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Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations for FY2026

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Maggie McCarty
Specialist in Housing Policy

Jennifer J. Marshall
Analyst in Transportation
Policy

Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations for FY2026

The House and the Senate Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Subcommittees are charged with providing annual appropriations for the U.S. Department of Transportation (DOT), the U.S. Department of Housing and Urban Development (HUD), and certain related agencies.

On February 3, 2026, the Consolidated Appropriations Act, 2026 (P.L. 119-75) was signed into law, which included as Division D the Transportation, HUD, and Related Agencies Appropriations Act, 2026. It included the following:

- For DOT, \$25.1 billion in new discretionary funding (-0.4% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding in the bill is \$108.4 billion in FY2026 (+1.5% relative to FY2025 enacted). Additionally, the law includes transfers involving supplemental funding totaling \$2.3 billion.
- For HUD, \$77.3 billion in net new discretionary funding (+12.6% relative to FY2025 enacted, including emergency-designated funding for regular program operations).
- For the related agencies typically funded in the THUD bill, \$425 million (-1.8% relative to FY2025 enacted).

Prior to enactment of final full-year THUD appropriations, funding for THUD was maintained at FY2025 levels via a continuing resolution (Division A of P.L. 119-37), which was enacted following a government-wide funding lapse that lasted from October 1, 2025, through November 12, 2025.

Before the start of the fiscal year, the House and Senate took various appropriations actions.

On July 17, 2025, the House Appropriations Committee marked up its FY2026 THUD appropriations bill (H.R. 4552; H.Rept. 119-212), following subcommittee markup on July 14. The committee reported the bill on July 21. It included the following:

- For DOT, \$21.8 billion in new discretionary funding (-13.7% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding in the THUD bill would have been \$105.1 billion in FY2026 (-1.6% relative to FY2025 enacted).
- For HUD, \$67.8 billion in net new discretionary funding (+11.6% relative to FY2025 enacted, including emergency-designated funding for regular program operations).
- For the related agencies typically funded in the THUD bill, \$366 million (-15.5% relative to FY2025 enacted).

Forgoing initial subcommittee markup, the Senate Appropriations Committee marked up and reported its FY2026 THUD appropriations bill (S. 2465; S.Rept. 119-47) on July 24, 2025. It included the following:

- For DOT, \$26.5 billion in new discretionary funding (+5.1% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding in the THUD bill would have been \$109.8 billion in FY2026 (+2.8% relative to FY2025 enacted).
- For HUD, \$73.3 billion in net new discretionary funding (+20.7% relative to FY2025 enacted, including emergency-designated funding for regular program operations).
- For the related agencies typically funded in the THUD bill, \$424 million (-2.1% relative to FY2025 enacted).

The annual appropriations process generally begins with the release of the President's budget, which is due in February. The second Trump Administration's FY2026 budget release was delayed due to the presidential transition and other factors. A

skinny budget was released in early May 2025, with more details—including Congressional Budget Justifications—released later. For the agencies that comprise the THUD budget, it proposed the following:

- For DOT, \$26.7 billion in net new discretionary funding (+5.6% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding in the THUD bill would be \$109.9 billion in FY2026 (+3% relative to FY2025 enacted).
- For HUD, \$36.6 billion in net new discretionary funding (-46.8% relative to FY2025 enacted, including emergency-designated funding for regular program operations).
- For the related agencies typically funded in the THUD bill, \$293 million (-32.3% relative to FY2025 enacted).

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This report describes action on FY2026 annual appropriations for THUD, including detailed tables for each major agency and a brief overview of selected issues. (Rounded funding figures are presented in the report, but unrounded figures are used to calculate percentages throughout.)

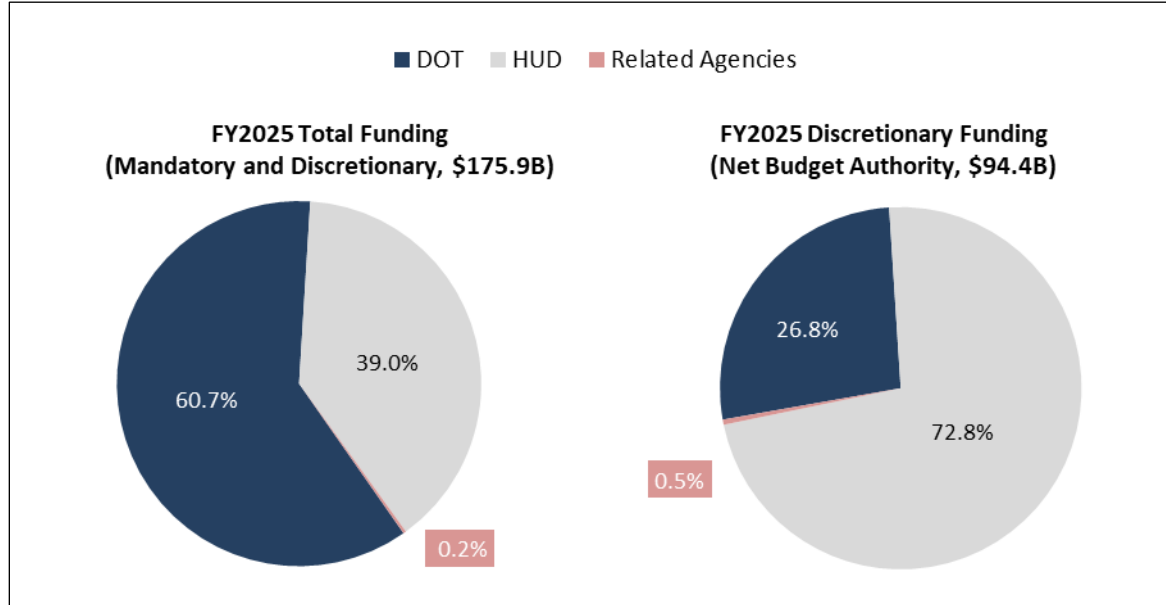
About the THUD Bill

The THUD bill funds two federal departments—DOT and HUD—and several smaller related agencies. Of the 12 regular appropriations bills, THUD is typically the fourth largest in terms of discretionary funding and it typically contains the largest number of Community Project Funding/Congressionally Directed Spending projects (*earmarks*).¹

As shown in **Table 1** and **Figure 1**, the distribution of funding within the THUD bill differs depending on the inclusion or exclusion of mandatory funding associated with the bill. Including both mandatory and discretionary funding, DOT’s budget is larger than that of HUD’s and the related agencies make up a small share of total funding. Conversely, when looking only at net discretionary budget authority—the funding that counts for congressional scorekeeping purposes, which accounts for savings from offsets and rescissions but excludes mandatory funding—HUD’s share is larger than DOT’s share.

¹ The House and Senate use various terms when referring to these spending directives. The House Committee on Appropriations refers to this type of funding as Community Project Funding, and the Senate Committee on Appropriations refers to it as Congressionally Directed Spending. Both chambers have disclosure rules that these spending directives be disclosed in committee reports accompanying appropriations bills. Collectively, this type of spending is commonly known as “earmarks” and sometimes referred to as such for commonality and brevity. This report uses the terms Community Project Funding (CPF) when referring to disclosed House spending and Congressionally Directed Spending (CDS) when referring to disclosed Senate spending. These disclosed spending projects collectively are referred to as CPF/CDS or earmarks throughout the report. See CRS Report RS22866, *Earmark Disclosure Rules in the House: Member and Committee Requirements*, and CRS Report RS22867, *Earmark Disclosure Rules in the Senate: Member and Committee Requirements*.

Figure I. Distribution of THUD Funding by Title
FY2025 Enacted



Source: Comparative Statement of New Budget (Obligational) Authority table, as published in H.Rept. 118-584.

Notes: Discretionary funding reflects net discretionary funding. Excludes emergency funding, except emergency funding provided for regular program operations.

Overview of the FY2026 Appropriations Process

The annual appropriations process generally begins with the release of the President’s budget in February. The Trump Administration’s FY2026 budget release was delayed. A *skinny* budget was released in early May 2025, with more details—including Congressional Budget Justifications—released beginning at the end of May. Part of the delay may be attributable to the change in administration. It may also be attributable to the delayed resolution of the FY2025 annual appropriations process, which culminated with enactment of a full-year continuing resolution funding agencies at FY2024 levels, with some anomalies (including for THUD), on March 15, 2025 (P.L. 119-4).

In order to begin congressional deliberation of individual appropriations acts, generally an agreement is reached via a budget resolution or other vehicle to establish both a top-line funding level for annual appropriations (called a *302(a) level*) as well as individual appropriations subcommittee allocations (called *302(b) allocations*). As of the cover date of this report, no such formal topline agreement for FY2026 had been reached in either the House or the Senate. On June 11, 2025, the House Committee on Appropriations ordered reported draft interim allocations for four of its 12 subcommittees, pending publication of the Appropriations Committee’s 302(a) allocation in the *Congressional Record* by the Chair of the House Committee on the Budget; those draft allocations were subsequently revised, including on July 17, when an allocation for THUD was adopted. The House THUD allocation was set at \$89.9 billion, a 4% increase over the FY2025 enacted level. As of the cover date of this report, no formal allocations for FY2026 were established for the Senate Committee on Appropriations or its subcommittees.

The following provides a brief overview of action on FY2026 THUD appropriations, including **Table 1**, which provides comparable funding levels at the THUD bill title level. That is followed by more detail, organized by bill Title.

President's budget

For the agencies that comprise the THUD budget, the President's FY2026 budget requested the following:

- For DOT, \$25.2 billion in net new discretionary funding (+4% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding would have been \$108.4 billion in FY2026 (+1.5% relative to FY2025 enacted).
- For HUD, \$36.6 billion in net new discretionary funding (-46.8% relative to FY2025 enacted, including emergency-designated funding for regular program operations).
- For the related agencies typically funded in the THUD bill, \$293 million (-32.3% relative to FY2025 enacted).²

House Committee Action

On July 17, the House Appropriations Committee marked up its FY2026 THUD appropriations bill (H.R. 4552; H.Rept. 119-212), following subcommittee markup on July 14. The committee reported the bill on July 21. It included the following:

- For DOT, \$21.8 billion in new discretionary funding (-13.7% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding was proposed at \$105.1 billion in FY2026 (-1.6% relative to FY2025 enacted).
- For HUD, \$67.8 billion in net new discretionary funding (+11.6% relative to FY2025 enacted, including emergency-designated funding for regular program operations).
- For the related agencies typically funded in the THUD bill, \$366 million (-15.5% relative to FY2025 enacted).

Senate Committee Action

Forgoing initial subcommittee markup, the Senate Appropriations Committee marked up and reported its FY2026 THUD appropriations bill (S. 2465; S.Rept. 119-47) on July 24. It included the following:

- For DOT, \$26.5 billion in new discretionary funding (+5.1% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding was proposed at \$109.8 billion in FY2026 (+2.8% relative to FY2025 enacted).

² Related agencies include U.S. Access Board, Federal Maritime Commission, Amtrak Inspector General, National Transportation Safety Board (NTSB), Neighborhood Reinvestment Corporation (NeighborWorks America), Surface Transportation Board, and Interagency Council on Homelessness. These agencies are discussed in the "Title III: Related Agencies" section of this report.

- For HUD, \$73.3 billion in net new discretionary funding (+20.7% relative to FY2025 enacted, including emergency-designated funding for regular program operations).
- For the related agencies typically funded in the THUD bill, \$424 million (-2.1% relative to FY2025 enacted).

Funding Lapse and Continuing Resolution

Prior to enactment of FY2026 full-year appropriations, most federal agencies—including DOT, HUD, and the related agencies typically funded in the annual THUD appropriations act—were funded under a continuing resolution (CR).³ The CR was enacted as Division A of the Continuing Appropriations, Agriculture, Legislative Branch, Military Construction and Veterans Affairs, and Extensions Act, 2026 (P.L. 119-37). It was signed into law on November 11, 2025, ending a funding lapse and government shutdown that began at the start of FY2026 (October 1, 2025). The CR extended FY2025 funding levels through January 30, 2026. It contained three anomalies affecting THUD accounts:

- Section 161 allowed HUD to use unobligated balances from specific set-asides within the tenant-based rental assistance account to meet renewal needs in the Section 8 Housing Choice Voucher program as necessary to prevent the termination of assistance to current program participants due to insufficient funding. This anomaly was requested by the Administration, which contended that without the provision, resources may be inadequate to sustain housing vouchers for up to 40,000 families.
- Section 162 provided that amounts made available by Section 101 for DOT's Essential Air Service program, funded by the Office of the Secretary's Payments to Air Carriers account, could be apportioned at a rate necessary to maintain program operations. The program provides subsidies to air carriers for operation of routes that connect smaller airports to larger airports in 181 communities throughout the United States.
- Section 163 extended the statutory termination date for DOT's Motor Carrier Safety Advisory Committee through the duration of the CR.

Full-Year Appropriations Enacted

On February 3, 2026, the Consolidated Appropriations Act, 2026 (P.L. 119-75) was signed into law, which included as Division D the Transportation, HUD, and Related Agencies Appropriations Act, 2026. It included the following:

- For DOT, \$25.1 billion in new discretionary funding (-0.4% relative to FY2025 enacted). When paired with \$83.3 billion in mandatory funding, total DOT funding in the bill is \$108.4 billion in FY2026 (+1.5% relative to FY2025 enacted).
- For HUD, \$77.3 billion in net new discretionary funding (+12.6% relative to FY2025 enacted, including emergency-designated funding for regular program operations).

³ For more information about continuing resolutions, see CRS Report R46595, *Continuing Resolutions: Overview of Components and Practices*.

- For the related agencies typically funded in the THUD bill, \$425 million (-1.8% relative to FY2025 enacted).

