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TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2026

JULY 24, 2025.—Ordered to be printed

Mrs. HYDE-SMITH, from the Committee on Appropriations,
submitted the following

REPORT

[To accompany S. 2465]

The Committee on Appropriations reports the bill (S. 2465) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2026, and for other purposes, reports favorably thereon without amendment and recommends that the bill do pass.

Amounts of new budget (obligational) authority for fiscal year 2026

Total of bill as reported to the Senate	\$100,223,577,000
Amount of 2025 appropriations	114,493,711,000
Bill as recommended to Senate compared to—	
2025 appropriations	– 14,270,134,000

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OVERVIEW AND SUMMARY OF THE BILL

The Transportation, Housing and Urban Development, and Related Agencies appropriations bill provides funding for a wide array of Federal programs, mostly in the Departments of Transportation [DOT] and Housing and Urban Development [HUD]. Programs in the DOT support road, transit, rail, pipeline, maritime, and aviation infrastructure development, as well as safety, oversight, and enforcement across the various modes. Resources for HUD support economic development, affordable housing production, and housing assistance for those most in need, including the elderly, individuals with disabilities, and people experiencing homelessness. The bill also provides funding for the Federal Housing Administration [FHA] and the Government National Mortgage Association [Ginnie Mae] to continue their traditional roles of providing access to affordable homeownership in the United States.

The bill, as reported, provides the proper balance of funding for transportation, housing, and community development programs and activities. It is consistent with the subcommittee's allocation for fiscal year 2026. All accounts in the bill have been closely examined and funding is provided to carry out the programs and activities of the DOT, HUD, and related agencies. Details on each of the accounts and the Committee's justifications for the funding levels are included in this report.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2026, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" [PPA] shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations), accompanying reports or explanatory statements of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill, report, or joint explanatory statement language.

REPROGRAMMING GUIDELINES

The Committee includes provisions in section 405 establishing the authority by which funding available to the agencies in this act, division J of Public Law 117-58, or previous appropriations acts may be reprogrammed for other purposes. These provisions specifically require the advanced notification and approval of the

House and Senate Committees on Appropriations of any proposal to reprogram funds that:

- creates a new program;
- eliminates a PPA;
- increases funds or personnel for any PPA for which funds have been denied or restricted by the Congress;
- proposes to redirect funds that were directed in such reports or explanatory statements for a specific activity to a different purpose;
- augments an existing PPA in excess of \$5,000,000 or 10 percent, whichever is less;
- reduces an existing PPA by \$5,000,000 or 10 percent, whichever is less; or
- creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the congressional budget justifications or most recent organizational charts submitted to the Committees on Appropriations or the report accompanying this act, whichever is more detailed. This direction applies to both the bill and accompanying reports or joint explanatory statements.

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 60 days after enactment of this act to establish the baseline for application of reprogramming and transfer authorities provided in this act. Specifically, each agency should provide a table for each appropriation with columns displaying the prior year enacted level; budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation and prior year enacted level both by object class and by PPA, as detailed in this act, accompanying reports or joint explanatory statements, or in the budget appendix for the respective appropriations, whichever is more detailed, and shall apply to all items for which a dollar amount is specified and to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations. In addition, the operating plan shall include an organizational chart with the number of full-time personnel onboard as of the end of the most recent pay period for each office as approved by this act or a report or joint explanatory statement accompanying this act that provides the same level for detail provided in the congressional budget justification or most recent organizational charts submitted to the Committees on Appropriations, with an exception. The operating plan must also identify items of special congressional interest.

The Committee expects the agencies and bureaus to submit reprogramming requests in a timely manner and to provide a thorough explanation of the proposed reallocations, including a detailed justification of increases and reductions and the specific impact the proposed changes will have on the budget request for the following fiscal year. Except in emergency situations, reprogramming requests should be submitted no later than June 30.

The Committee expects each agency to manage its programs and activities within the amounts appropriated by Congress. The Committee reminds agencies that reprogramming requests should be

submitted only in the case of an unforeseeable emergency or a situation that could not have been anticipated when formulating the budget request for the current fiscal year. Further, the Committee notes that when a Department or agency submits a reprogramming or transfer request to the House and Senate Committees on Appropriations and does not receive identical responses from the House and Senate, it is the responsibility of the Department to reconcile the House and Senate differences before proceeding, and if reconciliation is not possible, to consider the request to reprogram funds not approved.

The Committee would also like to clarify that these sections apply to the working capital fund [WCF] for the DOT, and that no funds may be obligated from such funds to augment programs, projects or activities for which appropriations have been specifically rejected by the Congress, or to increase funds or personnel for any PPA above the amounts appropriated by this act or a report or joint explanatory statement accompanying this act.

CONGRESSIONAL BUDGET JUSTIFICATIONS

Budget justifications are the primary tool used by the House and Senate Committees on Appropriations to evaluate the resource requirements and fiscal needs of agencies. Timely receipt of such budget justifications is integral to the Committee's ability to produce an effective and efficient annual appropriations bill, as is the prompt and comprehensive briefing of Committee staff on the details of the President's budget request. The Committee is aware that the format and presentation of budget materials is largely left to the agency within presentation objectives set forth by the Office of Management and Budget [OMB]. The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions. Section 424 of this act outlines the information that agencies are required to include in the congressional budget justification for fiscal year 2027. Among other items, agencies shall use or provide a comparison to the account and sub-account structure provided under this act or a report or joint explanatory statement accompanying this act; provide all available budgetary resources from contract authority, mandatory budget authority, advance appropriations, and discretionary authority, including disaster and emergency-designated funding; provide detailed information on all programs, including detailed discussion of proposed new initiatives or changes to the agency's financial plan; and provide detailed tables and organizational charts that delineate funding for salaries and expenses and the number of full-time equivalent [FTE] and full-time positions [FTP] as well as justifications for all funding and staffing changes, reorganizations, and restructurings at the same level of detail provided to support the fiscal year 2025 budget justifications and amounts provided for salaries and expenses by the Infrastructure Investment and Jobs Act [IIJA] and any other supplemental or emergency-designated funding shall be presented separately. This shall include all salaries and expenses funding and FTE/FTP provided by administrative takedowns from any and all budgetary resources. Advance appropriations from division J of the IIJA includes takedowns for administrative expenses, and amounts that are made available for

programmatic activities should not be used to exceed the administrative limitation specified in division J of the IIJA. FTEs funded by division J are expected to be managed as a separate and distinct resource and shall not be included or represented as an adjustment to base in the annual discretionary budget request for salaries and expenses.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this act. Therefore, the Committee expects that each agency will coordinate with the House and Senate Committees on Appropriations in advance on its planned presentation for its budget justification materials in support of the fiscal year 2027 budget request.

TRANSPARENCY REQUIREMENT

The Committee remains interested in increasing transparency and accountability of Federal grant spending. The Departments of Labor, Health and Human Services, and Education are directed by the Stevens Amendment, section 505 of title V, division H of Public Law 115–141, to require grantees to include the total cost of the project, the percentage of Federal funds in the project or program, and identify all of the sources of funding for the total project or program in all public documents announcing the grant award. The Committee directs agencies to collect data on what information Federal grant recipients currently include in the public documents announcing the grant award to determine whether recipients of funding in this act could comply with the Stevens Amendment without unreasonable burden. The Committee expresses appreciation for the Department that has submitted the report and again reminds the remaining Department to provide the report required in fiscal year 2020 on the feasibility of complying with the Stevens Amendment.

FEDERAL TRUST AND TREATY RESPONSIBILITIES

The Committee reminds agencies funded by this act of their obligation to uphold the Federal trust and treaty responsibilities to Tribes and Federal obligations to the Native Hawaiian community. This includes upholding treaty and reserved rights, and any other rights and obligations under Federal law; supporting self-determination efforts by Native communities; and conducting early and robust government-to-government consultation with Tribes, and meaningful outreach and engagement with Native Hawaiians.

REPORTING REQUIREMENTS

The Committee directs the DOT and HUD to provide the House and Senate Committees on Appropriations with quarterly written notifications on the status of pending reports required by this and prior appropriations acts. The agencies are reminded that these reports are important to the Committee's ability to carry out its oversight responsibilities, and each agency is expected to comply with specified deadlines.

AUDIT STANDARDS

The Committee is concerned about Federal agencies executing contracts with certain independent financial auditing and audit remediation firms that have been penalized for poor auditing practices. The Committee believes that all firms contracting with departments and agencies funded in this act, particularly for financial auditing and accounting services, should have qualified professionals and ethics, and integrity controls in place to ensure they are in compliance with Federal accounting and procurement standards. For all contract actions (including awards, renewals, and amendments), Departments and agencies funded in this act shall require any accounting firm providing financial auditing or audit remediation services to provide a statement setting forth the details of any disciplinary proceedings occurring within 1 year of the projected performance period related to noncompliance with rules or laws applying to audit services.

FEDERALLY FUNDED RESEARCH

The Committee urges the DOT and HUD to affirmatively determine and make available on a publicly accessible website a justification that federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

AFFORDABLE HOUSING PROGRAM ALIGNMENT

The Committee remains steadfast in its commitment to reducing duplicative inspections addressing the statutory, regulatory, and procedural barriers that add time and cost to affordable housing projects that are developed with multiple Federal funding sources. The Committee commends HUD for issuing several rules recently to improve alignment across Federal affordable housing programs and reduce administrative burdens on grantees. The actions taken by HUD to update the community development block grant [CDBG] and HOME investment partnerships [HOME] programs regulations, as well as to implement the Housing Opportunity Through Modernization Act of 2016 [HOTMA] will streamline and simplify coordination. However, the Committee notes continued challenges within HUD to align and streamline efforts across other Federal agencies. The Committee directs HUD, in coordination with the Internal Revenue Service [IRS] and other Federal agencies, to take steps, within existing authorities, to streamline and better coordinate Federal affordable housing development incentives and programs with the goals of simplifying the work necessary for developers to build the capital stack for affordable housing and redevelopment projects and minimizing the need for duplicative inspections. The Committee directs HUD, in coordination with the IRS and other agencies, to report to the House and Senate Committees on Appropriations no later than 180 days after enactment of this act on policy recommendations to address statutory barriers and to identify additional authorities necessary to further this goal.

FOREIGN MALIGN INFLUENCE MITIGATION

For more than a decade, adversaries of the United States—primarily Russia, China, and Iran—have utilized foreign malign influence [FMI] to conduct influence operations against the Nation to create divisiveness and fracture communities. Per the Department of Homeland Security [DHS], FMI refers to the deliberate and covert actions, such as disinformation campaigns and propaganda, used by foreign governments, organizations, or individuals to manipulate, disrupt, or undermine that political, social, or economic stability of another country. FMI aims to create their own narrative to shape public opinion, destabilize democratic processes, sow discord, and advance the interests of the foreign actor. These influence operations generally target politically charged issues, but the Committee is concerned that our adversaries are exploiting U.S. transportation incidents, infrastructure, and companies in an effort to instill a fear of travel and to undermine the economy with an adversarial narrative. To gain a better understanding, scope, and impact of these nefarious efforts, the Committee directs the DOT to coordinate efforts with the Office of the Director of National Intelligence [ODNI] Foreign Malign Influence Center and the National Center for Narrative Intelligence [NCNI] to produce a public report on state backed influence operations on U.S. transportation infrastructure and transportation companies.

TITLE I
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89–670), provides for the establishment of the Office of the Secretary of Transportation [OST]. OST is comprised of the Secretary and the Deputy Secretary immediate and support offices; the Office of the General Counsel; the Office of the Under Secretary of Transportation for Policy, including the offices of the Assistant Secretary for Aviation and International Affairs, the Assistant Secretary for Transportation Policy, and the Assistant Secretary for Multimodal Freight Infrastructure and Policy; five Assistant Secretarial offices for Budget and Programs, Governmental Affairs, Research and Technology, and Administration; and the Offices of Public Affairs and Public Engagement, the Executive Secretariat, Intelligence, Security and Emergency Response, the Chief Information Officer, and Tribal Government Affairs. OST also includes the Department’s Office of Civil Rights and the Department’s working capital fund.

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2025	\$191,295,000
Committee recommendation	185,965,000

PROGRAM DESCRIPTION

This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries and the general counsel.

COMMITTEE RECOMMENDATION

The Committee recommends \$185,965,000 for the salaries and expenses of OST, including \$70,000 for reception and representation expenses. The recommendation is \$5,330,000 less than the fiscal year 2025 enacted level.

The Committee recommendation authorizes the Secretary to transfer up to 4 percent of the funds among the purposes funded in the Office of the Secretary. The bill also continues language that permits up to \$2,500,000 of fees to be credited to the Office of the Secretary for salaries and expenses. The Committee recommendation supports the realignment of individual office WCF expenses being streamlined into one shared services account, as well as the

realignment of information technology development, modernization, and enhancement [IT DME] efforts.

The following table summarizes the Committee's recommendation in comparison to the fiscal year 2025 enacted level.

	2025 enacted	Committee recommendation
Office of the Secretary	\$3,770,000	\$3,764,000
Office of the Deputy Secretary	1,370,000	1,348,000
Office of the General Counsel	32,272,000	27,780,000
Office of the Under Secretary for Policy	20,064,000	20,222,000
Office of the Assistant Secretary for Budget and Programs	22,724,000	21,505,000
Office of the Assistant Secretary for Government Affairs	7,138,000	3,807,000
Office of the Assistant Secretary for Administration	43,284,000	20,024,000
Office of Public Affairs and Public Liaison	6,244,000	5,664,000
Office of the Executive Secretariat	2,515,000	2,332,000
Office of Intelligence, Security, and Emergency Response	16,506,000	15,484,000
Office of the Chief Information Officer	33,879,000	16,957,000
Office of Tribal Government Affairs	1,529,000	1,494,000
WCF Shared Services		41,644,000
IT DME		3,940,000
Total	191,295,000	185,965,000

World Cup, Olympic, and Paralympic Events.—The Committee recognizes that the mobility needs of competitors, supporting staff, and spectators place high demands on the transportation and infrastructure systems in U.S. cities hosting the 2026 FIFA World Cup and 2028 Olympic and Paralympic events. These include providing safe and reliable event-specific mass transportation operations across aviation, road, rail, and transit systems for attendees, residents, and visitors to the United States. The Committee directs the Department to expedite technical assistance and to exercise flexibilities in providing Federal resources, funding, approvals, and waivers in a timely manner to the host cities, States, local governments, regional or metropolitan agencies, transit agencies, airport and public authorities, and associated entities to enable adequate preparation for the events.

The DHS designating the 2028 Olympic and Paralympic Games as a national special security event commits all Federal agencies to provide full cooperation and support to ensure the safety of all participants. Because significant resources will need to be dedicated to the planning, design, and implementation of transit infrastructure over the next 3 years, the Secretary shall report to the House and Senate Committees on Appropriations on the full scope of the DOT's obligations, including the nature of its coordination with other Federal agencies and departments, as well as representatives of the relevant State and local transportation entities involved in the 2028 Olympic and Paralympic Games. The report shall also include the host locations' projected resource needs for fiscal year 2027 through fiscal year 2029, including specific account details for each fiscal year.

IMMEDIATE OFFICE OF THE SECRETARY

PROGRAM DESCRIPTION

The Secretary of Transportation provides leadership and has the primary responsibility to provide overall planning, direction, and control of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends \$3,764,000 for the Immediate Office of the Secretary, which is \$6,000 less than the fiscal year 2025 enacted level. The Committee directs the Department to abide by both the will and intent of Congress in all funding and policy decisions, and to consult with the House and Senate Committees on Appropriations prior to issuing all notices of funding opportunities [NOFOs].

