



# TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES



## SUMMARY OF REPUBLICAN FISCAL YEAR 2027 BILL

### Transportation, and Housing and Urban Development, and Related Agencies

The fiscal year 2027 Transportation, and Housing and Urban Development, and Related Agencies (THUD) funding bill provides \$92.2 billion for federal transportation and housing programs, including \$434 million to support maritime defense readiness programs at the Department of Transportation. This level of funding, combined with \$8.7 billion in estimated revenues generated by the Federal Housing Administration and Ginnie Mae, provides a total spending level of \$100.9 billion for federal transportation and housing programs, a cut of \$8.8 billion, or 8 percent, from fiscal year 2026.

The legislation:

- **Does nothing to address the rising cost of living** by slashing investments in programs that expand affordable housing production and help communities fund locally driven solutions to cut red tape and eliminating eviction prevention grants that help families stay in their homes.
- **Strips away opportunities for families to become homeowners or access safe, decent, affordable housing** by slashing housing counseling assistance and cutting the fair housing enforcement work that protects housing choice for all Americans.
- **Increases congestion on roads and hurts our economy by stalling supply chain networks**, walking away from critical public-private investments that advance our transportation systems, keep our construction workers on the job, and grow American manufacturer and supplier businesses.

#### **Bill Summary**

**Department of Transportation (DOT)** — For fiscal year 2027, the bill provides a total of \$20.5 billion in discretionary spending for transportation programs, a cut of \$5.8 billion from fiscal year 2026, or 22 percent. The bill also doubles down on using \$7.9 billion in already accounted for funds from the Bipartisan Infrastructure Law to pay for programs in this bill, in the final year of the historic Law's funding. The bill also includes \$83.3 billion in mandatory obligations for transportation infrastructure, equal to fiscal year 2026. The

legislation:

- Relies on the Bipartisan Infrastructure Law to fund improvements to airport towers and equipment, while cutting funding for aviation safety research, engineering, and development programs, which are essential investments to determine the best modernization and safety solutions for the National Airspace System.
- Guts transit capital investment grants, walking away from any new investments for the program, halting multi-year public-private investments in projects intended to eliminate transportation deserts and improve subways, bus rapid transit, corridors, and related infrastructure across Miami, Salt Lake City, Columbus, and San Antonio.
- Delays multi-year investments already underway that improve the safety of Amtrak railways, stations, bridges, and tunnels from Long Island, New York, to Malta, Montana, and San Antonio, Texas.

The bill includes:

- \$21.7 billion for the **Federal Aviation Administration (FAA)** to make improvements to the safety and soundness of our aviation system, a cut of \$543 million from fiscal year 2026, after excluding \$1 billion in unrealistic transfers from the National Electric Vehicle Formula Program (NEVI) to FAA's Facilities and Equipment.
  - An increase of \$455 million from 2026, or 3 percent, is provided for **FAA Operations** to support the national airspace system's air traffic controller workforce and provides \$1.9 billion for **Aviation Safety**.
  - Despite the **bipartisan** FAA Reauthorization Act of 2024 approving \$334 million for **FAA's Research, Engineering and Development programs** for fiscal year 2027 to test and develop advancements to our military and commercial air traffic control system and modernize aviation technologies through public-private partnerships, the bill only provides \$230 million for these purposes, a cut of \$60 million, or 21 percent, from fiscal year 2026 and \$104 million, or 31 percent, below the FAA Reauthorization Act of 2024.
- An 84 percent cut to the **Federal Railroad Administration**, or \$1.5 billion below fiscal year 2026, after excluding \$2.7 billion in unrealistic transfers from the Bipartisan Infrastructure Law. This includes \$2.1 billion from the Bipartisan Infrastructure Law to fund Amtrak's National Network and Northeast Corridor, while also cutting passenger rail operations by \$327 million from fiscal year 2026. The bill also eliminates the Federal-State Partnership for Intercity Passenger Rail, delaying

advancements in the safety and reliability of our passenger and freight rail systems.

- A 92 percent cut to the **Federal Transit Administration**, or \$1.7 billion below fiscal year 2026, after excluding more than \$1.7 billion in unrealistic transfers from the Bipartisan Infrastructure Law, including **zeroing out** new investments for the **Capital Investment Grants** program, halting transit safety infrastructure improvements nationwide.
- \$915 million for the **Maritime Administration**, \$1.5 million below fiscal year 2026, after excluding \$1.5 billion in unrealistic transfers from the Bipartisan Infrastructure Law.
- **Eliminates all new funding** for the **Federal Highway Administration**, after excluding \$1.1 billion in unrealistic transfers from the Bipartisan Infrastructure Law for **Highway Infrastructure Programs and projects**.