Table I. THUD Appropriations by Bill Title, FY2025-FY2026

(dollars in millions)

	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Title I: DOT	106,785	108,436	105,078	109,807	108,426
<i>Discretionary</i>	25,246	25,151 ^a	21,793	26,522	25,136 ^e
<i>Mandatory</i>	81,539	83,285	83,285	83,285	83,290
Title II: HUD	60,690 ^b	36,568 ^c	67,751	73,278 ^d	77,320 ^d
Title III: Related Agencies	433	293	366	424	425
Total	167,908	146,158	173,195	183,509	186,171
Total Discretionary	86,369	62,012^{ca}	89,910	100,224	102,881
Total Mandatory	81,539	83,285	83,285	83,285	83,290
<i>Emergency Appropriations for Regular Program Operations (HUD)</i>	8,000	—	—	—	—
<i>Supplemental Emergency Disaster Funding</i>	20,125	—	—	—	—
<i>Other Supplemental Funding (IIJA; DOT)^f</i>	36,811	36,811	36,811	36,811	36,811 ^e

Sources: “FY2026 House Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in H.Rept. 119-212 and text of H.R. 4552; “FY2026 Senate Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in S.Rept. 119-47 and text of S. 2465. “FY2025 Enacted,” “President’s budget” and “FY2026 Enacted” figures are taken from the funding table in Book II of the Explanatory Statement published in January 22, 2026, *Congressional Record* (pp. H1888-H1909) and text of P.L. 119-75, as well as President’s budget documents.

Notes: Values may not sum to totals or exactly match source materials because of rounding. Amounts noted as “emergency” are excluded when calculating total funds countable toward 302(b) allocations.

- The President’s FY2026 budget documents included a request for funding for FHWA-Highway Infrastructure Programs account for the Nationally Significant Freight and Highway Projects grant program, also known as Infrastructure for Rebuilding America (INFRA), and rescission of funding to MARAD-Title XI account. This request is not reflected in the “President’s budget” column of the funding table included in the Explanatory Statement that accompanied the final FY2026 appropriations law, but is included here for comparability purposes.
- Excludes \$8 billion in appropriations for rental assistance programs designated as emergency spending in the bill, which are shown under “Emergency Appropriations for Regular Program Operations” later in this table.
- The Comparative Statement table accompanying the FY2026 law does not include, in the column reflecting the President’s budget request, HUD’s request for \$36.2 billion in funding for a proposed new State Rental Assistance Program (SRAP) designed to replace the existing rental assistance program, for which no new funding was requested. The amount requested for SRAP is added here for comparability purposes.
- Includes a rescission of \$2 million from prior-year emergency designated spending.
- P.L. 119-75 included IIJA transfers totaling \$2.3 billion. These transfers are not reflected in this total. For more information, see the “IIJA Transfers” section in this report.
- P.L. 119-75 made changes to current and prior year IIJA funds. These transfers are not reflected in this total. For more information, see the “IIJA Transfers” section in this report.

Title I: Department of Transportation

DOT is responsible for the federal regulation and funding of most modes of U.S. transportation. Among its various responsibilities, DOT operates the nation's air traffic control system; regulates aviation, commercial trucking, and motor vehicle safety; and provides grants to support aviation, highway, transit, and passenger rail infrastructure as well as highway, maritime, and pipeline safety.

DOT is organized into 11 units. Five operating administrations each oversee a mode of transportation: Federal Aviation Administration (FAA); Federal Transit Administration (FTA); Federal Railroad Administration (FRA); Maritime Administration (MARAD); and, Pipeline and Hazardous Materials Safety Administration (PHMSA). Three operating administrations oversee certain aspects of roadways: Federal Highway Administration (FHWA); Federal Motor Carrier Safety Administration (FMCSA); and National Highway Traffic Safety Administration (NHTSA). Two offices have department-wide responsibilities: Office of the Secretary (OST) and Office of Inspector General (OIG). The Great Lakes St. Lawrence Seaway Development Corporation (GLSDC) is the wholly owned government corporation that operates and maintains two locks on the St. Lawrence Seaway and other aspects of navigation infrastructure.⁴

The source of most of DOT's annual funding is provided by two periodic authorization acts, one for surface transportation programs and one for aviation programs. The Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58) authorized programs and funding for surface transportation programs for FY2022-FY2026. The FAA Reauthorization Act of 2024 (P.L. 118-63) authorized Aviation and Airways Trust Fund (AATF) taxes and revenue collections and civil aviation program expenditures through FY2028. Most of the funding for the programs in those acts is drawn from the Highway Trust Fund (HTF) and the AATF, respectively. HTF revenues come largely from fuel taxes and increasingly from transfers from the general fund of the Treasury.⁵ AATF revenues come largely from taxes on passenger tickets and aviation fuel and some general fund money.⁶

Most of the funding drawn from the HTF, and a portion of the funding drawn from the AATF, is in the form of contract authority, a type of budget authority that is considered mandatory (rather than discretionary). In addition to providing regular annual discretionary appropriations, the THUD bill includes obligation limitations on this mandatory budget authority. That mandatory budget authority does not count against the THUD bill's 302(b) discretionary suballocation.

Table 2 provides the detailed appropriations for DOT by agency and account showing the FY2025 enacted funding levels, the FY2026 President's budget request, the FY2026 funding proposals from both the House Appropriations Committee and the Senate Appropriations Committee, and FY2026 enacted funding levels. Total appropriations and net discretionary budget authority rows of the table reflect new discretionary budget authority. In addition to the total of budgetary resources provided at the conclusion of **Table 2**, the IIJA (P.L. 117-58, Division J) appropriated to DOT \$36.8 billion in supplemental advance appropriations per year for various programs for each of FY2022-FY2026 (as shown **Table 3**). P.L. 119-75 included transfers of funding from P.L. 117-58 that totaled \$2.3 billion. These transfers are not reflected in the total discretionary budget authority for DOT. Transfers are listed by account in **Table 4** and

⁴ For background on DOT modal agencies, see CRS Report R48651, *U.S. Department of Transportation: Background on Modal Administrations*, coordinated by John Frittelli.

⁵ For more information, see CRS Report R48472, *The Highway Trust Fund's Highway Account*, by Ali E. Lohman.

⁶ For more information, see CRS Report R44749, *The Airport and Airway Trust Fund (AATF): An Overview*, by Rachel Y. Tang and Bart Elias.

the source accounts of funding are described further in the “IIJA Transfers” section of this report. Community Project Funding/Congressionally Directed Spending for 2026 is discussed in the “Earmarks” section of the DOT part of this report (and shown in **Table 5**).

Components of DOT Funding

DOT’s budget is made up of a combination of *mandatory funding* largely provided outside the annual appropriations acts via authorizing statutes, and *discretionary budget authority* largely provided in the annual THUD appropriations acts.

DOT uses two main trust funds: the Highway Trust Fund (HTF) and the Airport and Airways Trust Fund (AATF). The majority of programs that are administered by the Federal Highway Administration, Federal Transit Administration, Federal Motor Carrier Safety Administration, and National Highway Traffic Safety Administration are funded via the HTF. Some programs administered by the Federal Aviation Administration are funded by the AATF. Some of the funding from the AATF is disbursed as contract authority (mandatory), but the majority of it relies on an appropriation (discretionary).

DOT’s mandatory funding includes *contract authority*, which is a special type of budget authority linked to trust funds that is authorized for obligation via an authorization act (such as surface transportation acts). Contract authority does not require further congressional action for DOT to incur obligations. This type of budget authority is considered to be mandatory spending. Congress typically sets a limitation on obligations of this mandatory budget authority during the annual appropriations process.

In addition to contract authority, DOT received multi-year, supplemental, emergency-designated advance appropriations under Division J of the IIJA for each of FY2022-FY2026.

The cost of the new discretionary budget authority provided via annual appropriations acts—as determined by the Congressional Budget Office’s (CBO’s) scorekeeping process—may be offset, to some degree, by *savings* derived from collections from *user fees* and *rescissions* of prior-year appropriations. Deducting the savings from fees and rescissions from the *gross discretionary budget authority* provided to DOT results in *net discretionary budget authority*. Generally, gross discretionary budget authority, along with mandatory funding available in a fiscal year, is the most useful measure of the new resources being provided for DOT’s programs and activities, whereas net discretionary budget authority is used for budget enforcement purposes and measuring against 302(b) allocations.

Any funding designated as an *emergency* requirement provided in the regular annual appropriations acts or in supplemental spending bills is generally excluded from totals for purposes of budget enforcement.

Table 2. Department of Transportation, FY2025-FY2026 Detailed Appropriations
(dollars in millions)

Administrations and Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Appropriations					
Office of the Secretary (OST)	1,168	507	875	1,119	1,054
Salaries and Expenses	191	200	205	186	200
Research and Technology	49	50	44	33	50
National Infrastructure Investments	345	0	0	250	145
National Surface Transportation and Innovation Finance Bureau	10	10	9	10	9
Rural and Tribal Infrastructure Advancement	25	0	0	10	10
Financial Management Capital	5	5	5	5	5

Administrations and Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Cyber Security Initiatives	49	75	75	60	60
Office of Civil Rights	18	0	0	12	12
Transportation Planning, Research, and Development	21	25	23	34	32
<i>Community Project Funding/Congressionally Directed Spending (non-add)</i>	0	0	10	10	—
Working Capital Fund (non-add)	522	0	533	650	765
Small and Disadvantaged Business Utilization and Outreach	5	0	0	5	5
Payments to Air Carriers (Essential Air Service)	450	142	514	514	514
Essential Air Service (Overflight Fees) (non-add)	162	174	174	174	714
Federal Aviation Administration (FAA)	16,989	18,007	18,296	18,428	18,209
Operations	13,483	13,842	13,752	13,818	13,710
Facilities & Equipment	3,176	4,000	4,000	4,000	4,000
Research, Engineering, and Development (Airport and Airways Trust Fund)	280	165	230	290	290
Airport Discretionary Grants	50	0	314	319	209 ^a
<i>Community Project Funding/Congressionally Directed Spending (non-add)</i>	0	0	284	269	542
Federal Highway Administration (FHWA)	341	770^b	969	581	927
Highway Infrastructure Program	341	770 ^b	969	581	927
<i>Community Project Funding/Congressionally Directed Spending (non-add)</i>	0	0	954	581	1,515 ^c
National Highway Traffic Safety Administration (NHTSA)	223	223	134	65	71
Operations and Research	223	223	134	65	71 ^d
Federal Railroad Administration (FRA)	2,925	3,239	347	2,916	2,764
Safety and Operations	268	268	265	265	265

Administrations and Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Railroad Research and Development	54	44	44	43	40
Federal-State Partnership for Intercity Passenger Rail	75	0	0	75	25 ^e
Consolidated Rail Infrastructure and Safety Improvements	100	500	38	107	7
<i>Community Project Funding/Congressionally Directed Spending (non-add)</i>	0	0	38	52	87 ^f
Amtrak Grants	2,428	2,427	0	2,427	2,427
<i>Northeast Corridor</i>	1,141	850	0	850	850
<i>National Network</i>	1,286	1,577	0	1,577	1,577
Federal Transit Administration (FTA)	2,408	2,355	309	2,248	1,881
Transit Infrastructure Grants	46	0	97	141	23 ^g
<i>Community Project Funding/Congressionally Directed Spending (non-add)</i>	0	0	96	59	148
Technical Assistance and Training	8	0	8	8	8
Capital Investment Grants	2,205	2,205	54	1,950	1,700
Grants to Washington Metropolitan Area Transit Authority	150	150	150	150	150
Great Lakes Saint Lawrence Seaway Development Corporation (GLSLSDC)	41	41	38	41	38
Operations and Maintenance	40	41	38	41	38
Maritime Administration (MARAD)	900	1,487	897	1,043	1,045
Maritime Security Program	318	372	380	390	390
<i>Cable Security Fleet</i>	10	0	10	10	10
<i>Tanker Security Program</i>	60	120	91	122	82
<i>Operations and Training</i>	268	240 ^h	272	241	276
State Maritime Academy Operations	126	90	91	143	139
Assistance to Small Shipyards	9	105	0	30	35

Administrations and Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Ship Disposal	6	6	6	6	6
Maritime Guaranteed Loan Program	54	4	4	4	4
Port Infrastructure Development Program	50	550	43	96	103
<i>Community Project Funding/Congressionally Directed Spending (non-add)</i>	0	0	43	21	65
Pipeline and Hazardous Materials Safety Administration (PHMSA)	324	324	315	323	310
Operational Expenses	32	32	29	31	29
Hazardous Material Safety	75	75	69	74	66
Pipeline Safety	218	218	218	218	215
<i>Oil Spill Liability Fund</i>	30	30	30	30	30
<i>Pipeline Safety Fund</i>	181	181	181	181	177
<i>Liquefied Natural Gas Siting Account</i>	*	*	*	*	*
<i>Design Review Fundⁱ</i>	—	—	—	*	*
<i>Underground Natural Gas Storage Facility Safety Account</i>	7	7	7	7	7
Office of Inspector General	116	116	105	116	113
Salaries and Expenses	116	116	105	116	113
Total Appropriations	25,435	25,530	22,286	26,881	26,411
Rescissions	—	(190)	(304)	(170)	(1,090)
OST—ARPA-I (§109A)	—	—	(10)	—	—
OST (§109D-G)	—	—	—	—	(13)
§109E	—	—	—	(1)	—
§109F	—	—	—	(0)	—
§109G	—	—	—	(20)	—
FRA (§155)	—	—	(75)	—	—
FRA (§156)	—	—	—	(2)	—

Administrations and Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
FRA (§158)	—	—	—	—	(950)
FTA—Unobligated Balances (§164)	—	—	(40)	—	—
MARAD	—	(190) ⁱ	(179)	(147)	(128)
<i>Maritime Security Program</i>	—	(27)	(27)	(33)	(38)
<i>Cable Security Fleet</i>	—	(12)	(12)	(12)	(12)
<i>Tanker Security Program</i>	—	(65)	(54)	(77)	(43)
<i>Ship Disposal</i>	—	—	—	(25)	—
<i>Title XI (§171)</i>	—	(86) ⁱ	(86)	—	(34)
User Fees	(188)	(188)	(188)	(188)	(185)
PHMSA	(188)	(188)	(188)	(188)	(185)
<i>Pipeline Safety Fund</i>	(181)	(181)	(181)	(181)	(177)
<i>Underground Natural Gas Storage Facility Safety Account</i>	(7)	(7)	(7)	(7)	(7)
<i>Design Review Fundⁱ</i>	—	* ^k	—	*	*
<i>Liquefied Natural Gas Siting</i>	*	*	*	*	*
Net Discretionary Budget Authority	25,247	25,151^{bhj}	21,793	26,522	25,136^l
Limitations on Obligations (Mandatory Funding)	81,539	83,285	83,285	83,285	83,290
FAA—Airport and Airways Trust Fund	4,000	4,000	4,000	4,000	4,000
FHWA—Highway Trust Fund	61,314	62,657	62,657	62,657	62,657
Federal Motor Carrier Safety Administration (FMCSA)— Highway Trust Fund	909	927	927	927	932
NHTSA—Highway Trust Fund	1,037	1,059	1,059	1,059	1,059
FTA—Highway Trust Fund	14,279	14,642	14,642	14,642	14,642
PHMSA—Emergency Preparedness Fund (non-add)	47	44	47	47	47
Total Budgetary Resources (Mandatory + Discretionary)	106,786	108,436^{bhj}	105,078	109,807	108,426
Additional Appropriations^m	44,897ⁿ	36,811	36,811	36,811	36,811^l

Administrations and Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Net new budget authority (incl. additional appropriations from P.L. 118-158 and P.L. 117-58)	151,696	145,246^{bhj}	141,888	146,617	145,236

Sources: “FY2026 House Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in H.Rept. 119-212 and text of H.R. 4552; “FY2026 Senate Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in S.Rept. 119-47 and text of S. 2465. “FY2025 Enacted,” “President’s budget,” and “FY2026 Enacted” figures are taken from the funding table in Book II of the Explanatory Statement published in January 22, 2026, *Congressional Record* (pp. H1888-H1909) and text of P.L. 119-75, as well as President’s budget documents.