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

PROGRAM DESCRIPTION

The Deputy Secretary has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,348,000 for the Immediate Office of the Deputy Secretary, which is \$22,000 less than the fiscal year 2025 enacted level.

OFFICE OF THE GENERAL COUNSEL

PROGRAM DESCRIPTION

The Office of the General Counsel provides legal services to the Office of the Secretary, including the conduct of aviation regulatory proceedings, and coordinates and reviews the legal work in the chief counsels' offices of the operating administrations. The General Counsel is the chief legal officer of the Department and the final authority on all legal questions.

COMMITTEE RECOMMENDATION

The Committee recommends \$27,780,000 for the Office of the General Counsel, which is \$4,492,000 less than the fiscal year 2025 enacted level. Of the amount provided, not less than \$8,000,000 is to continue the Department's efforts to address aviation consumer complaints and related consumer aviation activities as well as implement aviation consumer protection laws through the Office of Aviation Consumer Protection within the Office of the General Counsel.

Aviation Consumer Complaints.—The number of air travel service complaints surged to an unprecedented level of 102,561 in 2020 versus 15,332 in 2019, an increase of 569 percent. Since that time, complaints have de-escalated, but remain unacceptably high at a rate of 86,240 in 2022, 96,853 in 2023, and 97,906 in 2024. Therefore, the Committee directs the Department to report to the House and Senate Committees on Appropriations an annual summary of

air travel consumer complaints from the preceding year accounting for flight delays; mishandled baggage, wheelchairs, and scooters; over sales; airlines reports of the loss, injury, or death of animals during transportation; customer reports to the Transportation Security Administration; and other consumer complaints. Further, the bill requires the Secretary to report to the House and Senate Committees on Appropriations on the implementation of all sections under title V of the FAA Reauthorization Act of 2024 not later than 90 days after enactment of this act.

OFFICE OF THE UNDER SECRETARY FOR POLICY

PROGRAM DESCRIPTION

The Under Secretary for Policy is the chief policy officer of the Department and is responsible for the analysis, development, and review of policies and plans for domestic and international transportation matters. The office administers the economic regulatory functions regarding the airline industry and is responsible for international aviation programs, the essential air service program, airline fitness licensing, acquisitions, international route awards, computerized reservation systems, and special investigations. Within this office, the IIJA also created an Office of Multimodal Freight Infrastructure and Policy [MFIP] to oversee certain multimodal freight grant programs, carry out the National multimodal freight policy, and facilitate the movement of freight across and within different modes of transportation.

COMMITTEE RECOMMENDATION

The Committee recommends \$20,222,000 for the Office of the Under Secretary for Policy, which is \$158,000 more than the fiscal year 2025 enacted level. Of the amount provided, \$1,970,000 is for the MFIP and \$2,000,000 is for the freight logistics optimization works [FLOW] program.

Competitive Grants.—The Committee strongly believes in the importance of Federal competitive grant programs that provide funding above Federal formula programs and allow both State and local transportation agencies to build and maintain infrastructure that would otherwise not receive Federal funding. While reaching a grant agreement between the Department and a grant recipient can be a time-consuming and burdensome process, the grant agreement is critical to ensuring grantees meet all Federal requirements and make prudent use of taxpayer funding. The Committee appreciates the Department's progress in approving over 1,900 competitive grant awards for obligation since January 2025, but remains concerned that the on-going review of previously awarded competitive grants is slowing down transportation projects in every State and leading to unnecessary delays and cost increases. The Committee directs the DOT to expeditiously complete its reviews to minimize impacts on grantees. Further, the Committee directs the Department to continue helping at-risk grantees and in particular grantees whose funds have an obligation deadline of September 30, 2026. The Committee directs the Department to prioritize staffing increases in the relevant division, regional, or field offices that can help improve the timeliness of reaching grant agreements, espe-

cially given the significant losses in staffing the Department has recently experienced. In order to bring greater transparency to this process, the Committee directs the Department to provide the status of all awarded but not obligated competitive grant and community project funding/congressionally directed spending projects. The Department shall provide a list of all such awards by program, fiscal year, and grantee, and include the name of the project, the state of the project location, the original amount of the award when announced, and the amount obligated to date. The Department shall provide the data to the House and Senate Committees on Appropriations not later than 120 days after the enactment of this act and biannually after the first submission of such data.

FLOW Program.—The Committee continues to support the Department’s efforts to improve supply chain resiliency through the FLOW program, and industry-supported data-sharing network, and is pleased with the progress the FLOW program has made in improving the transparency of the supply chain. The Committee encourages the DOT to consider integrating commercially available artificial intelligence and machine learning tools into the FLOW program. Further, the Committee directs the Department to coordinate with the DHS Supply Chain Resiliency Center [SCRC] to improve forecasting and scenario planning for various supply chain disruptions, including staffing at U.S. ports.

Cargo Theft Prevention.—The Committee recognizes the substantial increase in cargo theft that has affected the transportation supply chain over the last few years. The Committee directs the Department to coordinate with the Federal Bureau of Investigations [FBI], the Department of Justice, the DHS SCRC, and relevant stakeholders, including professional policing organizations, to provide a report on cargo theft trends in the transportation supply chain, along with a strategy to combat cargo theft, to the House and Senate Committees on Appropriations not later than 120 days after enactment of this act.

Department Policies.—The Department’s current statement of international air transportation policy was last updated in 1995 and is now almost 30 years old. The Committee once again directs the Department to brief the House and Senate Committees on Appropriations on the status of this policy document not later than 120 days after enactment of this act.

Cellular Vehicle-to-Everything Safety Technology.—The Committee commends the Department’s commitment to reducing deaths and serious injuries on our Nation’s roadways. The Department’s October 2023 draft report *Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment* calls cellular vehicle-to-everything [C-V2X] technologies a “powerful tool for achieving its ambitious, long-term goal” of eliminating roadway fatalities. C-V2X enables vehicles to communicate with each other, with other road users such as pedestrians and cyclists, and with roadside infrastructure. Therefore, the Committee directs the Department to find ways to incentivize and accelerate the deployment of cellular C-V2X technologies through coordinated actions across modal agencies, including incorporation into the National Highway Traffic Safety Administration’s [NHTSA’s] new car assessment program [NCAP] and through program guidance, NOFOs for discretionary grant pro-

grams, and national roadway safety strategy implementation. Further, the Committee directs the Department to update and publish its draft report *Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment*.

Communications Services for Limited English Proficient Communities.—The Committee directs the Department to continue improving multi-lingual communications, which should include mediums such as television and radio, to reach limited English proficient [LEP] communities. However, to improve implementation, the Committee encourages the DOT to review its communication practices and create uniform applications across all modes, as appropriate, in order to strengthen communication including through digital, television, and radio advertising. The Committee further directs agencies at the DOT that engage in educational outreach campaigns to report to the House and Senate Committees on Appropriations on their annual advertising budgets not later than 90 days after enactment of this act.

Digital Twin Technologies.—The Committee understands the potential that digital infrastructure technologies, including software and related services, have in modernizing our Nation's existing and future infrastructure. These technologies have the potential to reduce project costs, accelerate project delivery, and build more innovative, resilient, and efficient infrastructure, including bridges and other surface transportation assets. As such, the Committee directs the Department to include digital infrastructure technologies in NOFOs in an effort to leverage Federal resources to the maximum extent possible and to bring the U.S. into the next generation of bridge design, construction, operations, and maintenance. The Committee also directs the Department to ensure non-Federal stakeholders are informed of the eligibility of technology in the delivery of federally funded projects.

Transportation Workforce Outreach Program.—The Committee strongly supports initiatives to encourage awareness of career opportunities in the transportation sector. The Committee directs the Department to implement the transportation workforce outreach program as authorized in section 25020 of the IIJA. Further, the Committee directs the Department to utilize program funds to support the development, production, and use of broadcast, digital, and print media advertising and outreach efforts as part of a public awareness campaign.

Foreign Control of Helicopter Operators.—The Committee expects the Department to address allegations of U.S. carriers under actual foreign control that are operating between two U.S. points for compensation without satisfying 49 U.S.C. 40102(a)(15) and to take enforcement or other action as appropriate on such carriers found to be operating in violation of existing law.

Battery Powered Mobility Devices.—The Committee notes the rapid rise of battery powered mobility devices in the United States, and the limitations of current battery options due to long charge times and limited life cycles. As such, the Department is encouraged to support the development of hybrid supercapacitor-lithium-ion battery modules to improve the performance and accessibility of battery powered mobility devices.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

The Assistant Secretary for Budget and Programs serves as the Chief Financial Officer for the Department and provides leadership on all financial management matters. The primary responsibilities of this office include ensuring the development and justification of the Department's annual budget submissions for consideration by the OMB and the Congress. The office is also responsible for the proper execution and accountability of these resources. In addition, the Office of the Chief Financial Officer for the Office of the Secretary is located within the Office of the Assistant Secretary for Budget and Programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$21,505,000 for the Office of the Assistant Secretary for Budget and Programs, which is \$1,219,000 less than the fiscal year 2025 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

The Assistant Secretary for Governmental Affairs advises the Secretary on all congressional and intergovernmental activities and on all departmental legislative initiatives and other relationships with Members of Congress. The Assistant Secretary promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs and ensures that consumer preferences, awareness, and needs are brought into the decision-making process.

COMMITTEE RECOMMENDATION

The Committee recommends \$3,807,000 for the Office of the Assistant Secretary for Governmental Affairs, which is \$3,331,000 less than the fiscal year 2025 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

PROGRAM DESCRIPTION

The Assistant Secretary for Administration is responsible for establishing policies and procedures; setting guidelines; working with the operating administrations to improve the effectiveness and efficiency of the Department in human resource management, security and administrative management; real and personal property management; and acquisition and grants management.

COMMITTEE RECOMMENDATION

The Committee recommends \$20,024,000 for the Office of the Assistant Secretary for Administration, which is \$23,260,000 less than the fiscal year 2025 enacted level.

Staffing.—DOT staff in each modal administration plays a critical role in maintaining a safe transportation system and carrying out the Department's mission. With the significant reduction in

staffing levels in fiscal year 2025 as a result of employees electing to take the deferred resignation program [DRP], the Committee is concerned about the potential impact this will have on the Department's ability to fulfill statutory responsibilities and Congressional direction. The Secretary should ensure that each office within the Department is at a staffing level supported by the funding levels provided by the Committee, and ensure that each office at the Department can carry out all statutorily authorized activities including, but not limited to: improving safety; conducting inspections; providing technical assistance; and reviewing and approving plans for obligating and expending Federal formula and grant funding. The Committee directs the OST to provide a report to the House and Senate Committees on Appropriations on the number and job series of positions lost through the DRP within each office included in the Office of the Secretary in the congressional budget justification. The report shall include an analysis of the impact of these staffing reductions on the OST's ability to support the functions of the Department and modal administrations as well as all other statutory responsibilities.

OFFICE OF PUBLIC AFFAIRS AND PUBLIC ENGAGEMENT

PROGRAM DESCRIPTION

The Director of Public Affairs is the principal advisor to the Secretary and other senior departmental officials on public affairs questions. The office is responsible for managing the Secretary's presence in the media, writing speeches and press releases, and preparing the Secretary for public appearances. The office arranges media events and news conferences, and responds to media inquiries on the Department's programs and other transportation-related issues. It also provides information to the Secretary on the opinions and reactions of the public and news media on these programs and issues.

COMMITTEE RECOMMENDATION

The Committee recommends \$5,664,000 for the Office of Public Affairs, which is \$580,000 less than the fiscal year 2025 enacted level.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

The Executive Secretariat assists the Secretary and the Deputy Secretary in carrying out their management functions and responsibilities by controlling and coordinating internal and external written materials.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,332,000 for the Executive Secretariat, which is \$183,000 less than the fiscal year 2025 enacted level.

OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE

PROGRAM DESCRIPTION

The Office of Intelligence, Security, and Emergency Response ensures the development, coordination, and execution of plans and procedures for the Department to balance transportation security requirements with the safety, mobility, and economic needs of the Nation. The office keeps the Secretary and senior leadership apprised of current developments and long-range trends in international issues, including terrorism, aviation, trade, transportation markets, and trade agreements. The office also advises the Department's leaders on policy issues related to intelligence, threat information sharing, national security strategies, and national preparedness and response planning.

To ensure the Department is able to respond to disasters, the office prepares for and coordinates the Department's participation in national and regional exercises and training for emergency personnel; administers the Department's continuity of government and continuity of operations programs and initiatives; provides direct emergency response and recovery support through the National response framework; and operates the Department's crisis management center that monitors the Nation's transportation system 24 hours a day, 7 days a week, and is the Department's focal point during emergencies.

COMMITTEE RECOMMENDATION

The Committee recommends \$15,484,000 for the Office of Intelligence, Security, and Emergency Response, which is \$1,022,000 less than the fiscal year 2025 enacted level.

OFFICE OF THE CHIEF INFORMATION OFFICER

PROGRAM DESCRIPTION

The Office of the Chief Information Officer serves as the principal advisor to the Secretary on matters involving IT, cybersecurity, privacy, and records management.

COMMITTEE RECOMMENDATION

The Committee recommends \$16,957,000 for the Office of the Chief Information Officer, which is \$16,922,000 less than the fiscal year 2025 enacted level.

OFFICE OF TRIBAL AND GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

The Office of Tribal and Governmental Affairs was authorized in the IIJA to advise the Secretary and senior leadership in the Department on all Tribal matters. The office works to fulfill the Secretary's legislative priorities that will strengthen Tribal economies, improve infrastructure, and serve as the liaison between the Department and Tribal governments in support of Tribal self-governance activities.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,494,000 for the Office of Tribal and Governmental Affairs, which is \$35,000 less than the fiscal year 2025 enacted level.

RESEARCH AND TECHNOLOGY

Appropriations, 2025	\$49,040,000
Committee recommendation	32,705,000

PROGRAM DESCRIPTION

The Office of the Assistant Secretary for Research and Technology assumed responsibilities previously held by the Research and Innovative Technology Administration. The responsibilities include coordinating, facilitating, and reviewing the Department's research and development programs and activities; and overseeing and providing direction to the Bureau of Transportation Statistics, the Intelligent Transportation Systems Joint Program Office, the university transportation centers program, the Volpe National Transportation Systems Center, and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommends \$32,705,000 for the Office of the Assistant Secretary for Research and Technology, which is \$16,335,000 less than the fiscal year 2025 enacted level. The Committee directs the Department to continue to improve the representation of administrative costs for the office and directs the Department to include details relating to staffing levels across activities in future budget justifications. The following table provides funding levels for activities within this account, and includes programmatic and staffing related to such activities.

	Recommendation
Highly automated systems safety center of excellence	\$4,000,000
PNT technologies and GPS backup	3,000,000
Advanced research projects agency-infrastructure [ARPA-I] initiative	9,000,000

Positioning, Navigation, and Timing [PNT] Technologies and Global Positioning System [GPS] Backup.—The Committee recommendation provides \$3,000,000 to support this initiative established by Congress in 2022 that allows for the wide adoption of multiple technologies that provide the necessary GPS backup and complementary PNT technologies as identified in 2021 in the Complementary PNT and GPS Backup Technologies Demonstration Report (DOT-VNTSC-20-07). The Department is directed to use the funds provided in this and prior year appropriations acts to enable the deployment of commercial solutions that provide permanent complementary PNT services. The Committee also encourages the Department to use enhanced contracting authority, such as: cooperative agreements, cooperative research, and development agreements, or small business innovation research [SBIR] to deploy such services rapidly.

