



TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES

SUMMARY OF FISCAL YEAR 2026 BILL

Transportation, and Housing and Urban Development, and Related Agencies

The fiscal year 2026 Transportation, and Housing and Urban Development, and Related Agencies (THUD) funding bill provides \$102.9 billion for federal transportation and housing programs, including \$388 million to support maritime defense readiness programs at the Department of Transportation. This level of funding, combined with \$6.9 billion in revenues generated by the Federal Housing Administration and Ginnie Mae, provides a total of new discretionary spending of \$113.2 billion for federal transportation and housing programs, an increase of \$10.9 billion above the House Republican bill and \$42.6 billion above the President's budget request.

The legislation:

- **Helps lower the cost of living and prevent evictions for over 4 million households**, improving housing security and preserving affordable housing for people with disabilities, veterans, and families with children nationwide.
- **Reinforces efforts to combat homelessness** by increasing funding for Homeless Assistance Grants by \$366 million and rejecting President Trump's efforts to eliminate Continuum of Care funding entirely.
- **Makes critical investments in our highways, roads, and bridges** to improve transportation safety and keep construction workers on the job, while supporting American manufacturer and supplier businesses.
- **Keeps America moving by expanding investments in air traffic control infrastructure** to improve the safety of our skies and protects investments in passenger rail to grow Amtrak's National Network and Northeast Corridor.

Bill Summary

Department of Transportation (DOT) — For fiscal year 2026, the bill provides a total of \$28.5 billion in discretionary spending for transportation programs, an increase of \$1.9 billion above the House Republican bill. The bill also includes \$83.3 billion in mandatory obligations for transportation infrastructure, an increase of \$1.7 billion above fiscal year 2025 and consistent with the levels established in the Bipartisan Infrastructure Law. In addition, the bill protects more than \$34 billion in advanced funding made available by

the Bipartisan Infrastructure Law for transportation infrastructure programs for fiscal year 2026. The legislation:

- Restores investments for projects 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.
- Sustains transit capital investment grants to help eliminate transportation deserts and improve subways, bus rapid transit, corridors, and related infrastructure across Miami, Salt Lake City, Los Angeles, Columbus, and San Antonio.
- Protects tens of thousands of jobs in construction, transportation safety, and related industries.

The bill includes:

- Improvements to our aviation system by providing \$18.6 billion for the Federal Aviation Administration (FAA), an increase of \$570 million above the President's request and \$1.6 billion above fiscal year 2025. This includes \$13.7 billion for FAA Operations to expand the national airspace system's **air traffic controller workforce** by 2,500 personnel while providing \$4 billion for Facilities and Equipment, an increase of \$824 million (or 26%) to modernize our nation's air traffic control towers.
- Advancements in the safety and reliability of our intercity passenger rail systems by restoring funding for **Amtrak's Northeast Corridor and National Network** to \$2.4 billion, including \$850 million for the Northeast Corridor and \$1.6 billion for the National Network, which the House Republican bill proposed to solely fund by redirecting funds from necessary state of good repair funding provided in the Bipartisan Infrastructure Law.
- \$16.5 billion for the Federal Transit Administration (FTA), an increase of \$1.4 billion above the House Republican bill for fiscal year 2026. This includes \$14.6 billion for Transit Formula Grants to expand bus fleets and increase the transit state of good repair, an increase of \$363 million above fiscal year 2025 and consistent with the Bipartisan Infrastructure Law; a combined total of \$3.7 billion for Capital Investment Grants, to create new transit routes nationwide, \$1.6 billion above the House Republican bill for fiscal year 2026; and \$100 million for **the 2026 World Cup** and \$94 million for the **2028 Olympics** to assist transit agencies managing local transportation in support of the 2026 FIFA games in Atlanta, Boston, Dallas, Houston, Kansas City, Los Angeles, Miami, New York/New Jersey, Philadelphia, San Francisco Bay Area, and Seattle, as well as the 2028 Olympics in Los Angeles.

- \$876 million for the **Maritime Administration**, \$158 million above the House Republican bill, including \$390 million for the Maritime Security Program, \$82 million for the Tanker Security Program, and \$139 million to assist State Maritime Academies.
- \$64.3 billion for the **Federal Highway Administration (FHWA)** for Highway Infrastructure Programs and projects, including **\$200 million to expand truck parking infrastructure nationwide**.

Department of Housing and Urban Development (HUD) — For fiscal year 2026, the bill provides \$74 billion in discretionary spending for housing programs, an increase of \$37 billion above the President’s budget request and \$5.5 billion above the House Republican bill. The legislation:

- **Prevents the eviction of low-income individuals and families in over 4 million households** to ensure they remain in safe, stable, and affordable housing, while continuing funding for legal aid and housing counseling programs that help prevent evictions, and **rejects harmful policy changes** in the House bill that would have provided HUD broad authority to implement work requirements, time limits, and increased rent burdens on low-income families.
- **Continues assistance for over 750,000 people experiencing homelessness** who rely on services and shelter provided through HUD’s homeless assistance grants, **and limits gaps in service** by setting requirements to ensure timely renewal of Continuum of Care awards.
- **Sustains funding for HOME**, the sole federal program dedicated to building new affordable rental and homeownership housing, **and Community Development Block Grants**, which help mayors and governors meet unmet infrastructure needs, while also investing in the PRO Housing program to support locally-driven solutions that cut red tape and expand affordable housing development.
- **Restores investment in fair housing investigations and enforcement grants**, which help preserve housing choice for Americans and protect people with disabilities, survivors of abuse, communities of color, and other vulnerable people from housing discrimination that raises their costs and puts their safety at risk.