Notes: Gross mandatory budget authority does not include \$20 million of mandatory budget authority provided for Asset Concessions to the Office of Secretary in the IJJA. CRS has reorganized accounts when needed. **Table 2** does not include proposed transfers from IJJA accounts as discussed in the subsequent sections of the report and includes new budget authority. An “*” indicates amount rounds to less than \$1 million; and “—” indicates amount is not available or not applicable. Agency subaccounts are italicized to differentiate from agency accounts. Accounts and subaccounts designated as “non-add” provide additional information about the agency’s budget but do not impact final discretionary totals.

- a. \$369 million is made available for FAA-Airport Discretionary Grants by transfer from the IJJA’s FAA-Airport Discretionary Grants account (\$300 million) and the IJJA’s FAA-Airport Terminal Program account (\$68.7 million).
- b. The President’s FY2026 budget documents included a request for funding for the FHWA-Highway Infrastructure Programs account for the Nationally Significant Freight and Highway Projects grant program, also known as Infrastructure for Rebuilding America (INFRA). This request is not reflected in the President’s budget column of the funding table included in the Explanatory Statement that accompanied the final FY2026 appropriations law, but is included here for comparability purposes.
- c. \$1.469 billion is made available for FHWA-Highway Infrastructure Programs by transfer from several IJJA accounts.
- d. \$129 million is made available for NHTSA-Operations and Research by transfer from the IJJA’s NHTSA-Supplemental Highway Traffic Safety Programs account (\$79 million) and the IJJA’s NHTSA-Crash Data (\$50 million).
- e. \$40 million is made available for FRA-Federal-State Partnership for Intercity Passenger Rail by transfer from the IJJA’s FRA-Federal-State Partnership for Intercity Passenger Rail Grants account.
- f. \$130 million is made available for FRA-Consolidated Rail Infrastructure and Safety Improvements by transfer from the IJJA’s FRA-Consolidated Rail Infrastructure and Safety Improvements (\$20 million) and the IJJA’s FRA-Federal-State Partnership for Intercity Passenger Rail Grants account (\$110 million).
- g. \$188 million is made available for FTA-Transit Infrastructure Grants by transfer from several IJJA accounts.
- h. The President’s FY2026 budget documents included \$240 million in funding to MARAD-Operations and Training account. This request is not reflected in the President’s budget column of the funding table included in the Explanatory Statement that accompanied the final FY2026 appropriations law, but is included here for comparability purposes.
- i. The Senate Appropriations Committee proposed a Design Review Fund Account for FY2026.
- j. The President’s FY2026 budget documents include an \$86 million rescission from MARAD’s Title XI account. This request is not reflected in the President’s budget column of the funding table included in the Explanatory Statement that accompanied the final FY2026 appropriations law, but is included here for comparability purposes.
- k. The President’s FY2026 budget documents did not include a Design Review Fund User Fee., but the President’s budget column of the funding table included in the Explanatory Statement that accompanied the final FY2026 appropriations law included a user fee of \$200,000.
- l. P.L. 119-75 included IJJA transfers totaling \$2.3 billion. These transfers are not reflected in this total. For more information, see the “IJJA Transfers” section in this report.

- m. P.L. 119-75 made changes to current and prior year IIJA funds. These transfers are not reflected in this total. For more information, see the “IIJA Transfers” section in this report.
- n. For FY2025, DOT received \$8.1 billion in appropriations for emergency relief through the American Relief Act (P.L. 118-158). With the advance appropriations provided by the IIJA, FY2025’s total of “Additional Appropriations” is \$44.9 billion. For FY2026’s “Additional Appropriations,” these funds come from advance appropriations provided by the IIJA. See **Table 3** for their distribution.

Additional Funding for FY2026 Provided in the IIJA

In addition to regular annual appropriations and contract authority, some DOT agencies and programs receive supplemental advance appropriations. Specifically, DOT received \$184.1 billion from Division J, Title VIII of the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58). These supplemental funds were provided in FY2022 as an advance appropriation, divided into equal portions (\$36.8 billion total) that become available each year of the authorization period (FY2022-FY2026), for DOT programs authorized in Divisions A-C and J of the IIJA. That \$36.8 billion in annual supplemental funding equals slightly over one-third of the FY2026 funding recommended for DOT in the THUD FY2026 appropriations bills. **Table 3** shows the distribution of the supplemental funding available to DOT during FY2026. The House and the Senate committee bills propose transferring some FY2026 IIJA funding between accounts (discussed later in this report; see the “IIJA Transfers” section).

Table 3. FY2026 Supplemental DOT Funding Provided by the IIJA
(dollars in millions)

DOT Accounts	FY2026
Office of the Secretary (OST)	3,800
National Infrastructure Investments	2,500
Safe Streets and Roads for All grants	1,000
National Culvert Removal, Replacement, and Restoration grants	200
Strengthening Mobility and Revolutionizing Transportation Grant Program	100*
Federal Aviation Administration (FAA)	5,000
Facilities and Equipment	1,000
Airport Infrastructure Grants	3,000*
Airport Terminal Program	1,000*
Federal Highway Administration (FHWA)	9,454
Highway Infrastructure Programs	9,454*
Federal Motor Carrier Safety Administration (FMCSA)	134
Motor Carrier Safety Operations and Program	10*
Motor Carrier Safety Grants	125
National Highway Traffic Safety Administration (NHTSA)	322
Crash Data	150*
Vehicle Safety and Behavioral Research Programs	110
Supplemental Highway Traffic Safety Programs	62*
Federal Railroad Administration (FRA)	13,200
Consolidated Rail Infrastructure and Safety Improvements	1,000*

DOT Accounts	FY2026
Northeast Corridor Grants to Amtrak	1,200
National Network Grants to Amtrak	3,200
Railroad Crossing Elimination Program	600
Federal-State Partnership for Intercity Passenger Rail Grants	7,200*
Federal Transit Administration (FTA)	4,250
Transit Infrastructure Grants	2,050*
Capital Investment Grants	1,600*
All Stations Accessibility Program	350
Electric or Low-Emitting Ferry Program	50*
Ferry Service for Rural Communities	200*
Maritime Administration (MARAD)	450
Port Infrastructure Development Program	450*
Pipeline and Hazardous Materials Safety Administration (PHMSA)	200
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program	200
Total Other Appropriations	\$36,811

Source: These funds were provided in Division J, Title VIII of the IIJA (P.L. 117-58) and are subject to transfers.

Note: Asterisks (*) indicate accounts affected by transfers of FY2026 unobligated balances to other accounts.

IIJA Transfers

The FY2026 appropriations law included a number of provisions affecting funds that were provided by the IIJA. These provisions fall into two broad categories: provisions that transfer IIJA funding between program activities within the same agency and provisions that rescind and reappropriate IIJA funding for which the obligation period would otherwise be expiring. **Table 4** provides the total funding available for agencies that had accounts that received transfers of IIJA funding in FY2026, excluding obligation limitations. The table shows the agency total, the specific agency accounts that received transfers in FY2026, and the source of funding for the included accounts (new discretionary budget authority from the General Fund or IIJA transfers).

Table 4. Total Funding Provided by P.L. 119-75 by Account Including IIJA Transfers, FY2025 and FY2026

(in millions)

Account	FY2025	FY2026
FAA	16,989	18,577
Airport Discretionary Grants	50	577
<i>General Fund</i>	50	209
<i>IIJA Transfer</i>	—	369
FHWA	341	2,396
Highway Infrastructure Program	341	2,396
<i>General Fund</i>	341	927

Account	FY2025	FY2026
<i>IJA Transfer</i>	—	1,469
NHTSA	223	200
Operations and Research	223	200
<i>General Fund</i>	223	71
<i>IJA Transfer</i>	—	129
FRA	2,940	2,000
Federal-State Partnership for Intercity Passenger Rail	75	65
<i>General Fund</i>	75	25
<i>IJA Transfer</i>	—	40
Consolidated Rail Infrastructure and Safety Improvements	100	137
<i>General Fund</i>	100	7
<i>IJA Transfer</i>	—	130
FTA	2,408	1,881
Transit Infrastructure Grants	46	211
<i>General Fund</i>	100	23
<i>IJA Transfer</i>	—	188

Source: FY2025 and FY2026 figures are taken from the funding table in Book II of the Explanatory Statement published in the January 22, 2026, *Congressional Record* (pp. H1888-H1909) and text of P.L. 119-75.

Selected FY2026 DOT Appropriations Topics

Funding by Agency

Office of the Secretary (OST)

The Secretary of Transportation leads DOT and is the principal adviser to the President on transportation and federal transportation programs. OST develops and oversees national transportation policy and administers some grant, research, and credit programs. OST houses the Office of the Under Secretary for Policy, which oversees the Offices of Transportation Policy; Multimodal Freight and Infrastructure Policy; and Research, Development, and Technology. OST is funded by contract authority, annual appropriations, and multiyear advance appropriations (IIJA, Division J).

For OST, FY2026 enacted funding levels are about 10% below FY2025. The FY2026 President's budget had proposed a 57% reduction in funding for OST.

Neither the President's budget request nor the House committee bill proposed funding for the Rural and Tribal Infrastructure Advancement account or the Office of Civil Rights account. The FY2026 appropriations law provided funding for both accounts below FY2025 levels, matching the Senate committee's proposal. The Rural and Tribal Infrastructure Advancement account received a 60% decrease and the Office of Civil Rights account saw about a 36% decrease in funding from FY2025 to FY2026.

The FY2026 appropriations law included \$145 million for the National Infrastructure Investments account for the local and regional project assistance grant program defined under Section 6702 of Title 49 of the *U.S. Code*, a 58% decrease in additional funding compared to FY2025 enacted levels (-\$200 million). This program is currently called BUILD, or Better Utilizing Investments to Leverage Development.⁷

For Research and Technology, the final FY2026 funding level is 52% above FY2025. The President's budget had proposed a 2% increase above FY2025. The House and Senate committee bills proposed reductions for this account of 10% and 33%, respectively, relative to FY2025.

Federal Aviation Administration (FAA)

FAA programs are funded under four broad budget accounts: Operations and Maintenance (such as air traffic control and aviation safety functions); Facilities and Equipment (such as control towers and navigation beacons); grants for airports under the Airport Improvement Program (AIP); and Research, Engineering and Development. Some important issues for the FAA are the age and operation of the air traffic control system, including the air traffic controller workforce, and aviation safety, including airline safety and aircraft certification.⁸

For the Airport Discretionary Grants account, the President's FY2026 request included no new funding. The House committee bill proposed a 527% increase in funding and the Senate committee bill proposed a 539% increase in funding relative to FY2025. Of the funding proposed for this account, the House committee bill proposed to set aside 90% for Community Project Funding and the Senate committee bill proposed to set aside 84% for Congressionally Directed Spending.

The FY2026 appropriations law included a 317% increase in new discretionary budget authority relative to FY2025 for Airport Discretionary Grants. The law also transferred \$369 million in prior-year unobligated funds from the IJA to this account. This transfer increased funding available in the account for FY2026 to 1,056% above FY2025 levels. Of that total funding, 94% is directed to Community Project Funding and Congressionally Directed Spending projects. The remaining budget authority (\$35 million) is available for Airport Discretionary Grants.

Federal Highway Administration (FHWA)

Federal funding for highway infrastructure is provided primarily through the federal-aid highway program administered by FHWA.⁹ The majority of funding for the federal-aid highway program is provided through an authorization of appropriations from the Highway Trust Fund's highway account.¹⁰ For FHWA, the annual appropriations process provided funding for activities including, but not limited to, large infrastructure grants, rural highway construction, and Community Project Funding/Congressionally Directed Spending projects.

⁷ For more information, see CRS Report R48863, *Local and Regional Project Assistance Program: Background and Selected Considerations*, by Jennifer J. Marshall.

⁸ For more information, see CRS Report R47608, *Federal Aviation Administration (FAA) Reauthorization Issues for the 118th Congress*, coordinated by Bart Elias and Rachel Y. Tang.

⁹ For more information, see CRS Report R47022, *Federal Highway Programs: In Brief*. In FY2025, FHWA received 11% of total budget authority in annual appropriations with ten percent (\$8.1 billion) being emergency relief appropriated through the American Relief Act, 2025 (P.L. 118-158). For more on emergency relief see CRS Report R47724, *Emergency Relief Program for Disaster-Damaged Highways and Bridges*, by Ali E. Lohman.

¹⁰ For more information, see CRS Report R48472, *The Highway Trust Fund's Highway Account*, by Ali E. Lohman.