ARPA-I.—The recommendation includes \$9,000,000 to support ARPA-I as authorized under 49 U.S.C. 119, and the open research initiative as authorized under 49 U.S.C. 5506. The funding will advance and deploy technology products that have the potential to transform transportation systems and the way they are used. The Committee is aware of the significant number of bridges across the country in need of repair or replacement and the high costs associated with traditional bridge construction and maintenance techniques and materials. Therefore, of the amount provided for ARPA-I, \$6,000,000 is to support ARPA-I's work to advance and deploy composite material technology for short- and medium-span bridge construction in order to reduce costs and improve bridge lifespans.

Ferry Decarbonization Data.—The Committee directs the Department to collect additional data in conjunction with the national census of ferry operators [NCFO] to better understand the condition of the existing domestic ferry fleet, including the baseline emissions, engine model year, segment layover duration, and existing electric utility infrastructure at terminal. Additionally, the Department shall obtain information on whether the respondent has specified published emissions reductions goals, what those specific emissions reductions goals are, and whether each organization maintains a long-range fleet capitalization plan. Responses to the NCFO shall be mandatory.

Infrastructure Durability.—The Committee recognizes the importance of ensuring long-lasting transportation improvements that are capable of withstanding extreme events, natural disasters, and other potential impacts to ensure durability, efficiency, and cost effectiveness. The DOT has published research showing the advances in the science of concrete materials and specifically the enhanced durability benefits and exceptional performance of ultra-high-performance concrete [UHPC]. The Committee directs the Department to report to the House and Senate Committees on Appropriations on the use of UHPC in Federal infrastructure projects and how the use of such materials are expected to improve the overall lifespan of federally funded infrastructure projects.

NATIONAL INFRASTRUCTURE INVESTMENTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2025	\$345,000,000
Committee recommendation	250,000,000

PROGRAM DESCRIPTION

This program provides grants and credit assistance to State and local governments, Tribes, transit agencies, ports, or a collaboration of such entities for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area, or a region. Eligible projects include highways and bridges, public transportation, freight and passenger rail, and port infrastructure. The Department awards grants on a competitive basis; however, the Department must ensure an equitable geographic distribution of funds and an appropriate balance in ad-

addressing the needs of urban and rural communities, including Tribal areas.

COMMITTEE RECOMMENDATION

The Committee recommends \$250,000,000 for grants and credit assistance as authorized under 49 U.S.C. 6702, which is \$95,000,000 less than the fiscal year 2025 enacted level.

The national infrastructure investments program, known again as the BUILD program, has become integral to improving safety and mobility in communities throughout the country for more than a decade. The outcome-oriented selection criteria that includes state of good repair, economic competitiveness, quality of life, environmental sustainability, safety, innovation, and partnership, nurtures stronger applications and results in successful multimodal projects. Given the importance of infrastructure reuse projects for transportation, economic development, emissions reduction, and recreation, the Committee encourages the Department to consider supporting infrastructure reuse projects.

Geographic Distribution.—The Committee continues to believe that our Federal infrastructure programs must benefit communities across the country. The Committee continues to require the Secretary to award grants and credit assistance in a manner that ensures an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities, including Tribal areas.

Mega Grants.—The Committee recognizes that inland ports are an important element in the international supply chain, increasing intermodal capacity and efficiencies in the movement of global commerce from ships to major transportation networks for distribution. Benefits include reduced congestion at marine terminals and on the Nation’s highways, lower costs of moving cargo, environmental and safety benefits, economic development in underserved or rural areas, as well as consolidation of import/export centers. Within the advance appropriations for this program, the Committee encourages the Secretary to consider mega grant applications that include the development of coastal and inland ports that provide supply chain improvements and reduce supply chain disruption and to continue to support major infrastructure projects that are too complex or costly for traditional funding sources while likely generating significant national or regional benefits.

Further, the Committee notes that the mega grant program was designed to be a multi-modal transportation program, including to support transit projects. Specifically, 49 U.S.C. 6701(d)(1)(E) makes transit projects eligible that are “part of” eligible highway or bridge, freight intermodal or rail, highway-rail grade crossing, or intercity passenger rail projects. Within the advance appropriations for this program, the Committee encourages the Secretary to consider mega grant applications for transit projects that are “part of” otherwise eligible projects under the program.

NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE
BUREAU

Appropriations, 2025	\$9,558,000
Committee Recommendation	9,850,000

PROGRAM DESCRIPTION

The National Surface Transportation and Innovative Finance Bureau [Bureau] administers the Department's infrastructure finance programs authorized by chapter 6 of title 23, the railroad rehabilitation and improvement financing program [RRIF] as authorized by chapter 224 of title 49, United States Code, and technical assistance as authorized by section 21205 of Public Law 117–58.

COMMITTEE RECOMMENDATION

The Committee recommends \$9,850,000 for the Bureau, which is \$292,000 more than the fiscal year 2025 enacted level.

Transit Oriented Development.—Maximizing a community's access to DOT financing for transit oriented development has the potential to make affordable and mixed-income housing projects co-locate near rail and transit infrastructure possible due to the program's favorable lending rates compared to the private market. The Committee supports the efforts of the Departments in this act to leverage HUD expertise in housing development financing to streamline the application process for loans under the DOT's Transportation Infrastructure Finance and Innovation Act [TIFIA] credit program and the RRIF program. To that end, the DOT and HUD shall establish a task force to examine ways to leverage existing underwriting procedures and proformas that are familiar to housing developers for use in the TIFIA and RRIF application process, to explore opportunities to layer Federal financing to meet the investment grade rating requirement of TIFIA, to address timing challenges for projects with multiple financing sources, and to minimize the need for duplicative credit reviews. The Committee directs the task force to report to the House and Senate Committees on Appropriations on its priority objectives, assessment of administrative and statutory barriers, and planned action items and milestones not later than 120 days after enactment of this act.

RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT

Appropriations, 2025	\$25,000,000
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

The rural and Tribal infrastructure advancement program authorized by section 21205 of Public Law 117–58 allows the Build America Bureau to provide financial, technical, and legal assistance to evaluate and support potential transportation projects reasonably expected to be eligible for Federal funding or financing.

COMMITTEE RECOMMENDATION

The Committee recommends \$10,000,000 for the rural and Tribal infrastructure advancement program, which is \$15,000,000 below the fiscal year 2025 enacted level.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

PROGRAM DESCRIPTION

The RRIF program, authorized by chapter 224 of title 49, United States Code, provides direct loans and loan guarantees to State and local governments, Government-sponsored entities, and railroads. Credit assistance under the program may be used for rehabilitating or developing rail equipment and facilities.

COMMITTEE RECOMMENDATION

The bill authorizes the Secretary to issue direct loans and loan guarantees pursuant to 49 U.S.C. 224.

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2025	\$5,000,000
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

The financial management capital program is a multi-year business transformation initiative to streamline and standardize the financial systems and business processes across the Department. The initiative includes upgrading and enhancing the commercial software used for DOT's financial systems, improving the cost and performance data provided to managers, and instituting new accounting standards and mandates.

COMMITTEE RECOMMENDATION

The Committee recommends \$5,000,000 for the Secretary's financial management capital initiative, which is equal to the fiscal year 2025 enacted level, in order to increase data quality, ensure compliance with financial standards and reporting, continue DATA Act compliance, and provide oversight of DOT's risk and controls.

CYBER SECURITY INITIATIVES

Appropriations, 2025	\$49,000,000
Committee recommendation	60,000,000

PROGRAM DESCRIPTION

The cyber security initiative is an effort to close performance gaps in the Department's cyber security. The initiative includes support for essential program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department's computer network and reduce the risk of security breaches.

COMMITTEE RECOMMENDATION

The Committee recommends \$60,000,000 to support the Secretary's cyber security initiative, which is \$11,000,000 more than the fiscal year 2025 enacted level.

OFFICE OF CIVIL RIGHTS

Appropriations, 2025	\$18,228,000
Committee recommendation	12,228,000

PROGRAM DESCRIPTION

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal employment opportunity matters, formulating civil rights policies and procedures for the operating administrations, investigating claims that small businesses were denied certification or improperly certified as disadvantaged business enterprises, overseeing the Department's conduct of its civil rights responsibilities, and making final determinations on civil rights complaints. In addition, the office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$12,228,000 for the Office of Civil Rights, which is \$6,000,000 less than the fiscal year 2025 enacted level.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2025	\$20,926,000
Committee recommendation	34,259,000

PROGRAM DESCRIPTION

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted at the departmental level. This research effort supports the planning, research, and development activities needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms.

COMMITTEE RECOMMENDATION

The Committee recommends \$34,259,000 for transportation planning, research, and development, which is \$13,333,000 more than the fiscal year 2025 enacted level. Within this funding level, the Committee recommendation includes \$9,647,000 to accommodate congressionally directed spending [CDS] for eligible projects. The Committee directs the Office of the Secretary to provide funding for those projects listed in the table at the end of this report in the corresponding amounts.

Flight 5342.—In light of the traffic accident of American Eagle Flight 5342 with an U.S. Army Black Hawk helicopter, the Committee remains fully committed to ensuring no such accident occurs again. As such, the Committee recommendation includes \$2,000,000 for the DOT to commission the National Academies of Science within 30 days of enactment of this act to conduct an independent review of airspace design, civil-military coordination, and operational safety in the National Capital Region, with particular focus on airspace activities at Ronald Reagan Washington National Airport [DCA]. The review shall be conducted by an independent panel of experts in aviation safety, airspace operations, and civil-

military coordination. Panel members shall be selected by the National Academies of Science, in consultation with the National Transportation Safety Board [NTSB], the House and Senate Committees on Appropriations, and other relevant authorizing committees. Panel members shall include representatives from academia, former regulators currently unaffiliated with the Federal Aviation Administration [FAA] or the Department of Defense [DoD], relevant industry partners, stakeholders, unions, and nationally recognized safety institutions. The panel shall be formed within 90 days of enactment of this act. The review shall assess: (1) historical and ongoing risks associated with DCA airspace design and usage, including historical incidents relevant to current protocols; (2) the adequacy of coordination protocols between the FAA, DoD, and other entities involved in or affected by airspace coordination; (3) patterns of near-miss incidents involving military aircraft; and (4) structural, cultural, or procedural barriers to risk identification and accountability. The DOT and the FAA shall: (1) not chair, direct, or control the panel's work; (2) allocate sufficient resources to ensure timely completion of the review; and (3) provide full cooperation, including access to non-classified data, documentation, and personnel. The DOT and FAA shall fully cooperate with the National Academies of Science and respond to all requests for data, including by coordinating with the DoD to provide their data. The National Academies of Science shall issue a summary of findings and recommendations as determined by the panel not later than 180 days after enactment of this act. The findings and recommendations shall convey key conclusions without redacting non-sensitive procedural information, and shall be submitted to the House and Senate Committees on Appropriations and published online not later than 180 days after enactment of this act. The full report of the panel shall be submitted to the House and Senate Committees on Appropriations not later than 210 days after enactment of this act. The DOT and the FAA shall respond publicly in writing to the recommendations of the panel within 90 days of publication of the final report.

Human Trafficking.—Globally, millions of people are subject to human trafficking and forced labor. The vast majority of international human trafficking journeys cross through official border control points such as airports and land borders. Educating and empowering travelers and transportation employees of the indicators of this abuse of human rights is a valuable prevention mechanism that can enhance community-coordinated responses and support informed interventions. The Committee supports the DOT's "Combating Human Trafficking in the Transportation Sector Awareness Training" and directs the Department to encourage relevant stakeholders, including airports, transit hubs, and recipients of financial assistance from the Department, to implement comprehensive policies to combat human trafficking and support survivors based on guidance and recommendations from DOT's Advisory Committee on Human Trafficking.

WORKING CAPITAL FUND
(INCLUDING TRANSFER OF FUNDS)

Limitation, 2025	\$522,165,000
Committee recommendation	650,000,000

PROGRAM DESCRIPTION

The WCF provides technical and administrative services to the Department's operating administrations and other Federal entities. The services are centrally performed in the interest of economy and efficiency, are funded through negotiated agreements with the Department's operating administrations and other Federal customers, and are billed on a fee-for-service basis to the maximum extent possible.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of \$650,000,000 on activities financed through the WCF, which is \$127,835,000 more than the limit enacted for fiscal year 2025. As in past years, the bill specifies that the limitation on the WCF shall apply only to the Department and not to services provided for other entities. The Committee directs services to be provided on a competitive basis to the maximum extent possible.

Consolidation Efforts.—The Committee appreciates the Department's efforts to identify opportunities to derive efficiencies in operations across the Department and its modal administrations. While the House and Senate Committees on Appropriations have previously prohibited the Department from expanding activities within the WCF to include non-commodity IT, the Committee recognizes the potential for economies of scale and efficiencies that could be gained by the Department by expanding the WCF's existing work on commodity IT to non-commodity IT activities. However, the Committee remains concerned with the lack of a clearly defined plan for the consolidation of non-commodity IT activities. The bill specifies how the Department may proceed with the consolidation of non-commodity IT activities and requires the Secretary to provide a plan to the House and Senate Committees on Appropriations describing the non-commodity IT consolidation not less than 30 days prior to using the authorities provided within the bill. Such plan shall include details on the IT programs and systems being consolidated, the modal administrations participating in such consolidation, impacts on staffing within the OST and any participating modal administration, the expected costs and benefits to the OST and any participating modal administrations from such consolidation, and the expected timeline for such consolidation.

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

Appropriations, 2025	\$5,330,000
Committee recommendation	5,330,000

PROGRAM DESCRIPTION

This appropriation provides contractual support to assist small, women-owned, Native American, and other disadvantaged business

firms in securing contracts and subcontracts for transportation-related projects that involve Federal spending. Separate funding is provided for these activities since this program provides grants and contract assistance that serve Department-wide goals and not just OST purposes.

COMMITTEE RECOMMENDATION

The Committee recommends \$5,330,000 for the Office of Small and Disadvantaged Business Utilization and Outreach, which is equal to the fiscal year 2025 enacted level. The Committee directs the office to provide a briefing to the House and Senate Committees on Appropriations on certification requirements for the disadvantaged business enterprise determinations regarding Tribal entities.

Disadvantaged Business Enterprise Program.—The Committee recognizes the critical role that the Department’s Disadvantaged Business Enterprise [DBE] program has played in the success of women- and minority-owned businesses since its inception in 1983. The Committee directs the Department to carefully consider the impact of any proposed changes to the program on the success of women- and minority-owned firms and on economic development in the transportation sector.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2025	\$450,000,000
Committee recommendation	513,637,231

PROGRAM DESCRIPTION

This appropriation provides funding for the essential air service [EAS] program, which was created to continue air service to communities that had received federally mandated air service prior to deregulation of commercial aviation in 1978. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The FAA collects user fees that cover the air traffic control services the agency provides to aircraft that neither take off from, nor land in, the United States. These fees are commonly referred to as “overflight fees” and the receipts from the fees are used to help finance the EAS program.

COMMITTEE RECOMMENDATION

	Appropriations	Mandatory	Total
Appropriations, 2025	\$450,000,000	\$166,091,000	\$616,091,000
Committee recommendation	513,637,231	173,891,000	687,528,231

The Committee recommends an appropriation of \$513,637,231 for the EAS program. This appropriation is in addition to an estimated \$173,891,000 from overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of \$687,528,231. The Committee’s recommendation for the appropriation is \$63,637,231 more than the fiscal year 2025 enacted level.

Status of Funds.—The Department is directed to provide the House and Senate Committees on Appropriations quarterly updates on overflight fee collections and program costs to ensure the continued success of the EAS program.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF
TRANSPORTATION

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

Section 101 prohibits funds available to the DOT from being obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the operating administrations, except for activities underway on the date of enactment of this act, unless such assessments have completed the normal reprogramming process for congressional notification.

