Code, for fiscal year 2023 funding, in addition to other funds as may be available for such purposes.”

In the report, at the appropriate place on page 61, insert the following:

“Section 128 extends the period of availability of certain grants.”

Schatz Amendment on Reducing Red Tape in Housing Production

On page 169 of the bill, line 2, strike "\$4,531,397,000" and insert "\$4,541,397,000".

On page 170 of the bill, line 4, strike "\$50,000,000" and insert "\$60,000,000".

On page 247 of the bill, line 11, insert “, 86-2023/2027-0483” after “86 X 0148”.

At the appropriate places on pages 132 and 133 of the report, strike "\$4,531,397,000" and insert "\$4,541,397,000".

At the appropriate place on page 133 of the report, strike "\$1,101,397,000" and insert "\$1,111,397,000".

At the appropriate place on page 133 of the report, strike "\$50,000,000" and insert "\$60,000,000".

At the appropriate place on page 134 of the report, strike "\$50,000,000" and insert "\$60,000,000".

Reed/Rounds Amendment on HUD State Field Offices

In the bill, on page 240, line 2, strike the period and insert:

“, with no fewer than one full-time employee per field office, except for short-term periods of normal staffing turnover.”

Reed Amendment on U.S. Interagency Council on Homelessness Funding

In the bill, on page 273, after line 10, insert the following:

“Sec. 427. If this Act is enacted on or before September 30, 2025, the remaining unobligated balances, as of September 30, 2025, from amounts made available for “United States Interagency Council on Homelessness—Operating Expenses” under Public Law 119–4, for fiscal year 2025 are hereby permanently rescinded, and an amount of additional new budget authority equivalent to the amount rescinded pursuant to this section is hereby appropriated on September 30, 2025, for an additional amount for fiscal year 2025, to remain available until September 30, 2026, and shall be available in addition to other funds as may be available for such purposes: *Provided*, That this section shall become effective immediately upon enactment of this Act.”

In the report, at the appropriate place on page 179, insert the following:

“Section 427 extends the period of availability of funds for the U.S. Interagency Council on Homelessness.”

Ossoff Amendment on Disadvantaged Business Enterprise Program

In the report, at the appropriate place on page 22, insert the following:

*“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.”

Reed Amendment on FAA Coordination with the Coast Guard

In the report, at the appropriate place on page 39, insert the following:

“Coordination.—The Committee notes that the FAA and the Coast Guard have been in discussion 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 FAA shall brief the House and Senate Committees on Appropriations on its progress within 90 days of the enactment of this act.”

Peters Amendment on FAA Facilities and Equipment

In the report on pages 40 and 41, in the table entitled “Allocation of FAA Facilities and Equipment Funding in this Act—Fiscal Year 2026”—

- (1) for the item related to “Next generation very high frequency air/ground communications [NEXCOM]”, strike “207,000,000” and insert “100,000,000”,
- (2) for the item related to “Subtotal en route programs” strike “779,200,000” and insert “672,200,000”
- (3) after the line for the item related to “Terminal automation program”, insert a new line: “Terminal air traffic control facilities—replace—107,000,000”
- (4) for the item related to “Subtotal terminal programs”, strike “1,159,950,000” and insert “1,266,950,000”

Peters Amendment on Automated Vehicle Research

In the report on page 68, strike, “The Committee encourages NHTSA to include more leading-edge technology like AVs and advanced driver assistance systems in order to develop datasets to aid with rulemaking and regulation of next generation vehicle safety technologies.” and insert “The Committee encourages NHTSA to include more leading-edge advanced driver assistance systems and automated driving systems in the program.”

Gillibrand Amendment on Congressionally Directed Spending

At the appropriate place on page 188 of the report in the table entitled “Congressionally Directed Spending”, strike the entire line for the item relating to “Prince William County—North Woodbridge Pedestrian Bridge”.

At the appropriate place on page 188 of the report in the table entitled “Congressionally Directed Spending” for the item relating to “Appalachian National Scenic Trail McAfee Knob Trailhead Parking and Transit Access Improvements”, strike “4,804,000” and insert “6,304,000”.

At the appropriate place on page 224 of the report in the table entitled “Congressionally Directed Spending”, strike the entire line for the item relating to “Affordable Housing Acquisition”.

At the appropriate place on page 224 of the report in the table entitled “Congressionally Directed Spending”, insert: “Department of Housing and Urban Development – Community Development Fund – James City County – Moses Lane Comprehensive Community Development Project – VA– 925,000 – Kaine, Warner”.

Ossoff Amendment on Office of Inspector General Review

In the report, at the appropriate place on page 162, insert the following:

“REAC Inspections.—The Committee directs the Office of Inspector General to conduct a review of all HUD-assisted properties with REAC scores of 60-70 over the past 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 reductions and contract cancellations on the oversight of these properties. The Committee directs the Office of Inspector General to provide this report to the House and Senate Committees on Appropriations within 180 days of the enactment of this act.”

Ossoff Amendment on Child Car Seat Accessibility

In the report, at the appropriate place on page 70, insert the following:

*“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. NHTSA is directed to brief the House and Senate Committees on Appropriations on the results of the report within 30 days of enactment of this act.”

Van Hollen Amendment on Vessel Generated Noise

In the report, at the appropriate place on page 97, insert the following:

“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. Not later than 60 days after enactment of this act, MARAD is directed to provide a briefing to the House and Senate Committees on Appropriations detailing the planning involved in determining the June 2025 relocation of the USNS Pomeroy 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.”

Baldwin Amendment on Buy America

In the report, on 109, in the paragraph entitled “Buy America”, strike “, but also recognizes” and all that follows through the end of the second sentence and insert a period, and insert “and transparent” after “timely” in the last sentence.

Ossoff Amendment on GAO Report on Institutional Investment

In the report, on page 150, under the heading “Institutional Investment in Single-Family Housing”, insert the following:

“The Committee also urges the GAO to expeditiously complete the second part of the report on institutional investment in single-family housing as required in the joint explanatory statement accompanying Public Law 117–328.”

Reed Amendment on Multifamily Construction

In the report, at the appropriate place on page 151, insert the following:

“FHA Mortgage Insurance for New Multifamily Construction.—The United States is facing a severe housing shortage and needs millions of new units to balance supply and demand. However, the Federal government currently provides very little assistance for new multifamily construction. FHA’s 221(d)(4) program is the largest Federal program that backstops loans for new multifamily housing construction, but it endorsed fewer than 75 developments in fiscal year 2024. The Committee directs GAO to study the effectiveness of the 221(d)(4) program and recommend legislative and regulatory programmatic improvements that would expand program uptake.”

Reed Amendment on Lead Hazard Reduction Grants

In the report, at the appropriate place on page 160, under the heading “Lead Hazard Reduction Grants”, insert the following:

“The Committee directs the Secretary to provide maximum flexibility within statutory limits to extend grant periods of performance to allow grantees more time to reach lead hazard reduction grant benchmarks and to make more housing lead-safe.”

Ossoff Amendment on Motorcycle Safety

In the report, at the appropriate place on page 70, insert the following:

“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.”