The FY2026 President's budget requested \$770 million for the Highway Infrastructure Programs account solely for grants under the Infrastructure for Rebuilding America Program (INFRA; 23 U.S.C. §117). The FY2026 appropriations law made \$200 million available for INFRA grants.

For the Highway Infrastructure Programs account, the House Appropriations Committee proposed a 185% increase in funding compared to FY2025. The Senate Appropriations Committee proposed a 71% increase for FY2026 compared to FY2025. The FY2026 appropriations law included \$927 million for the Highway Infrastructure Programs account, which is 172% of FY2025 funding levels, nearly matching the House committee's funding proposal.

Additionally, the FY2026 appropriations law provided FHWA with \$1.5 billion in IJA transfers from other accounts for a total funding level of \$2.4 billion in FY2026. The \$1.5 billion in transfers of IJA funding amounts to 97% of the funding provided for Community Project Funding and Congressionally Directed Spending projects under this account in FY2026 (\$1.5 billion). The House and the Senate committees proposed funding for Community Project Funding (\$954 million) and Congressionally Directed Spending (\$581 million) in this account.

National Highway Traffic Safety Administration (NHTSA)

NHTSA is responsible for motor vehicle safety, highway safety, behavioral safety programs, motor vehicle information, and automobile fuel economy programs.¹¹

The FY2026 President's budget included no change in funding for the NHTSA, compared to FY2025. The House Appropriations Committee proposed a 40% reduction in funding for the Operations and Research account, the sole account for NHTSA, for FY2026 compared to FY2025. The Senate Appropriations Committee proposed a 71% compared to FY2025. In the FY2026 appropriations law, the Operation and Research account received \$71 million in funding, which is 68% below FY2025.

The total funding available for NHTSA is \$200 million, which includes the \$71 million in new discretionary budget authority and \$129 million in transfers from IJA accounts. This brings FY2026 funding levels to 10% below (-\$23 million) FY2025 funding levels (\$223 million).

Federal Railroad Administration (FRA)

FRA provides funding to monitor and enforce compliance with rail safety regulations, conduct rail research and development, subsidize the capital and operating expenses of the National Railroad Passenger Corporation (Amtrak), and award grants to improve passenger and freight rail infrastructure, service, and equipment. Amtrak is reliant on annual appropriations to continue operating its national system of passenger routes, and determining the level of funding available for Amtrak and rail infrastructure grants is likely to be an issue for appropriators.¹²

The FY2026 President's budget included an 11% increase in funding for FRA relative to FY2025 (+\$314 million), whereas the House Appropriations Committee proposed an 88% reduction (-\$2.6 billion) relative to FY2025 (\$2.9 billion). The Senate Appropriations Committee proposed

¹¹ National Highway Traffic Safety Administration (NHTSA), "Laws and Regulations," <https://www.nhtsa.gov/laws-regulations>; 49 U.S.C. §301; 49 U.S.C. §303; 49 U.S.C. §321; 49 U.S.C. §325; 49 U.S.C. §327; 49 U.S.C. §329; and 49 U.S.C. §331.

¹² For more information, see CRS Report R47260, *Intercity Passenger Rail: Federal Policy and Programs*, by Ben Goldman.

funding for FY2026 was comparable to FY2025. In the final FY2026 appropriations law, FRA was funded at 5.5% (-\$161 million) below FY2025.

FRA administers annual funding for Amtrak, which is divided into separate grants for the Northeast Corridor (the line connecting Boston, New York City, and Washington, DC) and the National Network (including short-distance routes that receive operating support from states and long-distance routes fully funded by Amtrak). The FY2026 appropriations law included a 3% reduction (-\$763,000) in funding for Amtrak grants, including a 26% reduction (-\$291 million) in funding for Northeast Corridor grants and a 23% increase (+\$291 million) for National Network grants, compared to FY2025. The FY2026 President's budget included and the Senate committee proposed a 26% reduction in funding for the Northeast Corridor grants and a 23% increase in for the National Network grants compared to FY2025. The House committee's proposal included no funding for grants for the Northeast Corridor or National Network grants.

FRA also administers several grant programs that make funding available for states and/or rail carriers to improve or expand their infrastructure. These include the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program established by the Fixing America's Surface Transportation Act (FAST; P.L. 114-94), which can fund a wide variety of rail projects. The FY2026 President's budget included a 400% increase in funding (+\$400 million) for CRISI compared to FY2025 (\$100 million). The House committee proposed a 62% reduction in new discretionary budget authority for CRISI compared to FY2025; the Senate committee proposed a 7% increase. The FY2026 appropriation law included just over \$7 million for CRISI, which is 93% less than was appropriated in FY2025.

In addition to new regular discretionary appropriations, the House committee proposed the transfer of \$500 million from IJJA Division J appropriations for the Federal-State Partnership for Intercity Passenger Rail Grants to the CRISI account. The Senate committee also proposed the transfer of \$44.8 million of unobligated balances of the Highway Infrastructure Program account appropriated to carry out the National Electric Vehicle Formula Program to CRISI for grants. The transferred IJJA funding would have been derived from unobligated balances previously appropriated for FY2025 and FY2026 for activities related to financial assistance oversight and technical assistance under the IJJA's FRA-CRISI account. The FY2026 appropriation law transferred \$130 million in IJJA funding to CRISI, making \$137 million in total funding available, a 37% increase from FY2025.

The House committee's proposal of new discretionary budget authority for CRISI was 100% (\$38 million) for Community Project Funding. The Senate proposed 48% of new discretionary budget authority to the CRISI account for Congressionally Directed Spending. In the FY2026 appropriations law, 58% of the \$137 million provided is for Community Project Funding/Congressionally Directed Spending projects.

The Federal-State Partnership for Intercity Passenger Rail program established by the IJJA is limited to projects that improve or expand intercity passenger (as opposed to commuter or freight) rail service. The House Appropriations Committee did not propose any new funding for the Federal-State Partnership for Intercity Passenger Rail account for FY2026. The Senate Appropriations Committee proposed a funding level for FY2026 that matched the FY2025 level. The FY2026 appropriations law provides \$25 million in new discretionary budget authority and \$40 million in transfers of unobligated balances previously appropriated for FY2026 activities related to financial assistance oversight and technical assistance for IJJA's FRA-Federal-State Partnership for Intercity Passenger Rail account.

Federal Transit Administration (FTA)

Federal funding assistance to public transportation agencies is provided primarily through the public transportation program administered by the Department of Transportation's Federal Transit Administration (FTA).¹³ The FY2026 appropriations law provided 22% less in new discretionary budget authority to FTA overall, relative to FY2025.

The FTA's account for Capital Investment Grants supports state, local, and private investment in capital projects for new and expanded transit service. The final FY2026 appropriations law provided Capital Investment Grants with 23% less in new discretionary budget authority in FY2026 compared to the \$2.2 billion authorized in FY2025. The law directed the funds to be distributed as follows: \$1.4 billion to projects authorized under Title 49, Section 5309(d), of the *U.S. Code*; \$200 million to projects authorized under Title 49, Section 5309(e), of the *U.S. Code*; \$26 million to projects authorized under Title 49, Section 5309(h), of the *U.S. Code*; and \$100 million to projects authorized under Section 3005(b), of P.L. 114-94 (Fixing America's Surface Transportation Act); for a total of \$1.7 billion. The law also directed that IJA funding appropriated to FTA-Capital Investment Grants account be directed to projects authorized under Title 49, Section 5309(d), of the *U.S. Code* (\$735 million) and to projects authorized under Title 49, Section 5309(h), of the *U.S. Code* (\$850 million).

The House Appropriations Committee proposed an 87% reduction (-\$2.1 billion) in FY2026 discretionary budget authority for FTA compared to FY2025 attributable to a 98% proposed reduction (-\$2.2 billion) to the Capital Investment Grants account compared to FY2025. The Senate Appropriations Committee proposed a 7% reduction in FY2026 discretionary funding for FTA compared to FY2025, with the full decrease taken from the Capital Investment Grants account. Overall, the Senate Appropriations Committee proposed 36 times more in new discretionary budget authority for the Capital Investments Grants account (\$2 billion) than the House Appropriations Committee (\$54 million).

The FTA's Transit Infrastructure Grants account supports grants for ferry boat service, research and development, buses, bus facilities, earmarks, and more. The FY2026 appropriations law provided a combined total of \$211 million for the Transit Infrastructure Grants account, including new discretionary budget authority (\$23 million) and transfers of unobligated IJA balances (\$188 million). The Transit Infrastructure Grants account was provided 49% less in new discretionary budget authority, a reduction of \$23 million, compared to FY2025 (\$46 million). The IJA transfers came from the following accounts: FTA-Transit Infrastructure Grants (\$41 million), FTA-Electric and Low-Emitting Ferry Program (\$5 million), FTA-Ferry Service for Rural Communities (\$5 million), and FRA-Federal-State for Intercity Partnership Passenger Rail Grants (\$138 million).

The FY2026 appropriations law made \$148 million available for Community Project Funding/Congressionally Directed Spending projects within the Transit Infrastructure Grants account, accounting for 70% of total funding for the account.

Great Lakes Saint Lawrence Seaway Development Corporation (GLSLSDC)

GLSDC is a wholly owned government corporation that operates and maintains two locks on the St. Lawrence Seaway at Massena, NY, as well as other aspects of navigation infrastructure. (Canada owns and operates the other 13 locks on the seaway). GLSDC's budget is funded entirely from the Harbor Maintenance Tax, which is an *ad valorem* tax on imported and domestic cargo

¹³ For more information, see CRS Report R47002, *Federal Public Transportation Program: In Brief*, by William J. Mallett.

shipped through U.S. coastal and Great Lakes ports.¹⁴ The Harbor Maintenance Tax funds the Harbor Maintenance Trust Fund.

The FY2026 appropriations law provided \$38 million to the Operations and Maintenance account, the sole account for Great Lakes Saint Lawrence Seaway Development Corporation (GLSLSDC). This funding level is a 7% reduction (-\$3 million) compared to FY2025 (\$41 million). The funding level matches the House Appropriations Committee’s proposal. The Senate Appropriations Committee proposed a 1% decrease in funding for FY2026 compared to FY2025, matching the President’s FY2026 request (\$41 million).

Maritime Administration (MARAD)

The Maritime Administration (MARAD) supports programs for U.S. shipyards, ports, waterways, ships and shipping, vessel operations, ship disposal, and maritime education. MARAD also supports the U.S.-flag ocean shipping fleet and U.S. commercial shipyards.

The FY2026 appropriations law provided a 16% increase in funding for MARAD compared to FY2025. The FY2026 President’s budget requested a 54% increase in funding for the MARAD, with the DOT budget documents¹⁵ noting that the funding increase would support the Administration’s executive order “Restoring America’s Maritime Dominance.” The request reflected a 100% increase for the Tanker Security Program account, a 1,100% increase to the Assistance to Small Shipyard account (\$105 million), and a 1,000% increase to the Port Infrastructure Development account (\$550 million) compared to FY2025 enacted funding levels (\$9 million and \$50 million, respectively). The request also proposed an increase in grants for small shipyards (shipyards with fewer than 1,200 employees).¹⁶

For the Assistance to Small Shipyards account, the Senate Appropriations Committee proposed \$30 million, which is a 243% increase compared to the FY2025 enacted amount (\$9 million). The House Appropriations Committee proposed no new funding for this account in FY2026. The FY2026 appropriations law provided a 300% increase (+ \$26 million) compared to FY2025.

For the Maritime Guaranteed Loan account, the House and Senate Appropriations Committees each proposed \$4 million, a 93% reduction compared to the FY2025 enacted level (\$54 million). The FY2026 appropriations law funded the account at a 92% reduction (-\$50 million) relative to FY2025.

For the Port Infrastructure Development account, the House Appropriations Committee proposed a 13% reduction in funding for FY2026 compared to FY2025. All of the funding proposed by the House Appropriations Committee would be directed to Community Project Funding, comprising one-third of total funding proposed for MARAD in FY2026. The Senate Appropriations Committee proposed a 93% increase in funding for this account in FY2026 compared to FY2025. Of the amount proposed, 22% would be directed to Congressionally Directed Spending. The final FY2026 appropriations law provided a 107% increase (+\$63 million) for the Port Infrastructure Development account compared to FY2025. Of the total, 63% is directed to Community Project Funding/Congressionally Directed Spending projects.

¹⁴ For more information, see CRS Report R44664, *The Great Lakes-St. Lawrence Seaway Navigation System: Options for Growth*, by John Frittelli; and CRS Report R47550, *Shipping on the Great Lakes and St. Lawrence Seaway: An Update*, by John Frittelli.

¹⁵ For example, see DOT FY2026 Budget Highlights, https://www.transportation.gov/sites/dot.gov/files/2025-05/DOT_FY_2026_Budget_Highlights_508c.pdf.

¹⁶ Maritime Administration, “Small Shipyard Grants,” <https://www.maritime.dot.gov/grants-finances/small-shipyard-grants>.

Pipeline and Hazardous Materials Safety Administration (PHMSA)

PHMSA is responsible for pipeline safety and the safe transport of hazardous materials (hazmat) by all transportation modes. PHMSA has the primary responsibility for the formulation, administration, and oversight of onshore pipeline safety regulations in the United States. The agency carries out such responsibilities through its Office of Pipeline Safety, which oversees pipeline operators, supports state pipeline safety agencies, and cooperates with other federal agencies that have pipeline safety responsibilities, among other duties. PHMSA also regulates the safe packaging of hazmat by road, rail, and water transport and provides grants for training emergency personnel to respond to hazmat incidents.¹⁷

The FY2026 appropriations law reduced funding by 4.3% (-\$14 million) for PHMSA compared to FY2025. The FY2026 President’s budget proposed no change in funding for PHMSA compared to FY2025 enacted funding levels.

The Senate Appropriations Committee proposed a new account for Design Review for facility design safety reviews, with funding of \$200,000, and that amount of funding was ultimately provided for this account in the FY2026 appropriations law.

Office of Inspector General (OIG)

OIG conducts independent audits, investigations, and evaluations of DOT programs and operations, including contracts and grants. The FY2026 appropriations law reduced funding for OIG by 3% (-\$3 million) compared to FY2025. The FY2026 President’s budget proposed no change in funding for OIG compared to FY2025. The House Appropriations Committee proposed a 10% reduction in funding for the Salaries and Expenses account relative to FY2025, while the Senate Appropriations Committee proposed a funding level that matches the FY2025 level.