Section 102 requires the Secretary of Transportation to post on the Internet a schedule of all council on credit and finance meetings, agendas, and meeting minutes.

Section 103 allows the DOT working capital fund to provide payments in advance to vendors for the Federal transit pass fringe benefit program, and to provide full or partial payments to, and to accept reimbursements from, Federal agencies for transit benefit distribution services.

Section 104 allows the DOT's working capital fund to use certain recoveries from the transit benefit program to improve the administration of that program.

Section 105 requires the approval from the Assistant Secretary for Administration for retention or senior executive bonuses for all employees.

Section 106 requires the DOT's working capital fund to use certain transfer equipment into the working capital fund and collect replacement reserve for the equipment equal to the useful life and estimated replacement cost of the equipment.

Section 107 requires congressional notification before the Department provides credit assistance under the TIFIA program.

Section 108 allows the operating administrations to transfer funds to the Office of Tribal Government Affairs for recipients of the Tribal Transportation Self Governance program.

Section 109 allows the Secretary to transfer and consolidate administrative resources for certain programs.

Section 109A modifies the amount of funding reserved for planning grants under the safe streets and roads for all program.

Section 109B allows the Secretary to transfer up to \$1,641,000 to the operating administration(s) for the cost of rent payments.

Section 109C extends the period of availability for certain fiscal year 2022 grants.

Section 109D provides air service protections for rural communities who have regularly scheduled EAS service.

Section 109E rescinds certain unobligated amounts.

Section 109F rescinds certain unobligated amounts.

Section 109G rescinds certain unobligated amounts.

FEDERAL AVIATION ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Aviation Administration is responsible for the safe movement of civil aviation and the evolution of a national system of airports. The Federal Government's regulatory role in civil aviation began with the creation of an Aeronautics Branch within the Department of Commerce pursuant to the Air Commerce Act of 1926 (Public Law 69-254). This act instructed the agency to foster air commerce; designate and establish airways; establish, operate, and maintain aids to navigation; arrange for research and development to improve such aids; issue airworthiness certificates for aircraft and major aircraft components; and investigate civil aviation accidents. In the Civil Aeronautics Act of 1938 (Public Law 75-706), these activities were transferred to a new, independent agency named the Civil Aeronautics Authority. Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When the DOT began its operations in 1967, the Federal Aviation Agency was renamed the FAA and became one of several modal administrations within DOT. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978 (Public Law 95-504), and ceased to exist in 1984. Responsibility for the investigation of civil aviation accidents was given to the National Transportation Safety Board in 1967. FAA's mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary, and decreased in December 2001 with the transfer of civil aviation security activities to the Transportation Security Administration.

COMMITTEE RECOMMENDATION

The total recommended funding level for the FAA for fiscal year 2026 amounts to \$22,427,551,000, including new budget authority and a limitation on the obligation of contract authority. The following table summarizes the Committee's recommendations and advance appropriations provided by the IIJA for fiscal year 2026:

	General Fund Advance Appropriations in IIJA	Committee recommendation	Total
Operations		\$13,818,183,000	\$13,818,183,000
Facilities and equipment	\$1,000,000,000	4,000,000,000	5,000,000,000
Research, engineering, and development		290,000,000	290,000,000
Grants-in-aid to airports (obligation limitation)		4,000,000,000	4,000,000,000
Grants-in-aid to airports (general fund)		319,368,000	319,368,000
Airport infrastructure grants	3,000,000,000		3,000,000,000
Airport terminal grants	1,000,000,000		1,000,000,000
Total	5,000,000,000	22,427,551,000	27,427,551,000

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2025	\$13,482,783,000
Committee recommendation	13,818,183,000

PROGRAM DESCRIPTION

This appropriation provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, international, commercial space, medical, research, engineering, and development programs, as well as policy oversight and agency management functions. The operations appropriation includes the following major activities:

- the Air Traffic Organization [ATO], which operates, on a 24-hour daily basis, the National air traffic system, including the establishment and maintenance of a national system of aids to navigation, the development and distribution of aeronautical charts and the administration of acquisition, and research and development programs;
- the regulation and certification activities, including establishment and surveillance of civil air regulations to ensure safety and development of standards, rules and regulations governing the physical fitness of airmen, as well as the administration of an aviation medical research program;
- the Office of Commercial Space Transportation; and
- headquarters and support offices.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$13,818,183,000 for FAA operations. This funding level is \$335,400,000 more than the fiscal year 2025 enacted level. As in past years, the FAA is directed to report immediately to the House and Senate Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system. The following table summarizes the Committee's recommendation in comparison to the fiscal year 2025 enacted level:

FAA OPERATIONS

	2025 enacted	Committee recommendation
Air traffic organization	\$10,105,678,000	\$10,378,148,000
Aviation safety	1,832,078,000	1,876,039,000
Commercial space transportation	42,018,000	41,546,000
Finance and management	948,211,000	970,124,000
NextGen operations and planning	67,818,000	67,249,000
Security and hazardous materials safety	162,155,000	161,174,000
Staff offices	324,825,000	323,903,000
Total	13,482,783,000	13,818,183,000

Funding Level.—The Committee provides \$13,818,183,000 for FAA operations, which is \$335,400,000 above the fiscal year 2025 enacted level. This increase consists of \$217,220,000 in adjustment to base increases and the following discretionary adjustments:

- \$97,253,000 for the controller hiring and training surge, with a goal of hiring 2,500 new controllers in fiscal year 2026;
- \$9,744,000 for air carrier surveillance and production oversight, to be prioritized for the FAA's enhanced oversight of Boeing;

- \$35,000,000 for cybersecurity efforts; and
- \$23,817,000 in funding reductions due to staffing decreases (except for air traffic organization and aviation safety).

Staffing.—The Committee recommendation includes \$9,700,420,000 for the FAA’s personnel expenses. According to the FAA, over 2,000 employees have accepted the DRP and will leave the agency in the next few months. The Committee directs the FAA to provide a complete list of positions that will not be filled due to the employee accepting the DRP within 30 days of enactment of this act. The Committee expects the FAA to accumulate hundreds of millions of dollars in savings from the DRP, and directs the FAA to provide a report on how such funds will be used.

Air Traffic Controller Hiring.—The Committee supports the FAA’s efforts to hire 2,500 new air traffic controllers in fiscal year 2026. The FAA shall expand training at the FAA Training Academy at the Mike Monroney Aeronautical Center [MMAC] and supplement these efforts by expanding air traffic controller training through the air-traffic collegiate training initiative [AT-CTI] program. The Committee directs the FAA to provide quarterly staffing updates, including hiring and separations, by program office for all positions funded by this and any other act, and to provide on a quarterly basis: (1) the status of hiring new controllers; (2) actual staffing levels, including hiring and separation levels, at all air traffic control [ATC] facilities; and (3) flight delays at each ATC facility by category.

AT-CTI.—The FAA should ensure that all air traffic controller trainees from the AT-CTI and enhanced-CTI programs are taught according to the same rigorous and uniform standards, and the FAA should closely monitor these programs and provide sufficient oversight for each school. The Committee directs the FAA provide within 270 days of enactment of this act a report on: (1) FAA hiring and separation numbers for AT-CTI and E-CTI graduates; (2) the total number of AT-CTI and E-CTI program graduates and the proportion that seek employment as certified professional controllers [CPCs] within one calendar year of program completion; and (3) a comparison of training performance, separation rates and attainment of necessary qualifications between AT-CTI and E-CTI graduates and the FAA-academy trained CPCs. For each hiring pool opened in fiscal year 2026, the report shall contain the total number of applicants, for AT-CTI, E-CTI, and the FAA academy, who have: (1) applied for the position of air traffic controller; (2) been issued a tentative offer letter for the position of air traffic controller; (3) been issued a firm offer letter for the position of air traffic controller; and (4) been hired for the position of air traffic controller.

Designee Training.—The Committee directs the FAA to provide a \$9,000,000 increase for the Office of Aviation Safety [AVS] to improve the training of designees, potential designees, and FAA employees assigned to provide oversight of designees authorized under 14 Code of Federal Regulations [CFR] Part 183. These funds should also be used to increase the number of designees authorized under 14 CFR Parts 183.23, 183.25, 183.29, and 183.33, but only to the extent that such designees will improve aviation safety. AVS may select appropriate third-party providers, including educational in-

stitutions, to provide this training. This funding may facilitate the effective use of designees to support the certification of new and novel aircraft designs and other certificate activities, to the extent permissible under current law.

Organization Chart.—The Committee directs the FAA to include a more detailed organization chart as an exhibit to section one of the President's budget justification that provides not less than two levels of offices below the Office of the Administrator and Deputy Administrator for the Air Traffic Organization and the Office of the Assistant Administrator for Aviation Safety.

NextGen Advisory Committee.—The FAA is directed to reinstate the NextGen Advisory Committee, or a successor advisory committee or other forum through which aviation stakeholders convene and help provide independent advice and recommendations to the FAA and respond to specific taskings received directly from the FAA.

Congested Airspace.—The Committee urges the FAA to increase the use of performance based navigation instrument flight procedures in congested airspace in order to enhance safety and operational efficiency through more precise and predictable aircraft routing. The Committee directs the FAA to assess the impact of limiting aircraft to those equipped with certain NextGen avionics at times based on operational efficiency without leading to air service loss to small communities or any reduction in safety. In assessing potential loss of air carrier service, the FAA shall examine the current equipment at congested airports and work with stakeholders to assess realistic timelines for air carriers to equip all aircraft with certain NextGen avionics. The FAA shall brief the House and Senate Committees on Appropriations within 120 days of enactment of this act on this assessment.

Medical Certifications and Clearances.—The Committee recommendation includes \$100,063,000, an increase of \$3,000,000 above the budget request, for the Office of Aerospace Medicine to increase staffing and to modernize its information management system in order to reduce processing times and improve decision-making for medical certification and clearances. The FAA is directed to increase staffing for additional staff psychiatrists, legal instrument examiners, and program analysts who can help expedite and reduce the existing backlogs for pilot and air traffic controller medical certification, including special issuance or special consideration, and medication approvals. The FAA should also use the additional funding to modernize its information management system by developing a template electronic submission platform to reduce errors and omissions in information submitted to the FAA by aviation medical examiners. The FAA should also publish practical medical certification/clearance guidance for applicants and ensure that information and documentation made available to aviation stakeholders is correct and consistent. The FAA should strive to achieve fair and reasonable time limits on certification decisions of all classes of medical applications. Finally, the FAA is directed to provide a briefing within 90 days of enactment of this act to the House and Senate Committee on Appropriations on: (1) implementation of recommendations from the mental health and aviation medical clearances rulemaking committee; and (2) the findings and

recommendations from the aviation workforce mental health task group established in section 411 of the FAA Reauthorization of 2024.

Air Traffic Control Privatization.—The United States has the largest, safest, most efficient, and most complex air traffic control system in the world, and the FAA should remain a global leader with a singular and unified mission of safety. To that end, the Committee does not support any efforts to transfer the FAA’s air traffic functions to a not-for-profit, independent, private corporation. The Committee is aware that if the Nation’s air traffic control system had been privatized during the COVID–19 pandemic, similar to other air navigation service providers in Canada and the European Union, the United States would have faced severe funding shortfalls. These shortfalls would have likely led to controller layoffs and greater risks to flight safety, and a slower recovery after the end of the pandemic, thus leading to more flight delays and price increases for consumers.

Contract Towers.—The Committee recommendation provides not less than \$279,200,000 for the contract tower program, including the cost-share for contract towers. The Committee directs the FAA to continue to operate all contract towers currently in the program, including the contract tower cost-share program, as well as to expeditiously add qualified eligible airports. The Committee directs the FAA to expedite the applications for cost-benefit ratio studies upon receipt of all applications to the contract tower program and to take into account all relevant operations activities, including military and commercial operations, as permissible under current law.

The Committee recommendation also includes \$8,000,000 for the pilot program to convert high activity air traffic control towers operating under the contract tower program to FAA staffed visual flight rules towers, as authorized under section 625 of the FAA Reauthorization Act of 2024. The Committee directs the FAA to commence this program within 180 days of enactment of this act and to prioritize contract towers as required under section 625(a)(2) of such act.

Safety Management System [SMS] Rulemaking.—The Committee continues to support the FAA’s efforts to implement the final SMS rulemaking issued on April 26, 2024. However, the Committee is also aware that the FAA needs to further increase the use of SMS, such as by adding part 145 repair stations and to meet other International Civil Aviation Organization requirements under Annex 19. The FAA should also consider including other approval holders in SMS, such as supplemental type certificate holders, parts manufacturer approval holders, and technical standard order holders. However, no change to the current SMS shall in any way reduce the overall safety of the national airspace system [NAS].

Radar Approach Control.—The Committee is aware that radar approach control enhances aviation safety and efficiency for regularly scheduled commercial airline service. The FAA should utilize existing budget authorities, if excess funding is available, to provide radar to all air traffic control towers with significant adverse terrain and seasonal winter weather conditions.

FAA Public Hearing.—The Committee notes that the proposal to modify the Condor 1 and Condor 2 military operating areas has

been withdrawn. However, the Committee remains concerned with any potential proposals to modify these military operating areas and encourages the FAA to work with its partner agencies by holding a public hearing with representatives from the relevant Federal agencies in western Maine if any such proposal is issued. The Committee recognizes that the Air National Guard, as the lead agency under the National Environmental Policy Act [NEPA] (Public Law 91–190) process, has previously sought to meet the minimum legal requirements for public participation and comment in past proposals. Should any similar proposal be issued, the Committee directs the FAA to report to the House and Senate Committees on Appropriations prior to the issuance of a record of decision regarding any modification of the Condor 1 and Condor 2 military operations areas that includes a summary of any public meetings and hearings and a list of the comments, questions, and responses presented at these meetings and hearings.

Special Use Airspace.—The Committee directs the FAA to continue its efforts to improve airspace sharing with the DoD for special use.

Next Generation Radio Altimeters.—The Committee continues to support the FAA’s ongoing work at the MMAC, in partnership with aviation manufacturers, to accelerate testing, certification, and implementation of new radio altimeter capabilities consistent with the next generation avionics standards. The Committee directs the FAA to provide an updated report on the roadmap and timeline for development, testing, and certification to the House and Senate Committees on Appropriations within 180 days of the enactment of this act.

Unmanned Aircraft Systems [UAS] Test Sites.—The Committee recommendation includes \$6,000,000 for providing matching funds to commercial entities that contract with an FAA-designated UAS test range to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS into the NAS. The FAA Reauthorization Act of 2024 allows the FAA to select up to two additional locations as UAS test sites through a criteria-based selection process. Prior to selecting these two additional locations, the FAA shall brief the House and Senate Committees on Appropriations on the criteria that will be used to select these additional test site locations, including references to criteria used to select the previous test sites, whether those criteria will be retained, and if not, why they were replaced. The Committee further expects the FAA to ensure that any new test site selected possesses a level of expertise and capacity to safely operate UAS equivalent to the existing test sites.

Know Before You Fly.—The Committee supports FAA’s “Know Before You Fly” public-private partnership to improve the safety of UAS operations.

UAS Beyond Visual Line of Sight [BVLOS] Rulemaking.—The FAA should meet all requirements in the FAA Reauthorization Act of 2024 for the BVLOS rulemaking, including the required timeline for the proposed and final rule. The FAA should continue to keep UAS stakeholders informed of a realistic BVLOS rulemaking timeline, including the challenges associated with this rulemaking,

and any differences between the proposed rulemaking and the BVLOS aviation rulemaking committee's recommendations.