The bill includes:

- **\$66.6 billion for rental assistance programs**, a rejection of the President’s proposal to upend and consolidate rental assistance programs, slash funding by nearly 50 percent, and push the burden to states. Specifically, the bill includes

- \$38.4 billion for **Section 8 vouchers**, \$2.4 billion above the House bill, to continue to serve more than 2 million very low- and extremely low-income households nationwide while also allowing expiring Emergency Housing Vouchers to be renewed as a Section 8 voucher, preserving tens of thousands of housing vouchers initially issued in response to COVID-19. This also includes \$30 million to expand housing assistance for youth aging out of foster care.
- \$18.5 billion for **Project-based Rental Assistance**, \$1.4 billion above the House bill, to continue to serve more than 1.2 million very low- and extremely low-income households.
- \$1 billion for **Housing for the Elderly**, an increase of nearly \$100 million, to continue supportive services and affordable housing for low-income seniors, and \$287 million for **Housing for Persons with Disabilities**, an increase of \$30 million.
- \$8.3 billion for **Public Housing**, \$1 billion above the House bill, which includes \$3.2 billion to improve the quality and safety of public housing for more than 1.5 million residents.
- \$4.4 billion for **Homeless Assistance Grants**, an increase of \$366 million above fiscal year 2025 and a rejection of the President's proposal to slash funding and eliminate the Continuum of Care program entirely. A combined \$159 million is provided to continue homeless assistance **grants for survivors of domestic violence and youth experiencing homelessness**.
- \$529 million for **Housing Opportunities for Persons with AIDS**, an increase of \$24 million above fiscal year 2025 and a rejection of the President's proposal to eliminate the program. This will protect housing for nearly 48,000 low-income households living with HIV or AIDS and services for nearly 65,000 households.
- \$13.3 billion for **Community Planning and Development**, \$9 billion above the President's budget request for fiscal year 2026. This includes \$3.3 billion for **Community Development Block Grants**, \$1.3 billion to support the construction or rehabilitation of tens of thousands of affordable homes through the **HOME Investment Partnerships Program**, and \$50 million for the **PRO Housing** program to accelerate affordable housing development, a rejection of the administration's proposal to eliminate all of these programs.
- \$86 million for Fair Housing and Equal Opportunity programs, \$60 million above the President's request and a rejection of the proposal to eliminate the Fair Housing Initiatives Program.
- \$206 million for **Self-Sufficiency Programs**, an increase of nearly \$11 million above fiscal year 2025 for supportive services to HUD-assisted families to improve their connections to jobs, healthcare, and education.

- \$58 million for **Housing Counseling** assistance for renters, homeowners, and those considering homeownership and \$123 million for **Policy Development and Research**, including \$8 million to continue legal aid assistance for eviction prevention.
- \$295 million for **Lead Hazard Reduction and Healthy Homes Grants**, rejecting the President's proposal to eliminate the program.
- \$1.4 billion for **Native American Programs**, an increase of \$467 million above the President's request, and \$22 million for the **Native Hawaiian Housing Block Grant** program.

Related Agencies — The bill provides \$425 million for the related agencies in the bill, including \$158 million for **NeighborWorks**, which the President's budget proposed to eliminate, to support unique solutions to expand affordable housing options, increase housing counseling assistance, and strengthen economic development. To strengthen the Federal coordination of assistance to individuals experiencing or at risk of homelessness, the bill rejects the proposal to eliminate the **U.S. Interagency Council on Homelessness** and provides \$3 million for the agency. The bill also includes \$145 million for the **National Transportation Safety Board**.

The bill drops House Republican riders that would have:

- **Prohibited any funds from being used for a high-speed and intercity passenger rail development projects in California, Minnesota, and Texas** because no one project should be singled out from competing with other projects through annual funding competitions that are fairly managed under the law.
- **Stripped 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.
- **Allowed the HUD Secretary to upend rental assistance and public housing programs** by waiving or creating alternatives to key statutory requirements, such as income definitions, rent calculation formulas, or eligibility requirements and definitions.
- **Inserted immigration scare tactics into an infrastructure funding bill and undermined local law enforcement** by prohibiting federal funds for sanctuary jurisdictions.
- **Prohibited 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 would have undermined efforts to reduce household energy costs, cut greenhouse

gas emissions, and help protect the environment for future generations.

- **Prohibited 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 would have prohibited DOT from moving forward with final rulemaking to require eighteen-wheeler trucks to use devices that limit their speed to interstate speed limits.
- **Prohibited funds from being used to amend federal preemption determinations for California and Washington** when these states seek waivers to change requirements related to Meals and Rest Breaks for motor carriers.