Federal Motor Carrier Safety Administration

FMCSA was established to improve highway safety through regulation of equipment and operating standards for commercial motor vehicle operators. FMCSA receives budget authority through the IIJA in the form of contract authority, with funds drawn from the highway account of the Highway Trust Fund. The IIJA also provided funding to FMCSA through multiyear advance appropriations from the General Fund. FMCSA does not generally receive regular annual discretionary appropriations.

IIJA Transfers

As noted earlier, the FY2026 appropriations law included a number of transfers of IIJA advance appropriation funding. Those transferred funds serve to supplement—or in some cases replace—regular annual appropriations provided in the bill. The IIJA transfers included in P.L. 119-75 are summarized below.

Federal Highway Administration (FHWA)

Of the total \$2.4 billion in funding made available for FHWA in FY2026, 61% (\$1.5 billion) reflect transfers from other accounts.

¹⁷ For more information, see CRS Report R44201, *DOT’s Federal Pipeline Safety Program: Background and Issues for Congress*, by Paul W. Parfomak.

Transfers to FHWA from Other Accounts

The FY2026 appropriations law transferred a total of \$375 million in unobligated balances of amounts appropriated to various accounts and activities in Title VIII, Division J of the IJA to FHWA's Highway Infrastructure Programs account, including the following:

- \$20 million in unobligated balances of amounts appropriated for FY2025 and FY2026 for FMCSA's Motor Carrier Safety Operations and Program account.
- \$204.9 million in unobligated balances of amounts appropriated for FY2022, FY2023, FY2024, FY2025 and FY2026 for OST's Strengthening Mobility and Revolutionizing Transportation Grant Program.
- \$50 million in unobligated balances of amounts appropriated for Section 801 of Division J of the IJA under the Office of the Secretary of Transportation (OST) for the costs of award, administration, or oversight of financial assistance of discretionary programs administered by the Office of Multimodal Infrastructure and Freight.
- \$100 million in unobligated balances of amounts appropriated for FY2026 for PHMSA's Natural Gas Distribution Infrastructure Safety and Modernization Grant Program.

Transfers from FHWA's IJA Accounts to FHWA's Highway Infrastructure Programs Account

The remaining \$1.1 billion of budget authority transferred to FHWA's Highway Infrastructure Programs account in FY2026 comes from unobligated balances of amounts appropriated to the IJA's FHWA Highway Infrastructure Programs account. These include the following:

- \$125 million in unobligated balances from amounts appropriated for FY2023, FY2024, FY2025, and FY2026 for operations and for administration for FHWA activities.
- \$75 million in unobligated balances from amounts appropriated for FY2022 for the establishment of the Joint Office of Energy and Transportation.
- \$300 million in unobligated balances from amounts appropriated for FY2024, FY2025, and FY2026 for additional technical assistance to states and localities administered as discretionary grants under the National Electric Vehicle Infrastructure Formula (NEVI) program in paragraph (2) of Title VIII of Division J of the IJA.
- \$504 million from unobligated balances as of January 31, 2026, for FY2022, FY2023, FY2024, FY2025, and FY2026 for the National Electric Vehicle Infrastructure Formula (NEVI) program for activities in paragraph (2) of Title VIII of Division J of the IJA.
- \$90 million from amounts appropriated for FY2024, FY2025, and FY2026 for the reduction of truck emissions at port facilities program for activities at paragraph (5) of Title VIII of Division J of the IJA.

Federal Aviation Administration (FAA)

For FAA, the FY2026 appropriations law transfers a total of \$369 million in IJA unobligated balances, including the following:

- \$300 million in unobligated balances appropriated for FY2023, FY2024, FY2025, and FY2026 for administration costs for FAA’s Airport Infrastructure Grants to the Grants-in-Aid for Airports account (Airport Discretionary Grants).
- \$68.7 million in unobligated balances appropriated for FY2023, FY2024, FY2025, and FY2026 for administration costs for FAA’s Airport Terminal Program to the Grants-in-Aid for Airports account (Airport Discretionary Grants).

Federal Railroad Administration (FRA)

Of the \$65 million provided to the Federal-State Partnership for Intercity Passenger Rail account in the FY2026 appropriations law, \$40 million is derived from transfers of unobligated balances previously appropriated for FY2026 activities related to financial assistance oversight and technical assistance for IJJA’s FRA-Federal-State Partnership for Intercity Passenger Rail account.

Of the \$137 million made available under the CRISI account in the FY2026 appropriations law, \$130 million (95%) was derived from IJJA unobligated balances previously appropriated for FY2025 and FY2026 for activities related to financial assistance oversight and technical assistance under the IJJA’s FRA-CRISI account.

The House committee proposed the transfer of \$2.8 billion of unobligated balances of supplemental funding appropriated by the IJJA to Federal-State Partnership for Intercity Passenger Rail Grants (49 U.S.C. §24911). Of this amount, the House bill would have transferred another \$500 million in Federal-State Partnership funding to the existing Consolidated Rail Infrastructure and Safety Improvements (CRISI) rail grant program, \$925 million for the existing Northeast Corridor Grants to the National Railroad Passenger Corporation account (instead of appropriating new discretionary budget authority), and \$1.39 billion for the existing National Network Grants to the National Railroad Passenger Corporation.

Federal Transit Administration (FTA)

Of the \$211 million made available under the Transit Infrastructure Grants account in the FY2026 appropriations law, \$188 million is derived from transfers of unobligated balances previously appropriated to the following IJJA accounts: FTA-Transit Infrastructure Grants (\$41 million), FTA-Electric and Low-Emitting Ferry Program (\$5 million), FTA-Ferry Service for Rural Communities (\$5 million), and FRA-Federal-State for Intercity Partnership Passenger Rail Grants (\$138 million).

Further, the law transferred funding previously appropriated to the IJJA’s FTA-Capital Investment Grants account to projects authorized under Title 49, Section 5309(d), of the *U.S. Code* (\$735 million) and to projects authorized under Title 49, Section 5309(h), of the *U.S. Code* (\$850 million).

National Highway Traffic Safety Administration (NHTSA)

For NHTSA, the FY2026 appropriations law included transfers totaling \$129 million in IJJA unobligated balances, including the following:

- \$79 million in unobligated balances of amounts appropriated for FY2023, FY2024, FY2025 and FY2026 for NHTSA’s Supplemental Highway Traffic Safety Programs account to NHTSA’s Operations and Research account. The House committee had proposed a transfer of \$78 million between the two

accounts. The Senate committee had proposed a transfer of \$95 million between the two accounts.

- \$50 million in unobligated balances of amounts appropriated for FY2026 for NHTSA Crash Data account to NHTSA’s Operations and Research account. The Senate committee had proposed a transfer of funds matching this provision.

The transfer of \$129 million and the \$71 million in new discretionary budget authority for “Operations and Research” bring the FY2026 funding levels to 10% below (-\$23 million) FY2025 funding levels (\$223 million).

Earmarks

As noted earlier, the THUD appropriations bill is one of the largest sources of Community Project Funding/Congressionally Directed Spending—commonly referred to as *earmarks*—in the annual appropriation process. In FY2025 no earmarks were included in the year-long continuing resolution. For FY2026, as is common, the President’s budget requested no earmarked funding. The House Appropriations Committee bill proposed \$1.43 billion for Community Project Funding in FY2006, which is 6.4% of total gross appropriations the bill proposed for DOT. The Senate Appropriations Committee bill proposed \$992 million in Congressionally Directed Spending projects, which is 3.7% of total gross appropriations that proposed for DOT by the bill.

The FY2026 appropriations law provided a total of \$2.4 billion for earmarks, as shown in **Table 5**. This total is 14% less funding for Community Project Funding/Congressionally Directed Spending than was provided in FY2024.

FAA–Airport Discretionary Grants received nearly 13% more in earmarked funding in FY2026 compared to FY2024. OST–Transportation Planning, Research, and Development received 233% more funding for earmarked projects in FY2026 compared to FY2024. The following accounts received less earmarked funding in FY2026 compared to FY2024: FHWA–Highway Infrastructure Programs (-24%), FTA–Transit Infrastructure Grants (-29%), FRA–Consolidated Rail Infrastructure and Safety Improvements (-12%), and MARAD–Port Infrastructure Development Program (-7%).

Table 5. Community Project Funding/Congressionally Directed Spending for FY2024, FY2025, and FY2026

(in millions)

Account	FY2024	FY2025	FY2026
FHWA–Highway Infrastructure Programs	1,884	—	1,515
FAA–Facilities and Equipment	15	—	—
FAA–Airport Discretionary Grants	482	—	542
FTA–Transit Infrastructure Grants	207	—	148
FRA–Consolidated Rail Infrastructure and Safety Improvements	99	—	87

Account	FY2024	FY2025	FY2026
MARAD–Port Infrastructure Development Program	70	—	65
OST–Transportation Planning, Research, and Development	3	—	10
Total	2,759	—	2,367

Source: FY2024 figures are taken from the funding table of the Explanatory Statement published in the March 5, 2024, *Congressional Record* for Division F (pp. S2185-S2207); FY2025 and FY2026 figures are taken from the funding table in Book II of the Explanatory Statement published in January 22, 2026, *Congressional Record* (pp. H1888-H1909).

Note: In FY2025, no Community Project Funding/Congressionally Directed Spending was included in the year-long continuing resolution.

Selected Administrative Provisions

The following summarizes selected administrative provisions, by agency, that were included in the FY2026 appropriations law.

Federal Aviation Administration

For FAA, there are several administrative provisions addressing air traffic controllers:

- Section 119J directs the FAA Administrator to provide a spending plan and briefing of activities funded by P.L. 119-75 and Section 40003 of P.L. 119-21 for air traffic control modernization efforts within 30 days of the enactment of P.L. 119-75 and each month thereafter during FY2026.
- Section 119G prohibits the use of funds for efforts to privatize or separate air traffic organization functions in FAA.
- Section 119H prohibits the use of funds of the construction of a new Air Traffic Control Training Academy except for the existing Training Academy at the Mike Monroney Aeronautical Center.

Federal Highway Administration

For FHWA, Section 124 allows states or territories that have been awarded Community Project Funding/Congressionally Directed Spending funding to apply funds within 25 miles of the original general geographic area of a project if less than 10% of project funding available as of October 1, 2025, has been obligated.

In Sections 125 and 126, the law rescinds and then re-appropriates unobligated balances of funds provided by the IJA for Nationally Significant Freight and Highway Projects program (also known as INFRA–Infrastructure for Rebuilding America and for the Bridge Investment Program):

- Section 125 rescinds unobligated balances appropriated in Division J of the IJA to the Federal Highway Administration for the Nationally Significant Freight and Highway Projects program (also known as INFRA–Infrastructure for Rebuilding America) at Title 23, Section 117 of the *U.S. Code* under the IJA’s Highway Infrastructure Programs account. Additional new budget authority for FY2026 is

- to be provided that is equivalent to the amount rescinded for awards made in FY2023. The funding is to be made available until September 30, 2031.
- Section 126 rescinds unobligated balances appropriated in Division J of the IIJA to the Federal Highway Administration for the Bridge Investment Program at Title 23, Section 124 of the *U.S. Code* under the IIJA’s Highway Infrastructure Programs account. Additional new budget authority for FY2026 is to be provided that is equivalent to the amount rescinded for awards made in FY2023. The funding is to be made available until September 30, 2031.

Federal Motor Carrier Safety Administration

For FMCSA, in Section 130, the FY2026 appropriations law prohibits DOT from using funding to “implement, administer, or enforce” requirements of Section 31137 of Title 49 of the *U.S. Code* or regulations related to the use of electronic logging devices by commercial motor vehicle operators.

Section 131 requires the Secretary of Transportation to update regulations to ensure that non-compliance with Section 391.11(b)(2) of Title 49, *Code of Federal Regulations* results in an out-of-service order. This provision was included in the Senate committee’s bill.¹⁸

Federal Railroad Administration

For FRA, Section 156 of the FY2026 appropriations law rescinds \$950 million unobligated balances, including \$929 million in funding once directed to high-speed rail corridor development in California.¹⁹

The House committee bill would have prohibited the use of funds on high-speed rail corridor development in California, high-speed corridor rail development in Texas, and inter-city passenger corridor rail development in Minnesota.²⁰

National Highway Traffic Safety Administration

For NHTSA, Section 141 of the FY2026 appropriations law prohibits the use of funds to encourage illegal drug or alcohol use in NHTSA’s national impaired driving advertising campaigns.

Federal Transit Administration

For FTA, Section 164 of the FY2026 appropriations law requires that “none of the funds made available by the Act be used to impede or hinder project advancement and approval” for Capital Investment Grant projects where applicants are seeking a 40% federal contribution of project costs.²¹ This provision was included in the Senate committee’s bill.

¹⁸ S. 2465 §132.

¹⁹ Federal Rail Administration terminated cooperative agreements No. FR-HSR-0118-12 and No. 69A36524521070FSPCA, which provided \$929 million to California through the High-Speed Intercity Passenger Rail (HSIPR) Program grant as detailed in a letter to the California High-Speed Rail Authority on July 16, 2025, <https://www.transportation.gov/sites/dot.gov/files/2025-07/FRA%20Acting%20Administrator%20Feeley%20Letter%20to%20Mr.%20Ian%20Choudri%207.16.25.pdf>.

²⁰ H.R. 4552 §§153, 156, 157.

²¹ S. 2465 §164.

Sections 165 and 166 make \$195 million in FTA's unobligated balances available for activities related to the 2026 Olympic and Paralympic Games (\$94 million), as authorized by Section 1223(e) of P.L. 105-178, and for the 2026 FIFA World Cup (\$100 million).

