



BILL SUMMARY: Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2026 Appropriations Bill

Invests \$4 billion more in rental assistance to address the affordability crisis—rejecting Trump’s plan to kick millions of Americans out of their homes—and rejects Republican plan to decimate public transit investments

Delivers \$1 billion more to improve air safety, makes critical infrastructure investments, and rejects over 15 extreme Republican riders

Washington, D.C. – The Fiscal Year 2026 Transportation, Housing and Urban Development, and Related Agencies Appropriations Act provides \$113.2 billion in total funding.

Key Points & Highlights – Housing and Urban Development

Department of Housing and Urban Development (HUD): The bill provides \$84.3 billion in programmatic funding for HUD, a historic \$7.2 billion increase above fiscal year 2025, while President Trump wanted to cut funding for the agency in half. This total amount is offset by \$6.9 billion in receipts and collections for a net funding level of \$77.3 billion. The bill invests in maintaining rental assistance programs that millions of Americans rely on, building more affordable housing, and reducing homelessness. It also includes transparency measures about the modification or termination of grants and contracts, and the closure of field offices.

Protecting Rental Assistance Programs: The bill rejects President Trump’s devastating proposal to slash HUD’s rental assistance programs and shift more costs onto states, local governments, and low-income families—which would have put over 10 million Americans at risk of eviction and homelessness, most of whom are children, elderly, or Americans with disabilities. Instead, the bill includes:

- \$38.4 billion for tenant-based Section 8 vouchers, a \$2.4 billion increase above fiscal year 2025, and of the total amounts provided:

- \$600.6 million is for tenant protection vouchers, including funding and new flexibilities to continue support for over 50,000 households who are relying on Emergency Housing Vouchers to avoid homelessness;
- \$30 million is for new incremental vouchers available to youth aging out of and involved with the foster care system; and
- \$15 million is for veterans at risk of or experiencing homelessness;
- \$18.5 billion for the project-based rental assistance (PBRA) program to renew housing contracts, a \$1.65 billion increase above fiscal year 2025;
- \$8.3 billion for public housing, including \$3.2 billion to address capital needs and \$50 million to address lead and other health hazards; and
- \$1 billion for housing for the elderly and \$287 million for housing for Americans with disabilities, a combined \$130 million increase above fiscal year 2025.

In addition, the bill provides \$206 million for self-sufficiency programs, an \$11 million increase over fiscal year 2025, to help low-income Americans and families improve their financial security, job skills, and earnings. It also provides \$7.5 million to assist low-income tenants with legal assistance in eviction proceedings. President Trump proposed eliminating both programs in his budget request.

Addressing Homelessness: The bill provides \$4.4 billion for Homeless Assistance Grants, a \$366 million increase above fiscal year 2025. In addition to sustaining investments for existing projects, the bill:

- Requires HUD to distribute Continuum of Care funds on a timely basis to prevent funding lapses;
- Includes \$107 million in new funding to address youth homelessness; and
- Includes \$52 million in new funding to support survivors of domestic violence.

The bill also does not cut and consolidate the Housing Opportunities for Persons with AIDS (HOPWA) program with homeless assistance programs as proposed in President Trump's budget request. Instead, it provides \$529 million for HOPWA, a \$24 million increase above fiscal year 2025.

Supply of Affordable Housing: As communities across the country continue to face a shortage of affordable homes, the bill rejects President Trump's budget proposal to eliminate HUD's competitive and formula grant programs that help address the crisis. The bill instead makes critical investments to increase the supply of affordable housing and lower the cost of housing so that Americans can keep a roof over their head. The bill includes:

- \$1.25 billion for the HOME Investment Partnerships Program, equal to fiscal year 2025, rejecting President Trump's budget request and House Republicans'

bill that defunded the program. The HOME program is a critical federal tool used by state and local governments to build more affordable rental and owner-occupied housing.

- \$50 million to continue the PRO Housing grant program that incentivizes state and local jurisdictions to remove barriers to housing production, which helps lower housing costs for Americans. President Trump's budget request and House Republicans' bill both eliminated the PRO Housing grant program.

Supporting Local Community Development: The bill provides nearly \$7 billion for local community development and housing-related activities through the Community Development Block Grant (CDBG) formula program and Economic Development Initiatives (EDIs). President Trump's budget request sought to eliminate the CDBG program, which state and local governments rely on to improve quality of life for Americans in rural and urban communities alike.

Access to Housing Assistance for Tribes: The bill provides \$1.35 billion for Native American housing programs, which is \$467 million more than President Trump's budget request. This includes sustaining the \$1.11 billion for the Native American Housing Block Grant program and increasing funding for the Indian CDBG program by \$25 million over fiscal year 2025. By protecting these important federal programs, the bill continues critical investments in addressing the dire housing needs of Indian Country, where residents are nearly twice as likely to live in poverty and nearly three times more likely to live in overcrowded conditions compared to other U.S. households.