UAS Environmental Reviews.—The expanded use of small UAS across the country requires the FAA to conduct environmental reviews, and the FAA has made progress toward broader, area-wide environmental reviews for UAS operations. The Committee directs the FAA to continue to streamline area- or region-wide environmental reviews, and brief the House and Senate Committees on Appropriations on its progress within 90 days of enactment of this act.

Military UAS Integration.—The Committee recommendation includes up to \$1,000,000 to support collaborative efforts with the DoD to safely integrate military UAS into the NAS.

Protecting Domestic Manufacturing From Unauthorized Drone Use.—The Committee is concerned about the use of drones to spy on and facilitate theft at automotive manufacturing plants. The Committee directs the FAA to report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on any challenges associated with including major manufacturing plants and domestic automotive manufacturing sites as critical infrastructure under section 2209 of the FAA Extension, Safety, and Security Act of 2016.

UAS and Advanced Air Mobility Integration.—The Committee is mindful that the proliferation of UAS deployments around the country will require careful coordination with advanced air mobility [AAM] aircraft as new AAM entrants are certified and begin to operate in the NAS. As such, the Committee supports the FAA's efforts to work with public and private stakeholders that are actively testing and advancing the operation of UAS and AAM aircraft as a tool to connect small communities to improve the delivery of goods and services. The FAA should work with State partners with broad expertise in aviation manufacturing, research, and innovation to demonstrate the application of these air traffic management technologies, to the extent such partnerships benefit the FAA's mission. The FAA should also engage with local communities, including those not represented at airport roundtables, on how AAM will integrate into the NAS and local communities.

Aircraft Certification.—The Committee recommendation includes not less than \$379,223,000 for the aircraft certification service [AIR]. The additional 32 positions included in the budget request shall be prioritized to address the FAA's increased oversight of Boeing and other aviation manufacturers.

Alaska Air Flight 1282.—The NTSB's final report on the Alaska Air flight 1282 accident principally highlighted the manufacturer's failure to provide adequate training, guidance, and oversight of its manufacturing personnel, particularly for the parts removal process. In addition, the NTSB determined that the FAA had ineffective compliance and audits over the manufacturer, including failure to identify and address repetitive and systemic nonconformance issues. As the FAA continues its increased oversight over the manufacturer, the FAA is directed to also address all NTSB recommendations to both the FAA and the manufacturer, and to report to the House and Senate Committees on Appropriations within 90 days of enactment of this act on a timeframe for implementing

the NTSB recommendations. The Committee recommendation includes sufficient resources for efforts to improve record systems for managers and inspectors overseeing production approval holders and to convene a third-party panel to conduct a comprehensive review of the manufacturer's commercial airplanes' safety culture.

Aircraft Certification Modernization and International Competitiveness.—The Committee provides sufficient resources to ensure technical expertise and workforce training is made available to strengthen safety and production oversight. The aircraft certification process can, at times, be plagued by antiquated procedures and delayed due to the need to transfer thousands of physical documents between the FAA and manufacturers. Manufacturers have also highlighted the lack of harmonization between the FAA's regulatory requirements and those of international regulatory bodies. Such competitive distortion may not have any corresponding safety benefits. The Committee believes investing in the digitization and modernization of the aircraft certification process, while ensuring a safety-focused and level international playing field, will serve to advance the FAA's safety mission while enhancing U.S. industry's competitiveness. The Committee expects the FAA to expedite implementation of sections 310, 311, 313, 358, and 359 of the FAA Reauthorization Act of 2024 and requests a briefing from the FAA on its implementation plans within 30 days of the enactment of this act.

New Aircraft Technologies to Improve Safety.—Multiple redundant sensors can provide accurate and consistent data to aircraft, and validating aircraft and environmental data that feeds these systems will be increasingly critical as automation increases in flight control systems. Within 180 days of enactment of this act, the FAA shall provide the House and Senate Committees on Appropriations a report analyzing the safety benefit of employing a redundant technology sensing requirement for safety critical air data systems, including but not limited to primary ice detectors for part 23 and part 25 aircraft, as well as part 27 and part 29 rotorcraft.

Aviation Safety-Enhancing Technology.—The Committee supports the use of new aviation technologies to improve aviation safety. The FAA Reauthorization Act of 2024 will help the FAA to better oversee and improve its cross-agency efforts to integrate such technologies. These efforts should include coordination within FAA offices to the extent such efforts can demonstrably improve safety.

Parts Manufacturer Approval [PMA].—The FAA should adhere to its regulations and remain objective in the assessment of critical technology and applications for PMA parts. The FAA must balance the requirement to not disclose PMA applications to competitors while ensuring that any third-party input is fact-based and justified by operational data and technical merit, with documented rationale for such input. The Committee directs the FAA to brief the House and Senate Committees on Appropriations, no later than 90 days after enactment of this act, on any significant changes to the PMA process, submit the report required from the instructions for continue airworthiness aviation rulemaking committee, as authorized under section 349 of the FAA Reauthorization Act of 2024.

Whistleblower Reports.—Currently, the FAA only releases the final report for a whistleblower complaint or information that has

been substantiated by the FAA through a Freedom of Information Act [FOIA] request. The Committee acknowledges the importance of protecting any sensitive non-public information in these reports, but is concerned that the FAA has, in some instances, taken months to provide these reports to the brave whistleblowers who identified aviation safety concerns. Therefore, the Committee directs the FAA to increase staffing in relevant offices to ensure FOIA requests can be completed in a reasonable amount of time.

Veterans' Pilot Training.—The Committee recommendation includes \$3,000,000 for the pilot program to provide veterans with pilot training services, as authorized under section 418 of the FAA Reauthorization Act of 2024. This program is an important tool to increasing the number of commercial pilots. The Committee recognizes the importance of building upon existing agreements between the FAA and flight training schools to continue providing training and education to veterans to become commercial airline pilots, and directs that any remaining funds previously appropriated for the program remain available for use in fiscal year 2026. The Committee recommends that the FAA assess best practices and ways to improve pilot training to veterans as it implements this program.

Aviation Manufacturing.—The Committee acknowledges the contributions of manufacturing and maintenance to U.S. competitiveness and exports. For the general aviation sector, this supports 1,300,000 jobs and \$339,000,000,000 in economic output annually to the U.S. economy. Collectively, aviation is the second largest manufacturing export sector and the largest positive trade balance of any manufacturing sector resulting in a net positive export trade balance of \$104,000,000,000, with exports of \$124,000,000,000 and imports of \$20,000,000,000 in 2024. The Committee encourages the DOT and the FAA to support efforts that sustain this leadership through workforce investment, certification improvements, and expansion of a trade policy that has supported U.S. dominance.

Office of Commercial Space Transportation [AST].—The Committee recommendation includes \$41,546,000 for AST and expects AST to accelerate the pace of hiring in fiscal year 2026 in order to keep up with the pace of licensing applications, as well as the transition to part 450 regulations in March 2026. The Committee is aware that despite AST evaluating license applications on average within 118 days, well within the statutory mandated deadline, license applicants continue to face delays in the pre-application process. However, the licensing process has become increasingly strained due to delays in resolving substantive disagreement about how to comply with part 450 regulations between AST staff and certain applicants. Therefore, the Committee directs AST to implement a technical escalation process through which disputes can be adjudicated. This process, which may be requested by the license applicant when the applicant receives a notification from AST that a technical methodology or application element is insufficient, should ensure a consistent standard of review between all license applications, provide equal opportunity for licensing material that may represent new or innovative solutions, and ensure that individual AST licensing staff can access additional resources for critical decisions. The process must include the license applicant, re-

quire adjudications to be made within 15 days, and require that rationale be documented and shared with the applicant. The applicant shall have three opportunities for adjudications for a new license application. The Committee directs the FAA to brief the House and Senate Committees on Appropriations on the status and utilization of this process within 180 days of enactment of this act.

Airspace Integration.—The Committee directs the FAA to include updates to tools and systems used to integrate space launch and reentry operations into the NAS, including capabilities to provide real-time hazard area generation and project live telemetry data onto air traffic controller scopes, in efforts to modernize the United States' air traffic control system. While these efforts would provide limited benefits to the users of the NAS in comparison to other technology efforts, they will help optimize airspace management around space launch and reentry operations, mitigate the impact of such operations on other users of the NAS, and provide greater information and operational readiness to air traffic controllers actively managing the airspace. The FAA is directed to include the FAA ATO office that handles space operations integration in all discussions on the planning, development, and implementation of air traffic control modernization efforts to ensure that the full integration of space launch and reentry operations remains a possibility.

Tower Services.—The FAA is directed to: (1) identify airports that are currently served by FAA towers with nonradar approach and departure control; and (2) develop an implementation plan, which takes into account budgetary and flight volume considerations, to provide an airport identified under section (1), if appropriate, with approach control radar.

Direct Aircraft-to-Aircraft Communications.—The Committee remains concerned about the expected potential exponential growth in the NAS of UAS creating significant traffic and congestion and increasing the risk of collisions. The Committee believes that, in addition to UAS traffic management services, fast, reliable, and secure communications between drones are also needed to ensure safe flights and to prevent collisions. Direct aircraft-to-aircraft communications enable drones to detect and avoid each other without the need for terrestrial or satellite connectivity and can play a critical role in ensuring that safety-critical communications are always available. Therefore, the Committee expects the FAA to consider and study the use of well-established wireless communications standards for direct aircraft-to-aircraft communications, including those proposed by the radio technical commission for aeronautics, 3rd generation partnership project, and Institute of Electrical and Electronics Engineers, to ensure safe drone operations in the NAS. The Committee directs the FAA to report its findings to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Mobile Clearances.—The Committee is aware the FAA has sponsored research and conducted trials to advance a safe and secure mobile platform for delivering clearances to pilots with the aim of reducing controller workload and enabling fuel savings. As authorized under section 614 of the FAA Reauthorization Act of 2024, the FAA shall establish a pilot program for mobile clearances for gen-

eral aviation and part 135 air carriers at five airports or heliports which do not have towered data link services to test and set security, safety, and operational requirements and expects the FAA to report its progress on this program to the House and Senate Committees on Appropriations within 60 days of enactment of this act.

Epinephrine Autoinjectors on Airplanes.—Consistent with section 368 in the FAA Reauthorization Act of 2024, the FAA should take such action as necessary to issue a notice of proposed rulemaking regarding first aid and emergency medical kit equipment and training required for flight crewmembers. The FAA should take into consideration the feasibility and costs associated with requiring adult and child epinephrine autoinjectors on airplanes. As part of its work on the rulemaking, the FAA should take into consideration the feasibility of requiring passenger airlines to systematically report to the FAA about the type and number of incidences of medical emergencies in the air and the use of onboard emergency medical kits, as well as how the FAA should maintain a database of this information.

New York City Helicopter Noise Report.—The New York metropolitan area has one of the highest rates of helicopter use in the world, and helicopter-related noise complaints have gone up dramatically in the last 5 years. Not later than 180 days after the date of enactment of this act, the Government Accountability Office [GAO] shall initiate a study regarding the impact of helicopter operations over New York City including, but not limited to: (1) the impact of helicopter noise on human health, businesses, and nonprofit organizations; (2) common flight paths; (3) trends in helicopter usage; (4) types of helicopter operations occurring over New York City; and (5) efforts by the State of New York and local government authorities to mitigate the impact of helicopter noise.

Flight Diversions.—The Committee directs the Secretary to report to the House and Senate Committees on Appropriations on: (1) the number of flight diversions by regularly scheduled passenger airlines in the most recent year for which the FAA has such data compared to the previous three calendar years; (2) the location to which such flights were diverted; (3) the reason for such diversions; and (4) the airlines' obligations under current laws and regulations to support its passengers during a flight diversion.

Airspace Modernization Roadmap Work.—The FAA can achieve significant efficiencies in air traffic by modernizing outdated design and procedures. For example, modernization of the 30-year old Hawaii airspace design would lead to faster interisland flights, fewer flight delays and cancellations, and more reliable air service. The Committee directs the FAA to complete the Hawaiian islands airspace modernization project and to brief the House and Senate Committees on Appropriations within 60 days of enactment of this act on the status and timelines for completion of this project.

Human Intervention Motivation Study [HIMS] and Flight Attendant Drug and Alcohol Program [FADAP].—The Committee recommendation includes not less than \$1,000,000 for HIMS and FADAP, which are important for mitigating drug and alcohol abuse through a peer identification and intervention program. The FAA shall continue to prioritize these programs.

Bessie Coleman Women in Aviation Advisory Committee.—In recognition of the lack of recruitment and retention of women in key aviation fields, the Committee directs the FAA to report to the House and Senate Committees on Appropriations on the implementation of the Bessie Coleman Women in Aviation Advisory Committee, as authorized under section 403 of the FAA Reauthorization Act of 2024, including the timeline for appointing board members and holding board meetings.

High Speed Testing with Hypersonic Aircraft.—Consistent with the requirements of section 1009 of the FAA Reauthorization Act of 2024, the Committee directs the FAA, in consultation with the National Aeronautics and Space Administration, to establish a high-speed testing corridors for development and airworthiness testing and demonstration flights for manufacturers and operators of high-speed aircraft within 1 year of enactment of this act.

Crew Complements.—The presence of a minimum of two well trained, qualified pilots in commercial aircraft is another example of safety through redundancy. Funding made available in this act shall not support reductions in flight deck crew in commercial operations as provided under 14 CFR Part 121. This direction is not intended to limit the FAA’s research and development activities related to unmanned aerial vehicles.

Office of Spectrum Engineering.—The Committee recommendation includes \$14,000,000 for the Office of Spectrum Engineering, which provides funding for five additional staff. The Committee is aware that pending legislation could significantly increase the number of covered facilities or assets where DoD could deploy counter-UAS systems. As such, the FAA should increase staffing in this office in order to be able to expeditiously provide the required consultation prior to DoD’s deployment of counter-UAS systems.

Illegal Charter Enforcement.—The Committee remains concerned about uncertified air charters—also referred to as illegal charters—conducting commercial flights in violation of 14 CFR parts 119 and 135. The Committee strongly encourages the Federal Aviation Administration to continue to pursue enforcement action against illegal charters, consult with the Department of Justice as appropriate in such cases, and to maintain a single public-facing portal for reporting suspected illegal-charter activity, so that rogue operators can be identified and removed without hindering legal, compliant Part 135 air carriers.

Coordination.—The Committee notes that the FAA and the Coast Guard have been in discussion regarding the regulation of Wing-in-ground-effect craft. The FAA shall continue to coordinate with its Coast Guard counterparts to develop and execute a memorandum of understanding governing the specific roles, authorities, delineations of responsibilities, resources, and commitments of the FAA and the Coast Guard, respectively, pertaining to wing-in-ground-effect craft. The FAA shall brief the House and Senate Committees on Appropriations on its progress within 90 days of the enactment of this act.

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2025	\$3,176,250,000
Committee recommendation	4,000,000,000

PROGRAM DESCRIPTION

The facilities and equipment appropriation provides funding for modernizing and improving air traffic control and airway facilities, equipment, and systems. The appropriation also finances major capital investments required by other agency programs, experimental research and development facilities, and other improvements to enhance the safety and capacity of the NAS. The program aims to keep pace with the increasing demands of aeronautical activity and remain in accordance with the FAA comprehensive 5-year capital investment plan.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$4,000,000,000 for the facilities and equipment account of the FAA. The recommended level is \$823,750,000 more than the fiscal year 2025 enacted level. The Committee expects the FAA to make sound investment decisions and report to the House and Senate Committees on Appropriations on any major cost overruns or delays. The Committee continues to direct the FAA to notify the House and Senate Committees on Appropriations within 3 business days of the joint resources council making any final investment decisions, establishing a baseline for previously approved projects, or making acquisition program baseline changes that alter program performance, cost or schedule baseline.

