



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

Bill delivers critical transportation and housing investments and rejects drastic cuts and extreme policies proposed by the Trump administration and House Republicans

Washington, D.C. – The Fiscal Year 2026 Transportation, Housing and Urban Development, and Related Agencies Appropriations Act provides \$100.226 billion in total discretionary funding.

Key Points & Highlights – Transportation

Department of Transportation (DOT): The bill provides \$110 billion in total funding for the Department of Transportation, of which \$83 billion is from obligation limitations and \$27 billion is provided in discretionary funding. This amount includes significant new resources to help the Federal Aviation Administration (FAA) maintain a safe and efficient air traffic control system, which is the most complex in the world, while strengthening the safety of our rail network and supporting capital investments to improve the state of good repair of our transit systems. The bill prohibits DOT from closing any regional, division, or field offices, and increases transparency around the modification or termination of grants, contracts, and loans.

Aviation: The bill provides \$22 billion for the FAA, an increase of \$1.4 billion over fiscal year 2025. This includes:

- \$13.8 billion for FAA operations, which will allow the FAA to hire 2,500 air traffic controllers, improve controller training, and hire 91 new aviation safety inspectors and engineers to strengthen oversight of Boeing and other manufacturers. The bill continues to provide full funding for the FAA to mitigate telecommunications and IT disruptions to prevent flight delays or disruptions.
- \$4 billion for FAA facilities and equipment, which is a historic funding level, to improve critical systems that air traffic controllers rely on, fully implement NextGen technologies, and address the backlog of facility, radar, and equipment repair and replacement projects. The FAA Administrator is required to provide monthly updates on air traffic control modernization efforts.
- \$4.3 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, an increase of \$64 million over fiscal year 2025, rejecting President Trump's budget request to cut the program by 50%—and it prevents DOT from haphazardly terminating any EAS contracts.
- The bill includes \$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.

Highways and Bridges: The bill provides \$64 billion for federal-aid highways, which includes \$63.4 billion in funding from the Highway Trust Fund, and an additional \$1.1 billion for Highway Infrastructure Programs. The bill provides \$62 million for Reconnecting Communities, 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, \$50 million for the Appalachian Development Highway System, \$25 million for Tribal High Priority Project grants, and \$10 million for Scenic Byways.

The bill also requires DOT to issue updated draft guidance for the National Electric Vehicle Infrastructure (NEVI) formula program within 30 days and final guidance within 120 days to help ensure funds get out and prevent the continued impoundment of these investments.

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 in order to sustain operations, maintain a state of good repair, and safely get passengers to their destinations, while House Republicans' bill zeros out new funding for Amtrak. In addition, the bill continues to fund the Federal-State Partnership grant program at \$75 million and provides \$151 million for the Consolidated Rail Infrastructure and Safety Improvements grant program.

To address the National Transportation Safety Board's (NTSB) investigation of the East Palestine, Ohio derailment and the subsequent safety recommendations, the report directs FRA to: (1) continue research to inform industry-wide standards for wayside detection technology deployment and rail carrier response protocols; (2) update its 2007 vent and burn guidance and distribute to first responders; and (3) continue to utilize the Railroad Safety Advisory Committee working group to propose new safety regulations.

Pipeline and Hazardous Materials Safety Administration (PHMSA): The bill provides \$370 million for the PHMSA, which includes \$218 million for pipeline safety and \$73.6 million for hazardous materials safety. In addition, the report addresses the NTSB's safety recommendations related to the East Palestine incident by requiring PHMSA to work with Congress on phasing out DOT-111 tank cars faster, distribute current guidance on vent and burn methods to emergency response agencies, and more.

Transit Infrastructure: The bill provides \$16.9 billion for the Federal Transit Administration, which includes \$14.6 billion in funding from the Highway Trust Fund and \$1.95 billion for Capital Investment Grants (CIG)—rejecting House Republicans’ proposal to slash CIG funding to a mere \$54 million in their bill. When combined with the \$1.6 billion in Infrastructure Investment and Jobs Act (IIJA) advanced appropriations, a total of \$3.55 billion is available for Capital Investment Grants in fiscal year 2026, which is sufficient to accommodate all projects with full funding for grant agreements and those expected to enter into a grant agreement this year. In addition, the bill provides \$55 million for urban and rural ferry grants, \$20 million to assist transit agencies in improving safety and security in transit systems, and a combined \$146 million to help host cities throughout the country provide transit service for the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games.