The FY2026 appropriations law directs that funding for activities related to the 2026 Olympic and Paralympic Games is to be derived from unobligated balances from the Alternatives Analysis Program (49 U.S.C. §5339), funding eligible for “bus and bus-related equipment and facilities” under the Capital Investment Grants program at 49 U.S.C. §5309, and “Alternative Transportation in Parks and Public Lands” (49 U.S.C. §5320). Further, funding for activities related to the 2026 FIFA World Cup is to be derived from unobligated balances from the Clean Fuels Program (49 U.S.C. §5308), the Jobs Access and Reverse Commute Formula Grants (49 U.S.C. §5316), the “New Freedom” program (49 U.S.C. §5317), and the “Rural Transportation Accessibility Incentive Program” (P.L. 105-178 §5316).

The Senate committee bill would have made \$146 million in unobligated balances available for activities related to the 2026 Olympic and Paralympic Games (\$68 million) as authorized by Safe, Accessible, Flexible, Efficient Transportation Equity Act (SAFETEA; P.L. 109-59), and for the 2026 FIFA World Cup (\$78 million).²²

Selected General Provisions for DOT

Section 194 of the FY2026 appropriations law directs the Secretary of Transportation to issue a notice of funding opportunity (NOFO) to award unobligated and uncommitted funding provided under prior appropriations acts and at Section 11101(c)(1)(E) of the IJA for six new university transportation centers (UTC).²³ The law directs the Secretary to prioritize specific applicants. Applicants previously selected as a UTC for transportation infrastructure durability and composite materials research were required to re-compete for funding prior to the end of their five-year term, and applicants currently participating in DOT's Advanced Research Projects Agency—Infrastructure (ARPA-I) program are prioritized for funding in the law. Applicants with former UTC designations that were cancelled by DOT in May 2025 and have not been reinstated are also prioritized. Of the 35 UTCs established in 2023, there are currently 6 that focus on transportation infrastructure durability research.²⁴ DOT cancelled seven grants to UTCs in May 2025.²⁵

²² S. 2465 §§169-169A.; the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-141) repealed the Clean Fuels Program (49 U.S.C. §5308) and the Jobs Access and Reverse Commute Formula Grants (49 U.S.C. §5316). MAP-21 amended the Alternatives Analysis Program (49 U.S.C. §5339) and the general authority for the Capital Investment Grants program to remove “bus and bus-related equipment and facilities” as an eligible activity at 49 U.S.C. §5309. Under SAFETEA, funding authorized for these programs was to remain available until expended (P.L. 109-59 §3036).

²³ UTCs are authorized under 49 U.S.C. §5509.

²⁴ As of January 6, 2026, there are six UTCs that focus on transportation infrastructure durability research; DOT, “IJA Centers and Grantees,” January 6, 2026, <https://www.transportation.gov/utc/ija-centers-and-grantees>.

²⁵ DOT, “U.S. Transportation Secretary Sean P. Duffy Defunds Woke University Grants,” May 2, 2025, <https://www.transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-defunds-woke-university-grants>.

Title II: Department of Housing and Urban Development

Overview

HUD is the nation’s housing agency. The programs and activities it administers are designed primarily to address housing problems faced by households with very low incomes or other special housing needs, and to expand access to homeownership.²⁶ The largest share of HUD’s budget is devoted to its rental assistance programs: Section 8 Housing Choice Vouchers; project-based rental assistance via Section 8, Section 202, and Section 811; and public housing. These programs, which serve over 4.6 million households, provide subsidies to allow low-income recipients to pay below-market, income-based rent.

Two flexible block grant programs—the HOME Investment Partnerships Program (HOME) and the Community Development Block Grant (CDBG) program—help states and local governments finance a variety of housing and community development activities designed to serve low-income families. The Indian Housing Block Grant and the Indian Community Development Block Grant programs provide funds for Indian tribes to address their own housing and community development needs.

Other more specialized grant programs help communities meet the needs of homeless persons (through the Homeless Assistance Grants, namely the Continuum of Care and Emergency Solutions Grants programs), including those living with HIV/AIDS (through the Housing Opportunities for Persons with AIDS program). Additional programs fund fair housing enforcement activities and lead-based paint hazard identification and remediation, along with other healthy homes initiatives.

HUD’s Federal Housing Administration (FHA) insures mortgages made by lenders to homebuyers with low down payments and to developers of multifamily rental buildings containing relatively affordable units. FHA collects fees from borrowers with FHA-insured mortgages, which are used to sustain its insurance funds. The Government National Mortgage Association (GNMA), or Ginnie Mae, is also a part of HUD and it guarantees securities made up of federally insured or guaranteed mortgages.

Table 6 provides detailed appropriations information for HUD accounts and selected subaccounts, comparing FY2025 enacted to FY2026.

Components of HUD Funding

Nearly all of HUD’s funding is provided via *discretionary appropriations*, generally contained in the annual THUD appropriations act. (HUD programs may also receive additional resources from *supplemental* or other funding laws in some years, most often in response to disasters.) The annual THUD bill provides *budget authority* via appropriations for HUD programs and activities for a given fiscal year. The cost of that budget authority, as determined by the Congressional Budget Office’s (CBO’s) scorekeeping process, is generally reduced by *offsetting receipts* from the FHA’s loan programs and GNMA’s securitization of federally insured or guaranteed mortgages. To a lesser extent, other collections and *rescissions* of prior-year appropriations can also offset the cost of the HUD budget. Deducting the savings from offsets and rescissions from the *gross budget authority* provided to HUD results in *net budget authority*.

²⁶ For more information about federal housing assistance programs, see CRS Report RL34591, *Overview of Federal Housing Assistance Programs and Policy*, by Maggie McCarty, Libby Perl, and Katie Jones.

Generally, gross budget authority is the most useful measure of the new resources being provided for HUD’s programs and activities, whereas net budget authority is used for budget enforcement purposes such as measuring against 302(b) allocations. Any funding designated as an *emergency* requirement provided in the regular annual appropriations acts or in supplemental spending bills is generally exempt for purposes of budget enforcement. HUD’s rental assistance programs also receive *advance appropriations*, which is funding provided in a fiscal year but not available until the subsequent fiscal year; the amount available in the fiscal year (which were typically provided in the prior fiscal year) count for purposes of budget scoring against spending caps. HUD also generally receives a relatively small amount of *mandatory funding* outside of the annual appropriations process, such as statutorily required contributions from two Government Sponsored Enterprises (Fannie Mae and Freddie Mac) to fund the Housing Trust Fund. These mandatory funds are generally not reflected in this report.

**Table 6. Department of Housing and Urban Development,
FY2025-FY2026 Detailed Appropriations**
(dollars in millions)

Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Appropriations					
Salaries and Expenses (Mgmt. & Adm.)	1,803	1,469	1,469	1,511	1,800 ^a
State Rental Assistance Program ^b	—	36,212	—	—	—
Tenant-Based Rental Assistance (Section 8 Housing Choice Vouchers) ^c	30,041	0 ^d	35,268	37,355	38,439
Tenant-Based Rental Assistance (Emergency Designated)	6,000	—	—	—	—
<i>Tenant-Based Rental Assistance (inc. emergency)^e</i>	<i>36,041</i>	<i>0^d</i>	<i>35,268</i>	<i>37,355</i>	<i>38,439</i>
<i>Voucher Renewals (non-add, inc. emergency)</i>	<i>32,145</i>	<i>0^d</i>	<i>32,145</i>	<i>33,974^f</i>	<i>34,957^g</i>
<i>Administrative Fees (non-add)</i>	<i>2,771</i>	<i>0^d</i>	<i>1,975</i>	<i>2,906</i>	<i>2,836</i>
<i>Incremental VASH (non-add)</i>	<i>15</i>	<i>0^d</i>	<i>0</i>	<i>15</i>	<i>15</i>
<i>Incremental FUP (non-add)</i>	<i>30</i>	<i>0^d</i>	<i>30</i>	<i>30</i>	<i>30</i>
Public Housing Fund	8,811	0 ^d	7,334	8,397	8,319
<i>Operating Fund Formula Grants (non-add)</i>	<i>5,476</i>	<i>0^d</i>	<i>4,975</i>	<i>4,873</i>	<i>4,687</i>
<i>Operating Fund Shortfall (non-add)</i>	<i>25</i>	<i>0^d</i>	<i>25</i>	<i>214</i>	<i>337</i>
<i>Capital Fund Formula Grants (non-add)</i>	<i>3,200</i>	<i>0^d</i>	<i>2,286</i>	<i>3,200</i>	<i>3,200</i>
Operational Performance Evaluation and Risk Assessments	50	0	50	50	50
Choice Neighborhoods	75	0	0	40	25
Self Sufficiency Programs	196	0	175	211	206
Native American Programs	1,344	887	1,344	1,354	1,354
<i>Native American Block Grants (Formula) (non-add)</i>	<i>1,111</i>	<i>872</i>	<i>1,111</i>	<i>1,111</i>	<i>1,111</i>
<i>Native American Block Grants (Competitive) (non-add)</i>	<i>150</i>	<i>0</i>	<i>150</i>	<i>100</i>	<i>125</i>
<i>Indian Community Development Block Grants (non-add)</i>	<i>75</i>	<i>5</i>	<i>75</i>	<i>125</i>	<i>100</i>

Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
<i>Tribal HUD-VASH (non-add)^e</i>	—	10	—	10	10
Indian housing loan guarantee	2	1	2	1	1
Native Hawaiian block grant	22	0	18	22	22
Housing, persons with AIDS (HOPWA)	505	0	505	529	529
Community Development Fund	3,430	0	5,642	4,541	6,995
<i>CDBG Formula Grants</i>	3,300	0	3,300	3,100	3,300
<i>SUPPORT for Patients and Communities</i>	30	0	30	30	30
<i>Grants to Reduce Barriers to Affordable Housing/PRO Housing</i>	100	0	0	60	50
<i>Economic Development Initiatives</i>	—	0	2,312	1,351	3,615
HOME Investment Partnerships	1,250	0	0	1,250	1,250
Preservation and Reinvestment Initiative for Community Enhancement	10	0	0	10	0
Self-Help Homeownership	60	16	56	70	65
<i>Self-Help and Assisted Homeownership Opportunity Program</i>	12	0	9	13	12
<i>Section 4 Capacity Building</i>	42	16	42	49	46
<i>Rural Capacity Building</i>	6	0	5	8	7
Homeless Assistance Grants	4,051	4,024	4,158	4,530	4,417
Project-Based Rental Assistance (Section 8) ^h	14,890	0 ^d	17,127	17,804	18,543
Project-Based Rental Assistance—Emergency Designated	2,000	—	—	—	—
<i>Project-Based Rental Assistance (inc. emergency)</i>	16,890	0 ^d	17,127	17,804	18,543
<i>Contract Renewals (inc. emergency)</i>	16,422	0 ^d	16,752	17,295	18,034
<i>Contract Administrators</i>	468	0 ^d	375	509	509
Housing for the Elderly (Section 202)	931	0 ^d	950	972	1,031
Housing for Persons with Disabilities (Section 811)	257	0 ^d	262	265	287
Housing Counseling Assistance	58	0	0	58	58
Manufactured Housing Fees Trust Fund ⁱ	14	14	14	14	14
Federal Housing Administration (FHA) Expenses ⁱ	150	160	160	160	160
Government National Mortgage Assn. (GNMA) Expenses ⁱ	55	56	55	57	57
Research and technology	139	95	95	131	123
Fair housing activities	86 ⁱ	26	29	86	86
Lead Hazard Reduction	296	0	296	296	296
Information Technology Fund	383	365	299	365	— ^a

Accounts	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Inspector General	153	143	143	146	145
Flexible Subsidy Loan Modification ^k	—	—	—	3	2
<i>Gross Appropriations Subtotal (non-emergency)</i>	<i>69,061</i>	<i>43,468^{l,b}</i>	<i>75,450</i>	<i>80,229</i>	<i>84,274</i>
<i>Gross Appropriations Subtotal (inc. emergency)</i>	<i>77,061</i>	<i>43,468^{l,b}</i>	<i>75,450</i>	<i>80,227</i>	<i>84,271</i>
Offsetting Collections and Receipts					
Manufactured Housing Fees Trust Fund	-14	-14	-14	-14	-14
FHA	-6,794	-5,251 ^m	-5,251	-5,251	-5,251
GNMA	-1,563	-1,635 ^m	-1,635	-1,635	-1,635
<i>Offsets Subtotal</i>	<i>-8,371</i>	<i>-6,900</i>	<i>-6,900</i>	<i>-6,900</i>	<i>-6,900</i>
Rescissions					
Homeless Assistance Grants	0	0	-107 ⁿ	0	0
Research and technology	0	0	-20 ^o	0	0
Other Unobligated Balances	0	0	-672 ^p	-51 ^q	-53 ^r
<i>Rescissions Subtotal</i>	<i>0</i>	<i>0</i>	<i>-799</i>	<i>-51</i>	<i>-53</i>
Net Discretionary Budget Authority (non-emergency)	60,690	36,568^{l,b}	67,751	73,278	77,320
<i>Disaster Relief Emergency Funding</i>	<i>12,039</i>	—	—	—	—
<i>Emergency Appropriations for Regular Program Operations</i>	<i>8,000</i>	—	—	—	—
Total (inc. all Emergency Spending)	68,690	36,568^{l,b}	67,751	73,278	77,320

Sources: “FY2026 House Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in H.Rept. 119-212 and text of H.R. 4552; “FY2026 Senate Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in S.Rept. 119-47 and text of S. 2465. “FY2025 Enacted,” “President’s Budget” and final “FY2026 Enacted” figures are taken from the funding table in Book II of the Explanatory Statement published in the January 22, 2026, *Congressional Record* (pp. H1888-H1909) and text of P.L. 119-75, as well as President’s budget documents.

Notes: Totals may not add due to rounding. “—” = not applicable.

