Transportation, and Housing and Urban Development, and Related Agencies

The fiscal year 2025 Transportation, and Housing and Urban Development, and Related Agencies (THUD) funding bill provides $90.4 billion, including $378 million for maritime defense programs at the Department of Transportation. After accounting for housing revenues, the bill provides $99 billion in discretionary spending for federal transportation and housing programs, a cut of over $4.4 billion, or 4.3 percent, from the fiscal year 2024 enacted level.

The legislation:

- Ignores the high cost of living for Americans while threatening to damage our nation’s economy by making it more difficult for Americans to secure and remain in affordable housing, access homeownership, and increase wealth and by threatening to force tens of thousands of evictions.
- Walks away from critical investments in commuter rail and bus infrastructure and Amtrak operations, resulting in service cuts, delays to station improvements that support accessibility for people with disabilities, and the loss of thousands of future jobs.
- Strips away equal access to housing and community development investments for people across America otherwise protected from discrimination on the basis of disability, race, color, national origin, religion, sex (including gender identity and sexual orientation), and family status.

Bill Summary

Department of Transportation (DOT) — For fiscal year 2025, the bill provides a total of $25 billion in discretionary spending for transportation programs. In addition, the bill provides $81.5 billion for roads, bridges, and transit infrastructure for programs funded through the Highway Trust Fund, for a combined total of $106.7 billion in budgetary resources for DOT – an increase of $306 million from fiscal year 2024 The legislation:

- Guts transit capital investment grants, a 66 percent cut from 2024, crippling projects intended to eliminate transportation deserts and improve subways, bus rapid transit, corridors, and related infrastructure across Miami, New York, Chapel Hill, and San Antonio.
- Forces Amtrak to make unnecessary trade-offs between making necessary improvements to train stations and platforms to ensure travel is safe for all of its passengers, including those with disabilities, and cutting service and jobs.
- Invests in the safety and soundness of our nation’s airspace system by expanding the air traffic controller workforce and the facilities and equipment they rely on to manage the most complex and sophisticated aviation system globally, while cutting staff support for environmental aviation programs and diversity within the aviation workforce.

The bill includes:

- The bill cuts Amtrak operations by more than 12 percent below fiscal year 2024, by providing $2.1 billion, including $1 billion for Northeast Corridor Grants and $1.1 billion for National Network Grants. This level of funding is $578 million below Amtrak’s request of $1.6 billion for the Northeast Corridor and a staggering $1.3 billion below Amtrak’s $2.4 billion request for the National Network.
- $15.3 billion for the Federal Transit Administration, a cut of $1.3 billion below fiscal year 2024 and $1.5 billion less than the President’s request for fiscal year 2025. While the bill protects programs funded through the Highway Trust Fund by providing $14.3 billion for Transit Formula Grants to expand bus fleets and increase the transit state of good repair, it guts transit Capital Investment Grants by 66 percent, paralyzing new transit routes nationwide.
- $2.8 billion for the Federal Railroad Administration, $212 million below fiscal year 2024 and $443 million below the President’s request for fiscal year 2025, which includes cuts railroad safety research by $8 million, or 15 percent, and no longer invests in the Federal-State Partnership for Intercity Passenger rail, delaying advancements in the safety and reliability of our passenger and freight rail systems.
- $849 million for the Maritime Administration, including $318 million for the Maritime Security Program, $60 million for the Tanker Security Program, and $72 million for the Port Infrastructure Development Program. The bill cuts the Maritime Administration’s operations and training by more than 2 percent, creating bureaucratic delays and cost-burdens across the maritime industry.
- $61.3 billion for the Federal Highway Administration for formula programs funded from the Highway Trust Fund that improve the safety and long-term viability of our nation’s highway systems, consistent with the Bipartisan Infrastructure Law, and $1.5 billion for Highway Infrastructure Programs and projects.
• $21.7 billion for the Federal Aviation Administration (FAA) to make strategic improvements to the safety and soundness of our aviation system, $1.6 billion above fiscal year 2024. This includes a $667 million, or 7 percent, increase from 2024 to FAA Operations to expand the national airspace system’s air traffic controller workforce by 2,000 personnel and provides $1.8 billion to strengthen Aviation Safety while also cutting more than $7 million in staff resources aimed at supporting international environmental reduction, diversity and inclusion initiatives, and vehicle electrification.

Department of Housing and Urban Development (HUD) — The bill provides a total of $73.2 billion for HUD for fiscal year 2024 – $2.3 billion below fiscal year 2024. The legislation:

• Guts the sole Federal program dedicated to new affordable rental and homeownership housing construction by 60 percent, cutting the HOME program from $1.25 billion to a mere $500 million, despite a 12 percent increase in homelessness nationally.
• Eliminates the Yes, In My Backyard program which helps mayors and governors fund locally driven solutions for land-use and expanding affordable housing and transit-oriented development, and the neighborhood and housing revitalization program, Choice Neighborhoods Initiative, which helps communities redevelop distressed housing and attract economic development, and
• Eliminates investments in Native Hawaiian housing and community infrastructure at a time when Hawaii is still seeking assistance to recover from the devastating 2023 wildfires.