The following table provides allocations of funds for FAA facilities and equipment from the IIJA for fiscal year 2026:

Allocation of FAA Facilities and Equipment Funding in the Infrastructure Investment and Jobs Act—Fiscal Year 2026

	Committee recommendation
Terminal and en route air traffic control facilities—replace	\$205,100,000
Electrical power system—sustain/support and fuel storage tank replacement and management	163,700,000
Hazardous materials management and nas facilities, OSHA, and environmental standards compliance ...	69,100,000
Facility security risk management	30,000,000
Navigation, landing, and lighting	20,000,000
Personnel compensation, benefits, and travel	200,000,000
Long range radar infrastructure sustainment	7,800,000
Air route traffic control center [ARTCC] & combined control facility [CCF] sustainment	142,100,000
Unstaffed infrastructure sustainment	60,600,000
Air traffic control tower/terminal radar approach control sustainment	101,600,000

The following table shows the Committee's recommended distribution of funds for each of the budget activities funded under this heading in this act:

Allocation of FAA Facilities and Equipment Funding in this Act—Fiscal Year 2026

	Committee recommendation
Activity 1—engineering, development, test and evaluation	
Advanced technology development and prototyping	\$32,500,000
William J. Hughes technical center laboratory sustainment	19,900,000
William J. Hughes technical center infrastructure sustainment	23,000,000
Separation management portfolio	13,800,000
Traffic flow management portfolio	9,000,000
On demand NAS portfolio	10,000,000
NAS infrastructure portfolio	17,100,000
Support portfolio	7,000,000
Unmanned aircraft systems [UAS]	16,000,000
Enterprise, concept development, human factors, & demonstrations portfolio	10,500,000
Total activity 1	158,800,000
Activity 2— Air traffic control facilities and equipment	
a. En route programs	
En route automation modernization [ERAM]—system enhancements and tech refresh	42,000,000
Next generation weather radar [NEXRAD]	3,000,000
Air route traffic control center [ARTCC] & combined control facility [CCF] building improvements ...	25,000,000
Air/ground communications infrastructure	8,200,000
Air traffic control en route radar facilities improvements	5,000,000
Oceanic automation system	21,900,000
Next generation very high frequency air/ground communications [NEXCOM]	100,000,000
System-wide information management	4,600,000
ADS-B NAS wide implementation	269,800,000
Air traffic management implementation portfolio	26,600,000
Time based flow management portfolio	19,900,000
Weather processor	500,000
Airborne collision avoidance system X [ACASX]	1,700,000
Data communications in support of nextgen air transportation system	94,700,000
Offshore automation	48,300,000
Commercial space integration	1,000,000
Subtotal en route programs	672,200,000
b. Terminal programs	
Standard terminal automation replacement system [STARS] [TAMR Phase 1]	188,700,000
Terminal automation program	7,400,000
Terminal air traffic control facilities-replace	107,000,000
Integrated display system [IDS]	30,100,000
Terminal flight data manager [TFDM]	47,300,000
Performance based navigation support portfolio	5,000,000
UAS Implementation	3,000,000
Airport ground surveillance portfolio	56,200,000
Terminal and enroute surveillance portfolio	58,900,000
Terminal and enRoute voice switch and recorder portfolio	36,600,000
Enterprise information platform	9,600,000
Remote towers	3,000,000
Voice switch replace	300,000,000
Radar replace	414,150,000
Subtotal terminal programs	1,266,950,000
c. Flight service programs	
Future flight services program	3,000,000
Alaska flight service facility modernization [AFSFM]	2,100,000
Weather camera program	6,500,000
Weather systems portfolio	28,050,000
Don Young alaska safety initiatives	20,000,000
Subtotal flight service programs	59,650,000

Allocation of FAA Facilities and Equipment Funding in this Act—Fiscal Year 2026—Continued

	Committee recommendation
d. Landing and navigational aids program	
Wide area augmentation system [WAAS] for GPS	92,000,000
Instrument flight procedures automation [IFPA]	2,400,000
Runway safety areas—navigational mitigation	1,400,000
Landing and lighting portfolio	40,000,000
Subtotal landing and navigational aids programs	135,800,000
e. Other ATC facilities programs	
Aircraft replacement and related equipment program	98,500,000
Airport cable loop systems—sustained support	13,000,000
Child care center sustainment	1,600,000
FAA Telecommunications infrastructure	455,200,000
Operational analysis and reporting systems	8,700,000
Aeronautical information management program	80,900,000
Subtotal other ATC facilities programs	657,900,000
Total activity 2	2,792,500,000
Activity 3—non-air traffic control facilities and equipment	
a. Support equipment	
Aviation safety analysis system [ASAS]	40,000,000
National air space [NAS] Recovery communications [RCOM]	12,000,000
Information sSecurity	27,000,000
System approach for safety oversight [SASO]	13,600,000
Aerospace medical equipment needs [AMEN]	1,300,000
System safety management portfolio	13,700,000
National test equipment program	3,000,000
Configuration, logistics, and maintenance resource solutions [CLMRS]	20,100,000
Tower simulation systems [TSS]/Tower training stimulator [TTS]	3,100,000
Subtotal support equipment	133,800,000
b. Training, equipment and facilities	
Aeronautical center infrastructure sustainment	20,000,000
Distance Learning	1,000,000
Subtotal training, equipment and facilities	21,000,000
Total activity 3	154,800,000
Activity 4—facilities and equipment mission support	
System engineering and development support	39,000,000
Program support leases	55,000,000
Logistics and acquisition support services	12,000,000
Mike monroney aeronautical center leases	16,900,000
Transition engineering support	16,000,000
Technical support services contract [TSSC]	20,000,000
Resource tracking program [RTP]	10,000,000
Center for advanced aviation system development [CAASD]	55,000,000
Total activity 4	223,900,000
Activity 5—personnel and related expenses	
Personnel and related expenses	670,000,000
Total all activities	4,000,000,000

UAS.—The Committee recommendation includes \$16,000,000 for this program to enable the FAA to complete the development and

standardization of the airborne collision avoidance system [ACAS] program, to support UAS, small UAS, and rotorcraft operations. The ACAS program may provide a safety-enhancing replacement for the existing traffic alert and collision avoidance system [TCAS II] to support NextGen operations.

Airport Non-Cooperative Surveillance Radar [ANSR] Program.—The Committee directs the FAA to report on the status of the ANSR program, including long-term funding needs for the program; a cost-benefit analysis of the most effective solutions to provide ongoing ANSR services, including a comparison of a sustainment approach versus a replacement approach; an analysis of how the FAA intends to provide commercial service airports with necessary equipment; an update on the radar divestiture program; and the projected lifecycle support needs of the existing inventory of non-cooperative airport surveillance radar models 8, 9, and 11.

Offshore Automation.—The Committee recommendation includes \$48,300,000 for offshore automation. The FAA should keep the House and Senate Committees on Appropriations up to date on this critical project and ensure that the project incorporate the needs of the FAA service operations centers, including equipage, cabinetry and consoles, and improved floor-space design.

Commercial Space Integration.—The Committee recommendation includes \$1,000,000 for commercial space integration activities. This includes funding to operationalize the space operations portal and for the investment analysis in preparation for the final investment decision for a program to enable space data to be displayed on existing automation systems. The FAA should continue its work on the development, acquisition, and deployment of technologies and capabilities, including automation where appropriate, to aid in space launch and reentry integration into the NAS and to enable near real-time dynamic rerouting of commercial aircraft during and following commercial space launch and reentry operations. The FAA is directed to brief the House and Senate Committees on Appropriations no later than 180 days after the enactment of this act on its efforts, including potential challenges it may face, to integrate space launch and reentry tracking data into air traffic controller displays.

Remote Towers.—The Committee is aware of the growing need from small and rural communities to improve safety and modernize the air traffic control capabilities of their airports in a timely manner. The Committee supports the FAA's work on remote towers as a potential solution to address this need. The Committee provides no less than \$3,000,000 for the remote towers program. The Committee directs the FAA to provide a briefing to the House and Senate Committees on Appropriations no later than 30 days after enactment of this act on the status of the system design approval and timeframe for approval.

Future Flight Services Program.—The Committee remains supportive of the Department's efforts to offer enhanced capabilities to, as well as improve the safety of, general aviation pilots in Alaska. The current legacy automation service reached end-of-life in 2024 and is no longer cost-efficient to sustain. Following completion of its plan and investment analysis, the FAA shall make a final in-

vestment decision to replace this legacy automation service within 1 year of enactment of this act.

Don Young Alaska Aviation Safety Initiative.—The Committee recommendation includes \$25,000,000 to implement the Don Young Alaska aviation safety initiative [DYAASI], which includes \$20,000,000 from this budget line item [BLI], \$3,500,000 from the ADS-B NAS-wide implementation BLI, and \$1,500,000 from the weather camera program BLI. The Committee notes the persistent lack of certified weather reporting capability in the FAA Alaska region and directs the FAA to provide the House and Senate Committees on Appropriations with a plan for the visual weather observation program within 90 days of enactment of this act.

Terminal Flight Data Manager [TFDM].—The Committee recommendation includes \$47,300,000 and directs the FAA to report to the House and Senate Committees on Appropriations on the feasibility, challenges, and benefits of expanding the number of airports on the TFDM waterfall, consistent with section 619(e) of the FAA Reauthorization Act of 2024.

FAA Telecommunications Infrastructure.—The Committee appreciates the FAA's efforts to address recent challenges with telecommunications systems in the New York City area airports to prevent any future outages of critical data for air traffic controllers. The Committee directs the FAA to brief the House and Senate Committee on Appropriations on the status of all FAA telecommunications infrastructure and the FAA's efforts to accelerate the transition from time division multiplexing to modern internet protocol-based communications within 120 days of enactment of this act.

Terminal and En Route Surveillance Portfolio.—The DoD and the FAA operate networks of airport surveillance radar that monitor the airspace for cooperative and non-cooperative aircraft and weather conditions for commercial flights. The FAA should continue its efforts to upgrade these radars to extend their life and avoid costly replacements.

Landing and Lighting Portfolio.—The Committee is aware that many aging instrument landing systems [ILS] were installed in the 1970's and 1980's and their age presents a significant threat to maintaining NAS capacity and safety. The Committee provides \$10,000,000 for ILS within this heading.

Light Emitting Diode [LED] Medium Intensity Approach Lighting System [MALSR] Lamps.—The Committee appreciates the FAA's focus on expediting the transition to LED lamps for MALSR with runway alignment indicator lights installations which will provide significant benefits in safety, reliability, and cost savings. The Committee directs the FAA to prioritize the acquisition and installation of commercial off-the-shelf LED lamps that have already been FAA-approved for MALSR LED transitions by the spectrum engineering services group at the MMAC and successfully installed at more than 20 airports across the United States.

Military Operations Areas.—The Committee finds that radar and future NextGen systems capable of controlling airspace down to 500 feet above ground level enhances aviation safety in military operations areas that overlay public use airports. The Committee recommends that the FAA utilize existing resources to promptly pro-

vide radar or NextGen capability in areas with more than 5,000 operations per year.

Spectrum Coordination.—The Committee directs the FAA to coordinate with the Federal Communications Commission [FCC] on the impact of spectrum utilization on aviation safety and aircraft operations. Specifically, the FAA is directed to establish, with the FCC, a permanent interagency working group to consult on potential spectrum impacts on aviation safety systems, including radio altimeters and other critical avionics. Any FAA-identified risks to aviation safety resulting from changes in spectrum use shall be communicated to the FCC and be addressed expeditiously. The FAA shall provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act detailing the coordination process with the FCC, including any findings or recommendations resulting from their joint assessment of spectrum-related aviation safety concerns.

Facility Replacement and Radar Modernization.—The FAA currently owns 370 facilities and 618 radars, most of which are decades old and well beyond their useful life, requiring expensive repairs and short-term fixes to avoid gaps in air traffic services. As the FAA continues to replace aging air traffic control towers, the Committee directs the FAA to be mindful of the consideration of aging towers referenced in section 608 of the FAA Reauthorization Act of 2024 in the development of this proposal and in the facilities and equipment spend plans.

Federal Aviation Administration—Department of Defense Deconfliction Coordination.—The Committee supports FAA's joint efforts with DoD to ensure coordination and management of commercial and military flight operations, including in special use airspace, with an emphasis on deconfliction. As the FAA moves to modernize our Nation's air traffic control systems, the Committee encourages the deployment and testing of software capabilities that provide real-time, dynamic status-sharing and management to optimize the use of the National airspace system for all stakeholders, including for use with FAA Contract Towers. In doing so, the Committee encourages the FAA to utilize off-the-shelf capabilities to expedite the deployment of new technologies. The Committee further directs the FAA to brief the House and Senate Committees on Appropriations within 120 days of enactment of this act on its coordination with DoD for such real-time dynamic scheduling.

Airborne Situational Awareness Technology.—The Committee is aware that many FAA contract towers operate without radar display capabilities, which may limit air traffic controller's situation awareness. The Committee further understands that the FAA is in the process of reviewing the use of Airborne Position Reference Tools [APRT] to supplement non-FAA operated control towers visual operations and radio communications with pilots. The Committee encourages the FAA to expeditiously conduct the review of these technologies to enhance aviation safety at contract tower airports and further encourages the FAA, through its ongoing review of the AIP handbook, to consider allowing non-Federal entities to acquire these technologies using both discretionary and entitlement grant funding.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2025	\$280,000,000
Committee recommendation	290,000,000

PROGRAM DESCRIPTION

The research, engineering, and development appropriation provides funding for long-term research, engineering, and development programs to improve the air traffic control system by increasing its safety and capacity, as well as by reducing the environmental impacts of air traffic. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety through improvements in facilities, equipment, techniques, and procedures to ensure that the system will safely and efficiently handle future volumes of aircraft traffic.

COMMITTEE RECOMMENDATION

The Committee recommends \$290,000,000 for the FAA's research, engineering, and development activities. The recommended level of funding is \$10,000,000 more than the fiscal year 2025 enacted level.

The following table provides the Committee's recommended distribution of funds for each of the budget activities under this heading in this act:

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Committee recommendation
Fire research and safety	\$7,200,000
Propulsion and fuel systems	4,500,000
Advanced materials/structural safety	4,500,000
Advanced materials/structural safety—joint center of excellence for advanced materials [JAMS]	11,500,000
Aircraft icing	3,000,000
Digital system safety	6,000,000
Continued air worthiness	8,400,000
Flight deck/maintenance/system integration human factors	14,300,000
System safety management/terminal area safety	10,000,000
Air traffic control/technical operations human factors	5,910,000
Aeromedical research	10,500,000
Weather program	15,500,000
Unmanned aircraft systems research	7,500,000
Unmanned aircraft systems research—center of excellence for UAS research	14,000,000
Alternative fuels for general aviation	12,000,000
Commercial space transportation safety	4,300,000
NextGen wake turbulence	4,700,000
Information/cyber security	5,800,000
Environment & energy	12,500,000
Environment & energy—center of excellence for alternative jet fuels and environment [ASCENT COE]	8,500,000
NextGen—environmental research—aircraft technologies and fuels	5,000,000
NextGen—environmental research—aircraft technologies and fuels—continuous lower energy, emissions, and noise program [CLEEN]	40,000,000
NextGen—environmental research—aircraft technologies and fuels—ASCENT COE	27,000,000
System planning and resource management	5,100,000
Aviation grant management	30,000,000
William J. Hughes technical center laboratory facilities	7,290,000
Aircraft radio altimeter development, testing, and certification	5,000,000
Total RE&D	290,000,000

Advanced Materials/Structural Safety.—The Committee recommendation includes a total of \$4,500,000 for advanced materials/structural safety, and an additional \$11,500,000 shall be for advanced materials/structural safety work at the center of excellence [COE] for joint advanced materials and structures [JAMS]. Of the amounts provided in both BLIs, the Committee recommendation provides \$6,000,000 to advance the use of these new additive materials (both metallic and non-metallic based additive processes) in the commercial aviation industry and for the FAA to work with the advanced composites institute and private partners to evaluate resin-infused materials and processes for airworthiness certification and \$4,000,000 to advance the use of fiber reinforced composite materials in the commercial aviation industry through JAMS.