- Funding for the Information Technology Fund, which had previously been funded in a separate account, was included the Management and Administration account in FY2026. Of the total \$1.8 billion provided for Management and Administration, \$345 million is provided for the Information Technology Fund.
- The President’s FY2026 budget documents included a request for funding for a new State Rental Assistance Program, a new state block grant designed to replace several existing HUD rental assistance programs. This request is not reflected in the President’s budget column of the funding table included in the Explanatory Statement that accompanied the FY2026 appropriations law, but is included here for comparability purposes.
- Total includes \$4 billion in advanced appropriations provided in the prior FY. The bill provides an additional \$4 billion in advance appropriations for the Tenant-Based Rental Assistance account in FY2027 that is not shown.
- Under the President’s budget request, no new funding would have been provided to HUD’s rental assistance programs. Instead, the budget requested funding a newly proposed State Rental Assistance Program (SRAP) block grant.
- Tribal HUD-VASH has historically been funded in the Tenant-Based Rental Assistance (TBRA) account. The President’s budget and S. 2465 proposed funding to renew existing tribal HUD-VASH assistance in the Native American Programs account in FY2026. H.R. 4552 included \$10 million to fund tribal HUD-VASH

- renewals through TBRA renewal amounts. The FY2026 appropriations law adopted the President's budget proposal to move HUD-VASH funding to the Native American Programs account.
- f. This amount includes \$809 million in funding for the renewal costs of Section 811 vouchers. Funding for these costs has typically been provided as a separate set-aside. As such, this renewal funding total is not fully comparable to the House committee total or the FY2025 total, which do not include Section 811 voucher renewals.
 - g. The FY2026 funding law adopts the Senate committee bill's proposal to include funding for Section 811 mainstream vouchers within the amount provided for voucher renewals. However, neither the bill nor the explanatory statement specifies how much of the total provided is designated for Section 811 vouchers.
 - h. Total includes \$400 million in advanced appropriations provided in the prior FY. The bill provides an additional \$400 million in advance appropriations for the Project-Based Rental Assistance account in FY2027 that is not shown.
 - i. Some or all of the cost of funding these accounts is offset by the collection of fees or other receipts shown later in this table.
 - j. Section 250 of the General Provisions specifies that if the bill is enacted before the start of FY2026, then unobligated balances from the Fair Housing Activities account from FY2024 are to be permanently rescinded, but an amount of new budget authority in an equivalent amount is to be appropriated and is to be used to complete FY2024 fair housing awards.
 - k. The authority to modify these loans, and the accompanying funding for such modifications, was included in Section 238 of the general provisions of the Senate Committee bill and Section 239 of the HUD general provisions in the final appropriations law.
 - l. Total includes requested funding for HUD's SRAP proposal, so it may not match other published President's budget totals for HUD that exclude SRAP funding.
 - m. Reflects Congressional Budget Office re-estimate of offsetting receipts for FY2026, as opposed to estimates presented in President's budget documents. The President's budget documents assumed FHA offsetting receipts of -\$8.684 billion for FHA and -\$1.598 billion for GNMA in FY2026.
 - n. Would rescind FY2025 funding from the Homeless Assistance Grants account for Youth Homelessness Demonstration Grants that had not yet been awarded by HUD.
 - o. Section 235 proposed to rescind FY2025 competitive grant funding that had not yet been awarded by HUD from various named accounts, including from the Public Housing Fund (health hazard elimination grants), Choice Neighborhoods program, CDBG Support Housing program, as well as previous years' unobligated balances from the Lead Hazard account and the Manufactured Housing Feed Trust Fund account.
 - p. Proposed rescission of FY2025 funding from the Research and Technology account for competitive Eviction Prevention Grants that had not yet been awarded by HUD.
 - q. Section 249 of the General Provisions included rescissions of prior year unobligated balances from various accounts, including some emergency designated funding. It also proposed a rescission of \$25 million provided for Assisted Housing Inspections and Risk Assessments in FY2025.
 - r. Section 234 rescinds unobligated balances from a range of accounts, including \$22 million in Assisted Housing Inspections and Risk Assessments that was appropriated in FY2025 and \$2 million in emergency designated funding, along with small amounts of unobligated balances from other accounts.

Selected FY2026 HUD Appropriations Topics

Rental Assistance

Among the largest expenses in HUD's budget is the annual cost of maintaining assistance for the nearly 5 million families who are served by rental assistance programs.²⁷ Combined, funding for HUD's rental assistance programs accounted for 82% of HUD's gross discretionary appropriations in FY2025, most of which is used to maintain assistance for currently-assisted families. The cost of maintaining, or renewing, rental assistance—particularly in the Housing

²⁷ Rental assistance programs include the Public Housing, Housing Choice Voucher, Section 8 project-based rental assistance, Section 202 Housing for the Elderly and Section 811 Housing for Persons with Disabilities programs.

Choice Voucher and the project-based rental assistance programs—typically increases each year, driven largely by rental cost increases outpacing increases in tenant incomes.

The President’s budget for FY2026 requested no new funding for HUD’s rental assistance and related programs, and instead requested funding for a new State Rental Assistance Program. According to HUD’s FY2026 Congressional Budget Justifications,²⁸ under this new program, states would have received allocations based on a formula that would take into account data on rental assistance in prior years and could favor assistance provided to elderly or disabled residents over assistance to non-elderly, non-disabled households. The documents also stated that the intent of the proposal was to allow states to design rental assistance programs that best meet their needs and to prioritize the housing needs of low-income elderly and disabled households. Under this proposal, rental assistance to non-elderly, non-disabled households would be capped at two years; currently, there is no time limit on rental assistance.

The President’s budget documents note that this proposal would require enactment of authorizing legislation. As of the date of this report, no further details or draft authorizing legislation has been released.

As shown in **Table 7**, the amount of funding requested for the State Rental Assistance Program (SRAP) for FY2026 is 42% lower than the amount of funding allocated to federal subsidies for rental assistance in FY2025, when HUD’s rental assistance programs received a combined \$62.9 billion.

Like the House and Senate Appropriations Committee-reported bills, the FY2026 appropriations act did not adopt the President’s SRAP request and instead continues to fund each of HUD’s rental assistance programs. The FY2026 enacted funding level for the rental assistance programs combined reflects a 6% increase over FY2025.

Table 7. Rental Assistance Funding
(dollars in millions)

Program/Account	FY2025 Enacted	FY2026 President’s budget	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Total Rental Assistance Funding	62,930	36,212	60,941	64,793	66,619
<i>State Rental Assistance Program (proposed)</i>	—	36,212	—	—	—
<i>Tenant-Based Rental Assistance (Housing Choice Voucher program)</i>	36,041	—	35,268	37,355	38,439
<i>Public Housing Fund</i>	8,811	—	7,334	8,397	8,319
<i>Project-Based Rental Assistance (Section 8)</i>	16,890	—	17,127	17,804	18,543
<i>Housing for the Elderly (Section 202 program)</i>	931	—	950	972	1,031
<i>Housing for Persons with Disabilities (Section 811 program)</i>	257	—	262	265	287

Sources: “FY2025 Enacted” and “FY2026 House Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in H.Rept. 119-212 and text of H.R. 4552; “FY2026 Senate Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in S.Rept. 119-47

²⁸ See https://www.hud.gov/sites/dfiles/CFO/documents/2026_CJ_Program_SRAP.pdf.

and text of S. 2465. “President’s Budget” figures are taken from the FY2026 HUD Congressional Budget Justifications. “FY2026 Enacted” figures are taken from the Explanatory Statement published in the January 22, 2026, *Congressional Record* and text of P.L. 119-75.

Notes: This table does not include programs related to the rental assistance programs that are also slated for elimination under the President’s FY2026 funding request, including the various supportive service and self-sufficiency programs for rental assistance program recipients funded under the Self-Sufficiency Programs account (funded at \$196 million in FY2025, proposed to be funded at \$175 million and \$211 million in the House and Senate committee bills, respectively, and ultimately funded at \$206 million in FY2026); the Choice Neighborhoods program for redeveloped distressed public and assisted housing (funded at \$75 million in FY2025, proposed to be funded at \$40 million in the Senate committee bill, and ultimately funded at \$25 million in FY2026); and the Operational Performance Evaluation and Risk Assessments account, which funds inspections and oversight of rental assistance properties (funded at \$50 million in FY2025, proposed for funding at the same level in each of the House and Senate committee bills, and ultimately funded at that level in FY2026).

Emergency Housing Vouchers

Emergency Housing Vouchers (EHVs) are Housing Choice Vouchers (HCVs) for persons who are homeless or at high risk of housing instability. They were funded by a one-time mandatory appropriation of \$5 billion in Section 3202 of the American Rescue Plan Act in 2021 (ARPA; P.L. 117-2). HUD used this funding to award via formula allocation 70,000 new vouchers to local public housing authorities (PHAs) across the country in May 2021.²⁹ HUD stated at the time that it was providing five years of funding for each voucher, and that future funding would be determined at a later time. Thus, the number of EHV vouchers was intended to decrease over time, as families exited the program and their vouchers were not reissued.

HUD obligated remaining EHV funding to PHAs in spring 2025. The Department estimated that funding would be sufficient to support EHV vouchers into calendar year 2026,³⁰ but later guidance acknowledged that funding may not be sufficient to last through the end of 2026.³¹

HUD’s EHV data dashboard indicated there were approximately 50,000 EHV vouchers under lease as of the beginning of calendar year 2026.³² A number of low-income housing advocacy groups and others called for Congress to provide additional funding to renew EHVs as a part of FY2026 HUD appropriations.³³

Funding for the renewal of EHVs was not included in the President’s FY2026 budget request to Congress, nor in the House or Senate committee versions of the FY2026 THUD spending bill. The final full-year funding law did include funding that may be used to support EHVs. Specifically, the law provided increased funding for tenant protection vouchers in the Tenant-Based Rental Assistance account (relative to FY2025 and the House and Senate committee bills) and expanded the traditional eligible uses of those funds to include providing assistance to PHAs that would otherwise be required to terminate EHVs for families as a result of insufficient funding. The act also contains a provision allowing PHAs to engage in “over-leasing” (administering more than their authorized number of vouchers) on a temporary basis in order to absorb EHV families into their regular voucher programs.

²⁹ HUD Notice PIH 2021-15.

³⁰ HUD Notice PIH 2025-07.

³¹ HUD Notice PIH 2025-19.

³² EHV Dashboard, accessed January 12, 2026.

³³ For example, see <https://nlihc.org/resource/us-conference-mayors-passes-resolution-supporting-extension-emergency-housing-voucher>; and https://clpha.org/sites/default/files/5.19.25_%20Housing%20Groups%20EHV%20Letter%20to%20Appropriations.pdf.

Homeless Assistance

The President's FY2026 budget proposed to fund the Homeless Assistance Grants account at just below (-0.7%) the FY2025 enacted level. However, the budget proposed a significant change in the way funding would be allocated to grantees. It proposed to end funding for competitive Continuum of Care (CoC) grants and to instead fund formula grants through the Emergency Solutions Grants (ESG) program. While CoC and ESG have some eligible activities in common, CoC grants can be used for two interventions that ESG grants cannot: permanent supportive housing and transitional housing. In FY2024, 62% of CoC funds were used for permanent supportive housing and 7% for either transitional housing or joint transitional housing/rapid rehousing projects.³⁴

Neither the House committee-passed bill nor the Senate committee-passed bill included the President's proposal to redirect CoC funding to ESG. The House committee bill would have provided \$3.858 billion for CoC grants (+9% relative to FY2025) and \$290 million for ESG (the same level as FY2025); the Senate committee bill would have provided \$4.023 billion for CoC grants (+14% relative to FY2025) and the same level as the House committee bill and FY2025 for ESG. Similarly, the full-year appropriations law continued funding CoC grants along with ESG, appropriating \$4.010 billion CoC grants and \$290 million for ESG.

The FY2026 appropriations law also contained a general provision governing the allocation of FY2025 CoC grants. Specifically, it provided that FY2025 CoC grants expiring through March 2026 must be renewed for 12 months, and that if FY2025 awards have not been made at the start of the second and third quarters of calendar year 2026, remaining expiring grants shall also be renewed. This directive follows proposed policy changes and related litigation about the FY2025 CoC grant award process (for more information, see CRS Insight IN12626, *HUD's FY2025 Continuum of Care Program Competition*).

Native American Programs

HUD administers several programs specifically for federally recognized Indian tribes and Alaska Native villages. These include formula and competitive grants through the Indian Housing Block Grant (IHBG) program and competitive grants through the Indian Community Development Block Grant (ICDBG) program, all of which are typically funded in the Native American Programs account, as well as funding for rental assistance through Tribal-HUD VASH, which has typically been funded in the Tenant-Based Rental Assistance Account.

The President's FY2026 budget request proposed lower funding for IHBG formula grants (-21% relative to FY2025) and ICDBG (-93% relative to FY2025), and proposed no new funding for IHBG competitive grants. It also proposed including \$10 million to renew existing Tribal HUD-VASH rental assistance in the Native American Programs account rather than the Tenant-Based Rental Assistance Account.

The House committee-reported bill proposed the same amount of funding for the Native American Programs account as FY2025; funding for the IHBG and ICDBG programs would have been kept at the same levels as FY2025, and the bill would have continued to fund Tribal HUD-VASH in the TBRA account. The Senate committee-reported bill proposed \$10 million more for the Native American Programs account compared to FY2025, reflecting the inclusion of \$10 million in Tribal HUD-VASH funding in the account, consistent with the President's budget request. The Senate committee bill would have provided the same amount of funding for IHBG

³⁴ See HUD FY2024 CoC Program Awards by Component, https://files.hudexchange.info/reports/published/CoC_AwardComp_NatlTerrDC_2024.pdf (accessed February 24, 2026).

formula grants as FY2025, but it would have provided \$50 million less for IHBG competitive grants (\$100 million compared to \$150 million) and \$50 million more for ICDBG (\$125 million compared to \$75 million).

The FY2026 appropriations law included the same overall funding level for Native American Programs as proposed by the Senate committee bill, but with a different distribution. The law includes the same funding for formula grants as FY2025, but less for competitive grants (\$125 million, compared to \$150 million in FY2025) and more for ICDBG (\$100 million, compared to \$75 million in FY2025). Like the Senate committee bill and as proposed by the President, Tribal HUD-VASH is included in the Native American Programs account (\$10 million).

Another program, the Native Hawaiian Housing Block Grant, provides funding to Hawaii's Department of Hawaiian Home Lands to use for housing activities for Native Hawaiians eligible to reside on the Hawaiian Home Lands. In FY2025, \$22 million was appropriated for this program. The President's budget proposed no new funding, stating that it "recognizes a greater role for State and local governments, the private sector, and nonprofits to address community and economic development needs in localities across the Nation."³⁵ The House committee-reported bill proposed \$18 million for the program (-18% relative to FY2025), while the Senate committee bill proposed maintaining the FY2025 funding level. Like the Senate committee bill, the FY2026 appropriations law continues funding for the program at the FY2025 level (\$22 million).