The bill also includes:

• $8.2 billion for Public Housing, a cut of nearly $600 million, or 7 percent, below fiscal year 2024 and $326 million below the President’s fiscal year 2025 request, forcing tens of thousands of evictions, while also eliminating targeted funding that reduces the harms imposed by lead-based paint hazards in public housing where the HUD Inspector General estimates nearly 700,000 public housing families reside in housing built before 1978 and are at risk of exposure.
• Historic funding levels for Native American Programs by providing $1.5 billion, an increase of $112 million, or 8 percent above fiscal year 2024, while eliminating new funding for the Native Hawaiian Housing Block Grant program, a $22.3 million cut from fiscal year 2024 and the President’s fiscal year 2025 request.
• $32.2 billion for the Section 8 voucher program to continue to serve more than 2.3 million very low- and extremely low-income households nationwide, and $16.6 billion for Project-based Section 8 to continue to house more than 1.2 million very low- and low-income households nationwide.

• An additional $931 million is provided for Housing for the Elderly, to continue supportive services and affordable housing assistance for low-income seniors, equal to the President’s fiscal year 2025 request and $257 million for Housing for Persons with Disabilities to continue affordable housing assistance for persons with disabilities, equal to the President’s fiscal year 2025 request.

• Continues assistance for over 750,000 people experiencing homelessness and more than 450,000 individuals in emergency shelters, by including $4.06 billion for Homeless Assistance Grants, as requested by the President’s fiscal year 2025 budget.

• $505 million for Housing Opportunities for Persons with AIDS, to protect housing for nearly 48,000 low-income households living with HIV and services for nearly 65,000 households, equal to fiscal year 2024 and the President’s fiscal year 2025 request.

• $85 million for Fair Housing and Equal Opportunity, a 2 percent cut to fair housing enforcement and protections for vulnerable populations from discrimination.

• $57.5 million for Housing Counseling assistance for renters, homeowners, and those considering homeownership but eliminates legal aid assistance for eviction prevention.

• $3.3 billion for Community Development Block Grants to help mayors and governors address unmet community needs locally while bringing housing construction or rehabilitation to a halt across the nation by cutting the HOME Investment Partnerships Program by 60 percent to $500 million.

• Invests $10 million to establish a national financing pilot, in collaboration with financial institutions, that expands funding opportunities for and addresses lead and other residential environmental stressors in low-income communities with older housing stock, while pulling back more funding for health hazard remediations in low-income housing, including lead-based paint hazards and those that contribute to asthma, cancer, and otherwise preventable exposures.

• $10 million to support the resiliency and preservation of manufactured housing and manufactured housing communities, home to more than 20 million low-income and working families living in America, through the Preservation and Reinvestment Initiative for Community Enhancement (PRICE) program.

Related Agencies — The bill provides $441.7 million for the related agencies in the bill, including $145 million the National Transportation Safety Board, an increase of 4
percent from fiscal year 2024 and nearly 5 percent below the President’s request for fiscal year 2025, to improve the timeliness of aviation and multi-modal investigations and transportation safety.

The bill includes riders that would:

- **Prohibit the implementation or finalization of the National Highway Traffic Safety Administration’s Corporate Average Fuel Economy Standards rules**, which would save Americans money at the pump, decrease harmful pollution, and make America less reliant on foreign oil.

- **Prohibit the implementation of DOT’s Greenhouse Gas Emissions Rule**, which requires State Departments of Transportation (State DOTs) and metropolitan planning organizations (MPOs) to establish carbon dioxide (CO2) reduction targets and a method for measuring and reporting greenhouse gas (GHG) emissions associated with the transportation sector, the leading contributor to GHGs.

- **Prohibit any funds from being used for a high-speed rail corridor development project in California**. The bill already undercuts rail infrastructure investments and Republicans want to take it a step further by excluding a single project that already has shovels in the ground and workers on site. No one project should be singled out from competing with other projects through annual funding competitions that are fairly managed under the law.

- **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 implement, administer, or enforce the proposed “Affirmatively Furthering Fair Housing” rule** which was published in early 2023 in order to fulfill the requirements of the Fair Housing Act of 1968. This language would hamstring HUD’s ability to help its grantees comply with the long-standing civil rights law which requires grantees to affirm that as a condition of using Federal resources, they will not violate housing rights of classes protected under the Act, which include discrimination in housing on the basis of race, color, national origin, religion, sex (including gender identity and sexual orientation), familial status, and disability.

- **Insert immigration scare tactics into an infrastructure funding bill and undermine local law enforcement** by prohibiting federal funds for sanctuary jurisdictions.

- **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.

- **Prohibit funds from being used to promote any rulemaking requiring vehicles over 26,000 pounds used in interstate commerce to be equipped with a speed limiting device.** This seeks to prohibit DOT from moving forward with final rulemaking to require eighteen-wheeler trucks to use devices that limit their speed to interstate speed limits.

- **Prohibit funds from being used to amend federal preemption determinations for California and Washington** when these states seek waivers to increase requirements related to Meals and Rest Breaks for motor carriers.

- **Prohibits funds from this Act and Infrastructure Investment and Jobs Act advanced appropriations from being used to advocate for supporting or defeating the enactment of legislation** before the Congress, except in presentation to the Congress, including for salary, contractor or grant support designed to influence the enactment of legislation or appropriations other than for normal and recognized executive-legislative relationships.

- **Prohibit funding in the bill to be used to provide any education, training, or professional development that uses, promotes, or teaches “Critical Race Theory.”**