**Department of Housing and Urban Development (HUD)** — For fiscal year 2027, the bill provides \$71.4 billion in discretionary spending for housing programs, a cut of \$6 billion from fiscal year 2026, or nearly 8 percent. The legislation:

- **Ignores the realities of Americans facing rising housing costs by slashing investment in the sole Federal block grant dedicated to building new affordable rental and homeownership housing**, while eliminating and pulling back prior investment in the **PRO Housing program**, which helps mayors and governors fund locally driven solutions to cut red tape and expand affordable housing and transit-oriented development.
- **Limits opportunities for families to build wealth and achieve homeownership by slashing Housing Counseling** in half and pulling back existing assistance that helps families achieve and leverage homeownership, **eliminating legal assistance for eviction prevention** despite an 18 percent surge in homelessness nationwide, and cutting the program that helps HUD-assisted families build savings and work towards self-sufficiency by 20 percent.
- **Walks away from robust enforcement of longstanding civil rights laws** that protect housing choice for all Americans, by **pulling back existing investment and gutting support for local organizations at the frontlines of fair housing enforcement by 64 percent**, despite the fact that these organizations handle three quarters of all housing discrimination complaints, the majority of which are individuals with disabilities at a time when less than 5 percent of America's housing is accessible.

The bill also includes:

- A 15 percent cut to **Public Housing**, or nearly \$1.3 billion below fiscal year 2026, and what is required to prevent cuts to rent and utility payments to 2,700 public housing agencies across the country and the eviction of nearly 230,000 low-income households.
  - This includes the elimination of funding that addresses **lead-based paint hazards** in nearly 700,000 low-income housing units at risk of lead exposures.
- A cut of more than \$355 million from fiscal year 2026 for **the Section 8 voucher program**, while slashing tenant protection assistance by half and ignoring the rising costs for communities to comply with newly imposed requirements on public housing agencies by the Trump administration.
- \$1.1 billion for **Housing for the Elderly**, \$31 million more than 2026 to help preserve housing assistance among 123,000 low-income senior households served through the Section 202 program.
- \$296 million for **Housing for Persons with Disabilities**, nearly \$9 million more than 2026 to help preserve housing assistance for the more than 39,000 households with persons with disabilities served through the Section 811 program.
- \$4.2 billion for **Homeless Assistance Grants**, a cut of \$256 million below what is needed to help the more than 771,000 people experiencing homelessness, resulting in tens of thousands of people unable to get off the streets and into stable housing.
- \$529 million, equal to fiscal year 2026 enacted, for **Housing Opportunities for Persons with AIDS**, which provides over 100,000 households living with HIV or AIDS with housing assistance or supportive services.
- \$3.3 billion for **Community Development Block Grants** to help mayors and governors address unmet community needs locally.
- \$500 million for the **HOME Investment Partnerships Program**, a cut of \$750 million or 60 percent below fiscal year 2026, which will force states and local communities to walk away from affordable housing projects and result in the development of 27,000 fewer affordable units in 2027.
- \$295.6 million for the remediation of lead-based paint and other health hazards that contribute to asthma, cancer, and other health problems in low-income housing, including \$10 million to continue a **national financing pilot**, in collaboration with financial institutions, that expands financing mechanisms for addressing health hazards in low-income communities.
- \$1.4 billion for **Native American Programs**, an increase of \$46 million from fiscal year 2026, while cutting funding for the **Native Hawaiian Housing Block Grant** program by more than \$7 million or 33 percent at

a time when Hawaii is undergoing its long-term recovery from the devastating **2023 wildfires**.

**Related Agencies** — The bill provides \$421 million for the related agencies in the bill, including \$125 million for **NeighborWorks**, a cut of \$33 million or 21 percent below fiscal year 2026 for the network of nearly 250 local organizations that leverage federal funding to build and preserve affordable housing and help families achieve homeownership in every state.

The bill includes riders that would:

- **Strip basic protection for tenants and make it easier for landlords to evict families** in federally assisted housing by eliminating the 30-day eviction notice requirement that was enacted in the bipartisan CARES Act.
- **Prohibit HUD from using funds to improve the energy efficiency of new housing** financed by the Department, by blocking any future updates to minimum energy efficiency standards. This undermines the administration's recently updated standards to reduce household energy costs, cut greenhouse gas emissions, and help protect the environment for future generations.
- **Ties the hands of California and Washington state by prohibiting funds from being used to** increase their Meals and Rest Breaks requirements for motor carriers.