Proposed Elimination of Grant Programs

The President's FY2026 budget proposed to eliminate funding for several HUD grant programs, all of which were ultimately funded in the FY2026 final appropriations law.

The largest grant program that was slated for elimination, which was funded at \$3.3 billion in FY2025, is the Community Development Block Grant (CDBG) program. The program provides formula grant funding to states and localities to fund various community development activities. Eligible activities include planning, public works and facilities, housing, public services, and economic development. The President's budget request justified CDBG's elimination citing "poorly targeted" and "wasteful" projects.³⁶ H.R. 4552 proposed funding the program at the FY2025 level and S. 2465 proposed funding it at \$3.1 billion, a 6% reduction relative to FY2025 and the House committee-proposed level. The FY2026 appropriations law continued funding for CDBG at the FY2025 level.

Two related competitive grant programs—funded in the CDBG account—were also proposed for no new funding in the President's budget: the Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment (SUPPORT) program, which funds opioid recovery housing, and the Pathways to Removing Obstacles to Housing (CDBG-PRO Housing) competition, which provides grants for removing barriers to affordable housing development. SUPPORT was proposed to be funded at the FY2025 level (\$30 million) by both the House and Senate committee bills; CDBG PRO-Housing would have received no funding in the House committee bill, but \$60 million in the Senate committee bill. The FY2026 appropriations law included \$30 million for SUPPORT and \$50 million for PRO-Housing.

³⁵ HUD FY2026 Congressional Budget Justification, p. 11-1.

³⁶ Administration's skinny budget request, Letter from Russell T. Vought, Director, Office of Management and Budget, to The Honorable Susan Collins, Chair, Senate Committee on Appropriations, May 2, 2025, p. 26, <https://www.whitehouse.gov/wp-content/uploads/2025/05/Fiscal-Year-2026-Discretionary-Budget-Request.pdf> (hereinafter, "Letter from Russell T. Vought").

The HOME Investment Partnerships block grant program, which provides formula grant funding to states and localities to fund various affordable housing activities, was also proposed for elimination by the President's FY2026 budget. Funded at \$1.25 billion in FY2025, eligible activities include new construction, rehabilitation, and acquisition of both rental and homeownership housing, as well as tenant-based rental assistance. The President's budget justifications for the HOME Investment Partnership's block grant contend as justification for the program elimination that "[t]he Federal Government's involvement increases the regulatory burden of producing affordable housing."³⁷ H.R. 4552 included the President's proposal to provide no new funding for the program in FY2026, but the committee report provided a different rationale, citing grantees' unspent balances of emergency funding allocated by the American Rescue Plan Act of 2021 (P.L. 117-2).³⁸ This emergency funding is referred to as HOME-ARP. Of the \$4.95 billion in HOME-ARP funding allocated to state and local grantees (including \$25 million to existing technical assistance providers), \$4.09 billion was unspent as of June 2025, and an additional \$22 million was unobligated.³⁹ HOME-ARP funds, unlike formula HOME funds, must primarily benefit people who are homeless; are at risk of homelessness or housing instability; or are fleeing domestic violence. S. 2465 proposed to fund the HOME program at its FY2025 level, which is what was ultimately adopted in the FY2026 appropriations law.

H.R. 4552 proposed to rescind unobligated balances of FY2025 funding for a number of competitive grant programs for which HUD had not yet made awards. These included the following:

- The Youth Homelessness Demonstration, funded within the Homeless Assistance Grants account at \$107 million in FY2025 (rescission included in the account funding language)
- Public Housing grants for lead and other health hazard elimination, funded at \$65 million in FY2025 (§235)
- Choice Neighborhoods grants, funded at \$75 million in FY2025 (§235)
- Grants for Recovery Housing, as authorized by Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment [SUPPORT] for Patients and Communities Act of 2018 (P.L. 115-271), funded within the Community Development Fund account at \$30 million in FY2025 (§235).
- Eviction Prevention Grants, funded at \$20 million in the Research and Technology account in FY2025 (rescission included in the account funding language).

The Senate committee-passed bill does not include these rescissions, but did include one that was not included in the House committee-passed bill:

- Assisted Housing Inspections and Risk Assessments, funded at \$50 million in FY2025, would have \$25 million in unobligated balances rescinded (§249(f)). (Remaining unobligated balances from amounts provided in FY2024 for Fair Housing Activities would also be rescinded, but an equal amount would be appropriated for FY2026 (§250). This would allow for funds to be recaptured and reappropriated before their expiration date.

³⁷ Administration's skinny budget request, Letter from Russell T. Vought.

³⁸ H.Rept. 119-212, p. 98.

³⁹ Department of Housing and Urban Development, Standard Form 133: Report on Budget Execution and Budgetary Resources, FY2025, Q3. MAX.gov, <https://portal.max.gov/portal/document/SF133/Budget/FY%202025%20-%20SF%20133%20Reports%20on%20Budget%20Execution%20and%20Budgetary%20Resources.html>.

The FY2026 appropriations law included a rescission of \$22 million in unobligated FY2025 Assisted Housing Inspections and Risk Assessments account, similar to the rescission proposed by the Senate committee-passed bill.

Earmarks

The Community Development Fund account is often used to fund Congressionally Directed Spending or Community Project Funds—commonly referred to as *earmarks*. These are provided through a set-aside for Economic Development Initiative (EDI) grants. Under the terms of the FY2025 full year CR, no funding was provided for EDI earmarks for the first time since FY2022. For FY2026, the President’s budget, as is typical, requested no funding for EDIs (it included no funding for the CDF account as a whole). The House committee bill proposed \$2.3 billion in EDI earmarks for FY2026 and the Senate committee bill proposed \$1.3 billion; accounting for 3% and 2% of proposed total gross HUD appropriations, respectively. The FY2026 appropriations law included \$3.6 billion in EDI earmarks, equivalent to 4% of total HUD gross appropriations in FY2026.

Select General Provisions

Each year, the THUD appropriations act includes dozens of General Provisions (GPs) for HUD, which involve administrative guidance on how funding provided in the act should and should not be used and, in some cases, amendments to laws that govern the department’s programs and activities. Many of these GPs are carried over from year to year, but some new GPs are generally added each year. Some of the new GPs that were under consideration for the FY2026 appropriations cycle are discussed below (provisions from the House and Senate committee-reported bills that were ultimately enacted in the FY2026 appropriations law are noted).

House Committee-Reported Bill

- Section 236 would have prohibited HUD from providing funding to jurisdictions that refuse to coordinate with the Department of Homeland Security in relation to certain immigration enforcement activities.
- Section 237 would have prohibited HUD from using funding in the bill to enforce updated energy efficiency standards for newly-constructed HUD-assisted housing that were adopted in a notice that was finalized during the previous administration.
- Section 238 would have prohibited HUD from using funding in the bill to enforce a 30-day notice to vacate policy associated with evictions that was finalized during the previous administration.
- Section 239 would have given the HUD Secretary the authority to waive many of the rent rules governing federal rental assistance programs, potentially allowing landlords and program administrators to decrease or increase tenant rents or set other related requirements, as determined by the Secretary, for a period of no less than seven years.
- Section 240 would have allowed full funding fungibility for PHAs, allowing them to use their public housing operating and capital grants interchangeably. Current law only provides full fungibility to small PHAs; other PHAs are limited to transferring no more than 20% their funds between their operating and capital grants.

Senate Committee-Passed Bill

- Section 233 would have permitted the Secretary to award contract administrator awards for the Section 8 project-based rental assistance program through a cooperative agreement.
- Section 238 would have authorized the Secretary of HUD to forgive or restructure debts related to flexible subsidy loans on older assisted multifamily properties through FY2028 and would appropriate \$3.3 million for this purpose. The FY2026 appropriations law included a version of this provision in Section 239 and included an appropriation of \$2 million.
- Section 241 would have prohibited funds provided by the act from being used to close or relocate field or regional offices except as provided for in the act and would have required that HUD maintain at least one functional field office in each state.
- Section 242 would have required HUD to conduct rulemaking subject to federal law requiring for public participation and comment periods of no less than 60 days. The FY2026 appropriations law included this provision in Section 242.
- Section 243 would have required the HUD Secretary to submit to the House and Senate Committees on Appropriations a list with all grants, cooperation agreements, and contracts that were obligated and subsequently terminated or reduced in scope in 2025 or where the terms and conditions of agreements were changed or modified in FY2025, including an explanation for terminations or changes, and the affected recipients, location, and the source of funding.
- Sections 245-248 would have made certain changes related to Native American housing programs.
- Section 406 would have prohibited any funding in the bill from being used to relocate an office or reduce personnel without notifying the Housing and Senate Appropriations Committees 30 days in advance. As context, the HUD Secretary has announced his intent to move HUD headquarters out of the Weaver building to another location. S.Rept. 119-47 states

The Committee notes that HUD has recently announced its intention to move out of its headquarters building, and that a budget and timeline for such a move is still being developed. As such, the Department has not requested any funding in fiscal year 2026 to facilitate a transition out of the current headquarters space, and the Committee recommendation does not include any funding for that purpose at this time. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on: (1) the program of requirements developed for the HUD headquarters, (2) the total budget for the move, build-out, and maintenance of the new headquarters space, with agency responsibilities and sources of funding delineated between HUD and the General Services Administration, (3) the detailed timeline for the proposed move, and (4) any analysis of alternative buildings considered this year.

While the FY2026 appropriations law did not contain this provision, the accompanying explanatory statement included the following:

In addition to the direction provided under the heading “Weaver Building” in Senate Report 119-47, the agreement directs the Department to coordinate with the General Services Administration to identify and brief the House and Senate Committees on Appropriations on all potential financing options for Weaver Building close-out costs,

including the substantial outstanding liability associated with prior capital improvements, given the uncertain availability of future funding.

Full-Year Appropriations Law

In addition to the general provisions already noted, the law contained several others that were not included in either the House or Senate committee-reported bills. These include the following:

- Section 244 establishes conditions related to the renewal of certain Continuum of Care projects expiring during 2026 (discussed in the “Homeless Assistance” section of this report).
- Section 425 of the Administrative Provisions renames the Foster Youth to Independence voucher program “The Melania Trump Foster Youth to Independence Initiative.”

Title III: Related Agencies

The annual THUD appropriations bill generally provides funding for seven independent agencies that undertake activities related to transportation and/or housing:

- The U.S. Access Board is an independent federal agency designed to coordinate other federal agencies to promote accessible design and the development of accessibility guidelines and standards to ensure access to federally funded public infrastructure for persons with disabilities.⁴⁰
- The Federal Maritime Commission is an independent federal agency charged with regulating U.S. ocean commerce.⁴¹
- The Amtrak Inspector General is an independent organization charged with providing oversight of Amtrak’s programs and operations.⁴²
- The National Transportation Safety Board (NTSB) investigates accidents, crashes, and other events in transportation.⁴³
- The Neighborhood Reinvestment Corporation (NeighborWorks America) is a congressionally chartered nonprofit that supports a network of community organizations that provide affordable housing, financial counseling, and resident engagement.⁴⁴
- The Surface Transportation Board is an independent federal agency is “charged with the economic regulation of various modes of surface transportation, primarily freight rail.”⁴⁵
- The Interagency Council on Homelessness is an independent federal agency charged with coordinating the federal response to homelessness.⁴⁶

⁴⁰ See <https://www.access-board.gov/about/>.

⁴¹ See <https://www.fmc.gov/about-the-fmc/>.

⁴² See <https://amtrakoig.gov/about-us>.

⁴³ See <https://www.nts.gov/about/Pages/default.aspx>.

⁴⁴ See <https://www.neighborworks.org/About-Us>.

⁴⁵ See <https://www.stb.gov/about-stb/>.

⁴⁶ See <https://www.usich.gov/about-usich/>.

Table 8. THUD Related Agencies, FY2025-FY2026 Detailed Appropriations
(dollars in millions)

Related Agency	FY2025 Enacted	FY2026 Request	FY2026 House Comm.	FY2026 Senate Comm.	FY2026 Enacted
Access Board	10	10	10	10	10
Federal Maritime Commission	40	40	40	40	40
National Railroad Passenger Corporation (Amtrak) Office of Inspector General	29	31	31	29	29
National Transportation Safety Board	145	145	145	145	145
Neighborhood Reinvestment Corporation (NeighborWorks)	158	27	100	158	158
Surface Transportation Board	47	41	41	41	41
Offsetting Collections	-1	-1	-1	-1	-1
U.S. Interagency Council on Homelessness	4	0	0	2	3
Total	433	293	366	424	425

Sources: “FY2026 House Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in H.Rept. 119-212 and text of H.R. 4552; “FY2026 Senate Comm.” figures are taken from the Comparative Statement of New Budget Authority table, as published in S.Rept. 119-47 and text of S. 2465. “FY2025 Enacted,” “President’s Budget,” and “FY2026 Enacted” figures are taken from the funding table in Book II of the Explanatory Statement published in January 22, 2026, *Congressional Record* (pp. H1888-H1909).

Note: Totals may not add due to rounding.

U.S. Interagency Council on Homelessness

Both the FY2026 President’s budget and the House committee-reported bill proposed to eliminate funding for the USICH, while the Senate committee-reported bill proposed to cut funding in half, from \$4 million in FY2025 to \$2 million. The FY2026 appropriations law included \$3 million for the USICH.

The USICH, authorized as part of the McKinney-Vento Homeless Assistance Act (P.L. 100-77, as amended), is made up of representatives from multiple federal agencies who, together with the USICH executive director and staff, are to coordinate efforts to address homelessness nationally. The USICH is also responsible for releasing a National Strategic Plan to End Homelessness and for supporting state and local governments and nonprofit organizations in their efforts to provide assistance to people experiencing homelessness, among other activities.

Author Information

Maggie McCarty
Specialist in Housing Policy

Jennifer J. Marshall
Analyst in Transportation Policy

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