In an effort to improve access to financing for transit-oriented development, the bill establishes an interagency task force between DOT and HUD to leverage the expertise of each agency and accelerate housing development opportunities.

Maritime Administration: The bill provides \$896 million for the Maritime Administration, including:

- \$161 million for the United States Merchant Marine Academy, of which \$50 million is for facilities maintenance and repair, and equipment, as well as an additional \$10 million above the budget request for the capital improvement program to modernize campus facilities;
- \$143 million for State Maritime Academies, of which \$115 million is for the National Security Multi-Mission Vessel Program;
- \$30 million for the Small Shipyards Grant Program, which is a \$21 million increase above fiscal year 2025, to modernize our domestic commercial ship construction capacity;
- \$75 million for the Port Infrastructure Development Program, which, when combined with the \$450 million in IIJA advanced appropriations, makes a total of \$525 million available for fiscal year 2026; and
- \$390 million for the Maritime Security Program, \$10 million for the Cable Security Fleet Program, and \$122 million for the Tanker Security Fleet Program—the defense programs funded in the bill.

BUILD Grants: The bill provides \$250 million for the popular BUILD grant program—formerly known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. When combined with the \$1.5 billion in IIJA advanced appropriations, the BUILD grant program will receive \$1.75 billion in total funding in fiscal year 2026. This program helps communities make transformative investments in their transportation infrastructure to improve mobility and safety. Both President Trump’s budget request and House Republicans’ bill eliminate the BUILD grant program.

Key Points & Highlights – Housing and Urban Development

Department of Housing and Urban Development (HUD): The bill provides \$80.2 billion in programmatic funding for HUD, which is offset by \$6.9 billion in receipts and collections for a net funding level of \$73.3 billion. The \$3.1 billion in additional programmatic funding provided in this bill for HUD programs will allow communities to maintain all existing rental assistance, help build more affordable housing, and reduce homelessness. It also prohibits HUD from closing or relocating any field or regional offices, requires HUD to maintain at least one office in each state, and increases transparency around the modification or termination of grants and contracts.

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

- \$37.4 billion for tenant-based Section 8 vouchers, a \$1.3 billion increase above fiscal year 2025, which includes \$30 million for new incremental vouchers available to youth aging out of and involved with the foster care system and \$15 million for veterans at risk of or experiencing homelessness;
- \$17.8 billion for the project-based rental assistance (PBRA) program to renew housing contracts, a \$914 million increase above fiscal year 2025;
- \$8.4 billion for public housing, including \$3.2 billion to address capital needs; and
- \$972 million for housing for the elderly and \$265 million for housing for Americans with disabilities, a combined \$49 million increase above fiscal year 2025.

In addition, the bill provides \$211 million for self-sufficiency programs, a \$16 million increase over fiscal year 2025, to help low-income Americans and families improve their income security, job skills, and earnings, and \$15 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 \$4.5 billion for Homeless Assistance Grants, a \$479 million increase above fiscal year 2025. In addition to sustaining investments for existing projects, the bill includes:

- \$100 million for new permanent supportive housing;
- \$107 million for new investments to address youth homelessness;
- \$52 million for new support for survivors of domestic violence;
- A requirement for HUD to provide inflationary adjustments for supportive service projects so that providers can hire and retain qualified personnel; and
- A requirement for HUD to compete funds on a biennial basis, which will free up valuable staff time and resources to focus on service delivery rather than paperwork.

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

Supply of Affordable Housing: As communities across the nation 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. Instead, the bill makes critical investments to increase the supply of affordable 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. The HOME program is the primary federal tool for state and local governments to produce affordable rental and owner-occupied housing. Both President Trump's budget request and House Republicans' bill eliminate the HOME program.
- \$60 million for the PRO Housing grant program. State and local zoning and land use laws and regulations that limit the number of units that can be built are a significant contributor to the lack of housing supply and production. These restrictions on development are driving up housing costs. While some communities have made progress in removing barriers to affordable housing production to keep up with market demand, the federal government must play a supporting role to strengthen these efforts and help jurisdictions increase their housing stock to lower housing costs. President Trump's budget request and House Republicans' bill both eliminate the PRO Housing grant program.
- \$4.4 billion for local community development and affordable housing needs through the Community Development Block Grant (CDBG) formula program and Economic Development Initiatives (EDIs). More than \$400 million of the local EDIs will support affordable housing projects.

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 \$50 million. By protecting these important Federal programs, the bill will make significant progress 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%, including eliminating the Fair Housing Initiatives Program entirely.