Fair Housing: The bill protects critical fair housing programs to combat housing discrimination, providing \$86 million, while President Trump's budget request and House Republicans' bill cut these programs by over 67% and outright eliminated the Fair Housing Initiatives Program.

Key Points & Highlights – Transportation

Department of Transportation (DOT): The bill provides \$111.8 billion in total resources for the Department of Transportation, of which \$83.3 billion is from obligation limitations and \$28.5 billion is provided in discretionary resources. This amount includes significant new funding to help the Federal Aviation Administration (FAA) maintain a safe and efficient air traffic control system, while strengthening the safety of our rail and maritime network and supporting capital investments to improve the state of good repair of our transit systems. The bill strengthens Congress' control over how funds are spent, including transparency measures about the modification or

termination of grants, contracts, and loans, and the closure of regional, division, or field offices.

Aviation: The bill provides \$22.6 billion for the FAA, an increase of \$1.6 billion over fiscal year 2025. This includes:

- \$13.7 billion for FAA operations, which will allow the FAA to hire 2,500 air traffic controllers and 91 new aviation safety inspectors and engineers.
- \$4 billion for FAA facilities and equipment to continue efforts to modernize the Air Traffic Control system. The bill requires the FAA Administrator to provide monthly updates on these efforts in order to prevent waste, fraud, and abuse.
- \$4.5 billion for Airport Improvement Program (AIP) grants to improve airport infrastructure and safety, of which \$4 billion is from the Airport and Airway Trust Fund.
- The bill also provides \$514 million for the Essential Air Service (EAS) program, rejecting President Trump's budget request to cut the program by 50%, and it prevents DOT from haphazardly terminating any EAS contracts.
- The bill provides \$2 million for an independent study on the airspace in the National Capital Region and the coordination between the FAA and Department of Defense in response to the tragic Flight 5342 accident in January 2025.

Highways and Bridges: The bill provides \$65.8 billion for federal-aid highways, which includes \$63.4 billion in funding from the Highway Trust Fund, and an additional \$2.4 billion for Highway Infrastructure Programs. The bill provides \$30 million for the Reconnecting Communities grant program, which will help replace some of the infrastructure funding rescinded in Republicans' reconciliation bill. In addition, the bill provides \$350 million for a competitive bridge bundling grant program, \$200 million for truck parking grants, \$200 million for the Tribal transportation program, and \$10 million for the National Scenic Byways program.

Amtrak and Rail Safety: The bill provides a total of \$2.9 billion for the Federal Railroad Administration (FRA). This includes \$2.4 billion to fully meet Amtrak's funding request, rejecting House Republicans' proposal to zero out new funding for Amtrak. These resources will allow Amtrak to sustain operations and current service levels, maintain a state of good repair, and safely get passengers to their destinations. In addition, the bill provides \$65 million for the Federal-State Partnership grant program and \$137 million for the Consolidated Rail Infrastructure and Safety Improvements grant program.

Transit Infrastructure: The bill provides \$16.7 billion for the Federal Transit Administration, which includes \$14.6 billion in funding from the Highway Trust Fund and \$1.7 billion for Capital Investment Grants (CIG)—rejecting House Republicans’ proposal to slash CIG funding by 98%—to a mere \$54 million—in their bill. When combined with available prior fiscal year funds and Infrastructure Investment and Jobs Act advanced appropriations, a total of \$3.7 billion is available for Capital Investment Grants in fiscal year 2026, and unlike the fiscal year 2025 continuing resolution, the bill specifies which projects to fund at what amount. In addition, the bill provides \$45 million for urban and rural ferry grants, \$15 million to assist large urban transit agencies in improving safety and security in transit systems, and a combined \$195 million to help host cities throughout the country provide transit service in support of the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games.

Maritime Administration: The bill provides \$1 billion for the Maritime Administration, including \$201.5 million for the United States Merchant Marine Academy, of which \$50 million is for capital improvements; \$139 million for State Maritime Academies, of which \$110 million is for the National Security Multi-Mission Vessel Program; \$35 million for the Small Shipyards Grant Program; and \$103 million is for the Port Infrastructure Development Program. The bill also provides a combined \$482 million for three maritime security programs that provide the Department of Defense with critical supply chain logistics and refueling needs support.

Pipeline and Hazardous Materials Safety Administration (PHMSA): The bill provides \$309.5 million for the PHMSA, which includes \$214.8 million for pipeline safety and \$66 million for hazardous materials safety. The bill maintains directives to both the FRA and PHMSA to address the National Transportation Safety Board’s safety recommendations from the East Palestine, Ohio derailment.

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