The Committee recognizes the importance of advanced manufacturing for aerospace. The FAA should conduct research, in partnership with the commercial sector, to address gaps in knowledge for the use of large-scale metal wire arc additive manufacturing in aerospace, including to manufacture aerospace products such as aircraft and other aerospace vehicles. The focus of the research should be: (1) process development for the creation of additive manufacturing design and manufacturing standards for aerospace vehicles; (2) improving certification efficiency of additively manufactured aviation products; (3) evaluating long-term material and structural behavior and associated maintenance, including support for fatigue life determination, structural changes related to fatigue, thermal, corrosive environments, and expected maintenance of such material to include recommended repair techniques; and (4) utilizing commercial partners to mature and certify large-scale metal wire arc additive manufacturing and advanced materials capabilities, including the development and qualification of new material chemistries, optimized for large-scale metal wire arc additive manufacturing, to be used in the manufacture of aerospace vehicles.

UAS Research.—The Committee recommendation includes \$7,500,000 for UAS research and an additional \$14,000,000 for the UAS COE. Of the amounts for the UAS COE, \$2,000,000 is for transportation disaster preparedness and response, in partnership with institutions that have demonstrated experience in damage assessment, collaboration with State transportation agencies, and applied UAS field testing; and \$2,000,000 is to continue efforts with the safety standards of UAS for development and validation of certification standards for such systems. The UAS COE research may include cyber security, agricultural applications, and BVLOS.

Environment and Energy.—The Committee recommendation includes \$12,500,000 for environment and energy, and an additional \$8,500,000 for environment and energy for the aviation sustainability center [ASCENT] COE for research focused on sustainable aviation fuels [SAFs].

NextGen-Environmental Research-Aircraft Technologies and Fuels.—The Committee recommendation includes \$5,000,000 for NextGen Environmental Research-Aircraft Technologies and Fuels, an additional \$27,000,000 for the ASCENT COE on SAFs and aviation noise, and an additional \$40,000,000 for the continuous lower energy, emissions, and noise [CLEEN] program. The Committee continues to direct the FAA to prioritize research related to SAFs,

certification of SAFs, and challenges associated with the SAF supply chain. The Office of Environment and Energy and the Office of Airports should work together to identify SAF-related projects at airports that can be funded from airport improvement program grants. The FAA should also support hydrogen and fuel-cell related technologies that could reduce the noise and emissions footprint in future aircraft.

Within the CLEEN program, the FAA may use any unused funds to work with commercial supersonic aircraft manufacturers that will help mature clean and quiet technologies for conventional non-supersonic aircraft manufacturers.

Aviation Grant Management.—The Committee recommendation includes \$30,000,000 for the aviation workforce development programs as authorized by section 625 of the FAA Reauthorization Act of 2018, as amended by the FAA Reauthorization Act of 2024.

The Committee encourages the FAA, to prioritize applicants for the aviation workforce development programs that provide an assurance to either use grant funds to: (1) encourage the participation of populations that are underrepresented in the aviation industry, including women, minorities, and individuals in economically disadvantaged communities and rural communities; or (2) strengthen aviation programs at a minority-serving institution, a public institution of higher education, or a public postsecondary vocational institution, including such institutions in rural communities.

Aircraft Accessibility Research.—Persons with reduced mobility have been disproportionately impacted by challenges associated with air travel due to limited cabin space and relevant accommodating technologies. The Department continues to receive numerous consumer complaints related to commonly mishandled and/or damaged equipment in aircraft cargo handling. The Committee supports the FAA and the aviation industry's efforts to develop, test, and certify aviation accessibility technologies, including solutions for passengers to travel onboard aircraft using power wheelchairs in cabins, accessible lavatories and other boarding and cabin technologies that would enable greater mobility and ease of travel.

PFAS-Free Aviation Fire Suppression Technologies.—The Committee encourages the FAA to conduct research and development activities, including partnerships with the DoD and U.S. industry, to identify, develop, and test technologies that will provide an alternative to fire protection systems with hydrofluorocarbons and halon technologies that are critical to the safety of flight systems in use across civil, commercial and military aircraft today.

Electric Aircraft.—The FAA should identify and prioritize technical assistance, research, workforce development, and funding opportunities to support aircraft operators transitioning to electric aircraft. The FAA should also coordinate with outside stakeholders to identify opportunities to advance electrification of current and future aircraft.

Electric Vertical Take-Off and Landing [eVTOL] Aircraft.—The Committee directs the FAA to conduct research, development, and testing of eVTOL vehicles and AAM systems to ensure that these emerging technologies are integrated into the NAS in a safe manner. The Committee encourages the FAA to collaborate with inde-

pendent testing and research facilities to help improve the safe certification and deployment of eVTOL vehicles and other AAM systems. The FAA should encourage collaboration with independent testing centers and private-sector partners to: conduct comprehensive testing of eVTOL vehicles for safety, reliability, airworthiness, and operational performance; assess the integration of eVTOL vehicles into urban and rural airspace in coordination with local transportation agencies, air traffic controllers, and airport authorities; develop and test safety protocols, air traffic management systems, and cyber security measures specific to eVTOL vehicles and AAM networks; and create a framework for certification and regulatory approval of eVTOL vehicles and related infrastructure to support commercial deployment.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

PROGRAM DESCRIPTION

Funding for grants-in-aid for airports pays for capital improvements at the Nation's airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program include improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and a liquidating cash appropriation of \$4,000,000,000 for grants-in-aid for airports for fiscal year 2026. This is equal to the enacted level for fiscal year 2025.

Administrative Expenses.—The Committee recommends not more than \$160,000,000 to cover administrative expenses. This funding level is \$3,768,000 more than the fiscal year 2025 enacted level. Increased staffing should be used to support the FAA's work to help airports develop plans to mitigate the impact of climate change on airport infrastructure.

Airport Cooperative Research.—The Committee recommends not less than \$15,000,000 for the airport cooperative research program. This funding level is equal to the fiscal year 2025 enacted level.

Airport Technology.—The Committee recommends not less than \$41,827,000 for airport technology research. This funding level is \$26,000 more than the fiscal year 2025 enacted level. Of this amount, \$6,000,000 is for the airfield pavement technology program authorized under section 744 of Public Law 115-254, of which \$3,000,000 is for concrete pavement research and \$3,000,000 is for asphalt pavement research.

Small Community Air Service Development Program.—The Committee recommends \$15,000,000. This funding level is \$5,000,000 more than the fiscal year 2025 enacted level.

Cost Share.—The bill includes a provision that allows small airports to continue contributing 5 percent of the total cost for unfinished phased projects that were underway prior to the passage of the FAA Modernization and Reform Act of 2012 (Public Law 112–095).

Zero-Emission Vehicle [ZEV] and Voluntary Airport Low Emissions [VALE] Programs.—The Committee directs the FAA to provide not less than \$50,000,000 for ZEV and VALE eligible projects. The Committee expects the FAA to actively engage with airport sponsors at major hubs to identify projects suitable for the VALE program, such as energy efficiency, energy resiliency, and renewable energy projects that would help prevent power disruptions or outages.

Sound Insulation.—The Committee is aware that certain sound insulation projects installed prior to 2002 caused physical damage to the residence or the materials used for such insulation have deteriorated, broken, or are otherwise no longer functional. As such, the Committee directs the FAA to consider residences that were mitigated prior to 2002 with sound insulation as “unmitigated”, and any new sound insulation shall be considered a one-time mitigation, subject to current requirements for determining eligibility for sound insulation, if an airport can verify that: (1) the residences continue to fall within the latest day-night average sound level [DNL] 65 decibel [dB] contour; (2) the residential structure is experiencing an average interior noise level of DNL 45 dB or higher; (3) any previously installed sound insulation for which prior Federal financial assistance or passenger facility charges resulted in structural deterioration that was not caused by any actions attributed to the owner or occupant of the residence, nor by the failure of a property owner to repair or maintain a residential building; and (4) the applicant and the property owner demonstrate having made good faith effort to exhaust any amounts available through warranties, insurance coverage, and legal remedies for the sound insulation treatment previously installed on the eligible residence.

The FAA has previously determined other sound insulation treatments to be considered as “unmitigated” and should provide the same flexibility to these treatments. The FAA should also continue to require applicants and property owners to conform to currently published FAA standards that would achieve a measurable reduction in interior noise levels.

Airport Growth.—Airport modernization and growth projects rely on a combination of Federal, State, and local funds, as well as airline funds, in some instances. For airports experiencing growth in traffic, this requires long-term cooperation and partnerships between these government and private sector entities. The Secretary and the FAA should help coordinate these partnerships between airports and airlines, to the extent permissible under current law, to ensure funding commitments are met and that they adequately capitalize on prior or ongoing Federal investments at the airport.

Long-Term Trends in Aviation.—Certain long-term trends in society, such as extreme weather, electrification, automation, and de-

mographic changes of the workforce, may have significant impacts on airports and their funding needs. The Committee directs the GAO to conduct a study on these and other major trends that could impact airports and their funding needs over the long-term, and how the U.S. commercial aviation industry and the FAA can adapt to them.

Boarding Bridges.—The Committee supports section 711 of the FAA Reauthorization Act of 2024, that prohibits Federal funding from going towards the procurement of passenger boarding bridges from Chinese State-owned, controlled, or subsidized companies that seek to threaten the United States’ economy and national security.

Reimbursable Agreements.—The Committee is aware of challenges facing the administration of the State block grant program for certain airports, and the reimbursable agreement [RA] associated with them. The RA process can be burdensome and costly for some States and their airports. The Committee directs the FAA to work with stakeholders who participate in a block grant program, and all relevant FAA offices, to modify the current process in order to reduce any additional costs and delays being imposed on States and airports. Specifically, the FAA must work with stakeholders to identify and address the root cause of these challenges, which may include: (1) disclosing the upfront cost for each item required to perform their duties on a project; (2) providing a commitment on when work will be completed; and (3) once the duties are completed, requiring the FAA to provide a line-item receipt of their costs and reimbursing the paying entity for any costs that are less than what was pre-paid within 120 days.

GRANTS-IN-AID TO AIRPORTS

Appropriations, 2025	\$50,000,000
Committee recommendation	319,368,000

PROGRAM DESCRIPTION

Funding for grants-in-aid for airports pays for capital improvements at the Nation’s airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program include improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$319,368,000, of which, \$50,000,000 is for additional airport infrastructure grants, and \$269,368,000 is for CDS. This amount is \$269,368,000 more than the fiscal year 2025 enacted level. The Committee directs the FAA to provide funding for the CDS projects listed in the table at the end of this report in the corresponding amounts. The Committee is aware of the importance of this funding for nonhub, small hub, reliever, and nonprimary airports.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical staff years at the Center for Advanced Aviation Systems Development to no more than 600 in fiscal year 2026.

Section 111 prohibits funds in this act from being used to adopt guidelines or regulations requiring airport sponsors to provide the FAA “without cost” buildings, maintenance, or space for FAA services. The prohibition does not apply to negotiations between the FAA and airport sponsors concerning “below market” rates for such services, or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

Section 112 permits the Administrator to reimburse FAA appropriations for amounts made available for 49 U.S.C. 41742(a)(1) as fees are collected and credited under 49 U.S.C. 45303.

Section 113 allows funds received to reimburse the FAA for providing technical assistance to foreign aviation authorities to be credited to the operations account.

Section 114 prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday.

Section 115 prohibits the FAA from using funds provided in the bill to purchase store gift cards or gift certificates through a Government-issued credit card.

Section 116 requires that, upon request by a private owner or operator of an aircraft, the Secretary block the display of that owner or operator’s aircraft registration number in the aircraft situational display to industry program.

Section 117 prohibits funds in this act for salaries and expenses of more than nine political and Presidential appointees in the FAA.

Section 118 requires the FAA to conduct public outreach and provide justification to the House and Senate Committees on Appropriations before increasing fees under 49 U.S.C. 44721.

Section 119 requires the FAA to notify the House and Senate Committees on Appropriations at least 90 days before closing or relocating a regional operations center or reducing the services it provides or its personnel.

Section 119A prohibits funds from being used to change weight restrictions or prior permission rules at Teterboro Airport in New Jersey.

Section 119B prohibits funds from being used to withhold from consideration and approval any new application for participation in the contract tower program, including applications from cost share program participants if the Administrator determines such tower is eligible.

Section 119C prohibits the FAA from closing, consolidating, or redesignating any field or regional airports office without a re-programming request.

Section 119D provides restrictions on the use of the authorities under 49 U.S.C. 44502 to transfer certain air traffic system or equipment to the FAA.

Section 119E prohibits the privatization or separation of the air traffic control functions of the FAA.

Section 119F prohibits the construction of a second air traffic controller training academy.

Section 119G allows the FAA to increase pay for employees with a medical degree in the Office of Aerospace Medicine.

Section 119H requires a monthly spend plan and briefing from the FAA Administrator and other senior officials on all air traffic control modernization efforts.

FEDERAL HIGHWAY ADMINISTRATION

PROGRAM DESCRIPTION

The principal mission of the Federal Highway Administration [FHWA] is, in partnership with State and local governments, to foster the development of a safe, efficient, and effective highway and intermodal system nationwide.

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of \$63,932,530,821 is provided for the activities of the FHWA in fiscal year 2026. The recommendation is \$1,538,860,276 more than the fiscal year 2025 enacted level.

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2025	\$497,015,664
Committee recommendation	507,435,977

PROGRAM DESCRIPTION

This limitation on obligations provides for the salaries and expenses of the FHWA for program management, direction, and coordination; engineering guidance to Federal and State agencies; and advisory and support services in field offices.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$507,435,977 for the administrative expenses of the FHWA, of which \$3,248,000 is for the administrative expenses of the Appalachian Regional Commission in accordance with 23 U.S.C. 104. Additional staff should be prioritized for administration and oversight of competitive grants, including to reach grant agreements between the Department and awardees.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2025	\$61,314,170,545
Committee recommendation	62,657,105,821

PROGRAM DESCRIPTION

The Federal-aid highway program provides financial support to States and localities for the development, construction, and repair of highways and bridges through grants. This program is financed from the Highway Trust Fund, and most of the funds are distributed through apportionments and allocations to States. Title 23 of the United States Code and other supporting legislation provide authority for the various activities of the FHWA. Funding is provided by contract authority, with program levels established by annual limitations on obligations set forth in appropriations acts.

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2026 obligations for the Federal-aid highway program to \$62,657,105,821, which is \$1,342,935,276 more than the fiscal year 2025 enacted level.

Staffing.—The Committee is aware of the significant reduction in the agency’s workforce, resulting in part from employees choosing to take the DRP offer. The Committee also understands that some division offices have lost up to 50 percent of their staff. The Committee is concerned about the impact of these dramatic staffing reductions on the Department’s ability to build our Nation’s highways, bridges, and other infrastructure projects. As such, the Committee directs the FHWA to provide a report on the number of positions lost through the DRP within each office included in the congressional budget justification as well as each State division office. The report shall include an analysis of the impact of these staffing reductions on the agency’s ability to implement the Federal-aid highway program and all other statutory responsibilities.

Electric Vehicle Charging Infrastructure.—When the FHWA stopped all further obligations from the National Electric Vehicle Infrastructure [NEVI] formula program, it also rescinded the program guidance from June 11, 2024. At the same time, the FHWA committed to “have updated draft NEVI Formula Guidance published for public comment in the spring of 2025.” As of July 2025, no such guidance has been published for public comment. The Committee directs the Secretary to issue new guidance for the NEVI formula program. The Secretary may also consider releasing funding under the previous guidance while the FHWA works to update the guidance. The Committee also encourages the FHWA to update guidance to adopt technology-neutral charger deployment requirements.

Bridge Investment Program.—The demand for Bridge Investment Program funding has demonstrated the need for a dedicated funding source for improving the condition of large and important bridges across the country. The Committee encourages the Department to implement this program to rebuild bridges in significant states of disrepair.

Reducing Wildlife-Vehicle Collisions.—The Committee encourages the FHWA to work with States to reduce wildlife-vehicle collisions through quick implementation of the wildlife crossings pilot program and through the highway safety improvement program and eligibilities under 23 U.S.C. 148(a)(4)(B)(xvii). The Committee

directs the FHWA to provide technical assistance related to the implementation of 23 U.S.C. 148(a)(4)(B)(xvii), as needed.

Asphalt Research.—The Committee directs the FHWA to evaluate research initiatives eligible under the FHWA's highway research and development program focusing on the properties of purified bituminous coal waste as a source of high quality carbon to be used as an additive for asphalt road building, and provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act outlining the FHWA's action plan to evaluate such research. The Committee also encourages the FHWA to use public-private partnerships to advance its research on the use of purified carbon-rich materials as environmentally beneficial additives for road building material.

Safety.—The Committee remains concerned by the staggering number of pedestrian fatalities each year involving vehicles, and is aware that an increasing number of municipalities are developing plans to significantly reduce these incidents. The Committee directs the FHWA to continue developing resources and providing technical assistance to help State and local governments facilitate the implementation of their vision zero plans and strategies to reduce pedestrian fatalities and injuries consistent with the directives in House Report 117–402 and Senate Report 118–70. Programs such as the safe streets and roads for all grant program support projects that improve road safety for pedestrians, bicyclists, and other vulnerable road users, and the Secretary should implement this program. The FHWA should also use existing funds to fund the bollard installation pilot program, as authorized under section 11502 of the IIJA.

Truck Parking.—The Committee is aware of the lack of safe truck parking on our Nation's highways, which creates a hazard for truck drivers, reduces safety for all road users, and hinders recruitment. The Committee commends the Department for identifying existing sources of funding in the IIJA that States can use to address the nationwide truck parking shortage and for working with private sector stakeholders, State DOTs, and metropolitan planning organizations to fund requests for discretionary grant funding to increase the availability of safe truck parking. The Committee directs the Department to continue these efforts and to continue to use existing discretionary grant programs to fund truck parking projects, where eligible and appropriate.

Permeable Pavements.—The Committee continues to encourage the Secretary to accelerate deployment of permeable pavements, including permeable pavers, to achieve flood mitigation, pollutant reduction, stormwater runoff reduction, and resilience in new road construction and retrofitting existing roads and other facilities. The Secretary is also encouraged to support the use of permeable pavements and permeable pavers in Federal lands highway projects.

Roadside Safety.—The Committee is concerned with the significant number of fatalities caused by high-speed roadway departure crashes and notes that guardrail end terminals remain a critical safeguard for reducing such incidents. The current testing standard for guardrail end terminals in the manual for assessing safety hardware [MASH], under which the FHWA requires devices to be tested in order to be Federal-aid eligible, utilizes a maximum speed

of 62 miles-per-hour and relies on research that was conducted more than 40 years ago. According to the MASH, “after a system has been proven to meet the recommended impact performance guidelines, the evaluation should switch to an in-service evaluation of the feature’s field performance. It is recommended that in-service performance evaluations be conducted when new safety features are placed in service,” and “experience has shown that as new designs are developed, current test procedures may not properly evaluate critical conditions for these designs.” Given the significant changes to vehicle fleets, highway speed limits, other changes to the operating environment, and the development of more advanced devices, the Committee strongly encourages the FHWA to engage with the American Association of State Highway and Transportation Officials to pursue updates to the testing standard that better reflect current real-world conditions. The Committee directs the FHWA to, within 180 days of enactment of this act, provide a report to the House and Senate Committees on Appropriations on the design of a potential pilot program to help facilitate State-led in-service performance evaluations of guardrail end terminals with documented effectiveness beyond the scope of MASH compliance. This report should include consideration of the number of participants, minimum funding amount needed for a successful pilot, and any other program requirements necessary to ensure its effectiveness.

National Culvert Removal, Replacement, and Restoration Grant Program.—The Committee appreciates the Department clarifying in its recent NOFO for the culvert aquatic organisms passage [AOP] program that recipients and sub-recipients may request alternative funding arrangements, as permissible under 2 CFR Part 200. However, the NOFO does not provide any details on what these alternative funding arrangements are or what information recipients are required to submit to be approved for them. The Committee is aware that AOP applicants face challenges with a grant program that provides funding on a reimbursable basis. The Committee directs the Department to proactively provide information on alternative funding arrangements, including what written procedures and financial management systems applicants are required to maintain and demonstrate in order to meet the fund control and accountability requirements under 2 CFR Part 200. The Committee also directs the Department to provide information with regard to the authority it has to provide cash on a working capital advance basis. The Department should provide information through webinars, trainings, technical assistance, and any means necessary to bring this information to the large number of potential applicants for this grant program. The Department should use successful examples of such arrangements from the first round of awardees. The Department should make available to potential applicants, upon request, relevant staff with sufficient budgetary and legal expertise in these alternative funding arrangements, and respond to questions from potential applicants on these matters within 15 days of such request. The Committee also urges the Department to further clarify to potential applicants how grant recipients can partner with implementation entities, such as non-profit orga-

nizations, through the use of a contract or other agreement, to deliver a project.

The most recent NOFO also requires applicants to identify design standards that will be used for fish passage improvements, but does not specifically identify any such design standards. The Committee expects the Department to work with the National Oceanic and Atmospheric Administration [NOAA], and other Federal agencies, to develop a minimum design standard that includes minimum fish passage requirements, hydraulic design methodology that incorporates the impact of climate change on hydrology, and minimum project design life and sizing standards that are climate resilient. The Department shall brief the House and Senate Committees on Appropriations on these efforts within 180 days of enactment of this act.

Further, the Committee directs the FHWA to make grant awards for the fiscal year 2023 NOFO within 60 days of enactment of this act, and to issue the fiscal year 2024 NOFO for this program not later than 120 days after enactment of this act.

Salmon Mitigation.—The Committee provided \$5,000,000 in fiscal year 2023 to establish a cooperative series of agreements with universities, Federal agencies, the National Academy of Sciences, transportation agencies, or nonprofit organizations to examine the impacts of culverts, roads, and bridges on threatened or endangered salmon populations. The Committee notes that the FHWA has not published a solicitation for these funds. The Committee directs the FHWA to publish a solicitation for these funds within 90 days of enactment of this act and award funds within 180 days of enactment on this act.

Update and Expand 14th Amendment Highway Report.—Section 1927 of Public Law 109–59 required a report describing the steps and estimated funding to designate and construct a route for the 14th Amendment Highway, which comprises much of the I–14 route. The Committee directs the Secretary to provide an update to this report and to include a comprehensive feasibility analysis of the I–14 corridor, with an emphasis on its potential to serve as a bypass to Atlanta and other major cities; enhance connectivity to key military installations, ports, energy production areas, and other economic centers; utilize established modeling systems, including the highway economic requirements system, travel demand models, and regional economic development models; analyze environmental and economic impacts, safety improvements, and national security benefits; and produce actionable recommendations for inclusion in statewide and metropolitan plans and transportation improvement programs.

I–69 Corridor Development in West Tennessee.—The Committee encourages the FHWA to continue working with the Tennessee Department of Transportation and local stakeholders to advance the completion of I–69 through Tennessee, a critical component of high priority corridor 18. With I–69 now providing continuous interstate connectivity from the Canadian border to the Kentucky state line, completing segments seven through nine is essential to closing a major gap in the national corridor. The Committee supports continued coordination and investment to complete this nationally significant corridor.

U.S. 50 Blue Mesa Bridge.—The Committee is aware that the U.S. 50 Blue Mesa Bridge in Colorado is in need a repair due to a crack found in the steel and is currently shut down to all traffic. The Committee encourages the Department to work with the state to identify potential sources of funding for repairing this bridge.

Computer Vision in Roadway Maintenance.—The Department establishes minimum standards for traffic control devices that enhance safety and reliability throughout our Nation's roadway infrastructure. The Committee recognizes the safety and operational benefits of computer vision, a specialized field of artificial intelligence, in assisting infrastructure owners and operators to assess roadway conditions and damage to roadway assets, such as missing signage, pavement damage, and other infrastructure concerns, without requiring human inspectors to enter dangerous or inaccessible areas. Furthermore, the Committee recognizes the critical importance of maintaining pavement marking and retroreflectivity for roadway safety. As such, the Committee believes it is important to ensure that non-Federal stakeholders are informed of the eligibility of computer vision technologies for inspecting roadways and traffic control devices and directs the Department to provide sufficient notice to relevant non-Federal stakeholders.

Emerging Vehicle Technology Safety.—The Committee is concerned by the results of recent testing of the compatibility of roadside safety hardware with electric vehicles. With an increasing number of electric vehicles on the roadways and the emergence of other technologies including hydrogen and autonomous vehicles, the Committee believes that continued research and testing is essential to ensure the safe integration of emerging vehicle technologies on our Nation's roadways. Such efforts should prioritize the testing of current, and development and testing of new, roadside safety hardware. The FHWA is encouraged to collaborate with State DOTs and institutions of higher education that have experience with and are currently conducting research and testing on roadside safety hardware for emerging vehicle technologies, as well as participants in transportation pooled fund studies examining these issues.

Emergency Relief Manual.—The Committee remains disappointed that the FHWA has yet to meet the statutory deadlines for updating the Emergency Relief program manual (section 11519 of Public Law 117–58) and directs the FHWA to provide an update to the House and Senate Committees on Appropriations on the status of implementation on a quarterly basis instead of the current monthly requirement.

Anti-Competitive Bidding.—The Department's Office of Inspector General has found nearly \$1,200,000,000 in estimated higher costs associated with undetected collusive bidding on Federal highway projects in six randomly-selected eastern States over 8 years. These cost increases represent a nearly 7 percent increase in project costs due to anti-competitive bidding practices, primarily driven by complementary bidding amongst bidding firms. If extrapolated to all Federal-aid highways program funding, there could be over \$21,000,000,000 in highway funds lost to fraud, rather than spent on highway construction. The Committee directs the FHWA to report to the House and Senate Committees on Appropriations, with-

in 180 days of enactment of this act, on steps taken to implement the Inspector General's recommendations to amend FHWA guidance to recommend State DOTs: (1) conduct frequent, regular, systematic reviews of procurements made over multiple years using specific statistics to identify anti-competitive bidding patterns; and (2) to the extent practical, reduce reliance on historical data when developing engineer's estimates, instead moving to methods FHWA has found to be more reliable, including cost-based estimation.

Stormwater Management.—The Committee is concerned with the impact of emerging contaminants on the environment, such as the compound N-(1,3-dimethylbutyl)-N'-phenyl-p-phenylenediamine [6PPD] and its transformant, 6PPD-quinone. The Committee recommendation includes \$8,000,000 for the FHWA to work with State DOTs and other relevant State agencies to build or implement, operate, and maintain low-cost and rapidly deployable stormwater management technologies and techniques to reduce the impacts of 6PPD and 6PPD-quinone on salmon-bearing streams.

The results of this research shall be used by the FHWA to inform its stormwater policies and guidance publications. This research shall be conducted in coordination with Federal, State, and Tribal agencies engaged in relevant research, along with academia. This research shall be conducted in locations that: (1) have resident salmonid populations that have documented acute toxicity effects to the stormwater contaminant, 6PPD-quinone, and where harmful stormwater contaminants may bioaccumulate in endangered southern resident killer whales through their salmon prey; (2) provide a variety of land uses for optimizing technologies to specific transportation scenarios; (3) are available for near-term installation; and (4) provide opportunities for long-term monitoring.

In conducting this research, the FHWA is directed to collaborate and consult with NOAA's National Marine Fisheries Service [NMFS] to ensure that NMFS will be able to directly corroborate the findings and endorse treatment alternatives with proven effectiveness. The intent of this collaboration shall be to ensure that demonstrably effective treatment alternatives identified through this research can help expedite NMFS consultations to the extent that stormwater quality is a consideration for determination.

Unobligated Balances.—The Committee directs the FHWA to submit a list of all unobligated balances of contract authority and budget authority as of September 30, 2025, to the House and Senate Committees on Appropriations by January 1, 2026, and provide an annual update with each year's President's budget request. The list of unobligated balances shall include the account name, program name, Treasury account symbol, amounts remaining available for obligation, date of most recent obligation, and any other information that will help the Committees determine the status of all unobligated balances. For allocated program unobligated balances that remain available for obligation, the FHWA shall determine whether the funds are likely to be obligated in the near term. For each formula program unobligated balances that remain available for obligations, the FHWA shall provide a state-by-state distribution list.

LIQUIDATION OF CONTRACT AUTHORIZATION
HIGHWAY TRUST FUND

Appropriations, 2025	\$62,053,170,545
Committee recommendation	63,396,105,821

PROGRAM DESCRIPTION

The Federal-aid highway program is funded through contract authority paid out of the Highway Trust Fund. Most forms of budget authority provide the authority to enter into obligations and then to liquidate those obligations. Put another way, it allows a Federal agency to commit to spending money on specified activities and then to actually spend that money. In contrast, contract authority provides only the authority to enter into obligations, but not the authority to liquidate those obligations. The authority to liquidate obligations, to actually spend the money committed with contract authority, must be provided separately. The authority to liquidate obligations under the Federal-aid highway program is provided under this heading. This liquidating authority allows the FHWA to follow through on commitments already allowed under current law; it does not provide the authority to enter into new commitments for Federal spending.

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of \$63,396,105,821. The recommended level is \$1,342,935,276 more than the fiscal year 2025 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

HIGHWAY INFRASTRUCTURE PROGRAMS
(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2025	\$340,500,000
Committee recommendation	1,136,425,000

PROGRAM DESCRIPTION

The Committee provides funding for highway infrastructure programs [HIP] to improve highway safety and efficiency for all Americans through general fund investments in addition to levels authorized in the IIJA (Public Law 117–58).

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$1,136,425,000 in funding from the general fund for highway infrastructure programs, which is \$795,925,000 more than the fiscal year 2025 enacted level. Of the total amount provided, \$581,225,000 is for CDS, and the Committee directs the FHWA to provide funding for the projects listed in the table at the end of this report in the corresponding amounts.

National Scenic Byways Program.—The Committee directs the FHWA to not include any preference for projects based on the total cost of the project when awarding grants under this program. The Committee notes that the FHWA has yet to produce a comprehen-

sive map of the Nation's scenic byways and encourages the FHWA to prioritize producing such a map, which would be a useful resource for both transportation planners and the traveling public. Of the funds provided for this program, up to \$1,000,000 shall be for FHWA technical assistance activities. For the purposes of this program, technical assistance as authorized in 23 U.S.C. 162 may include the development and dissemination of resources for use by States and Tribes such as a program website, updated maps, and economic research.

Reconnecting Communities.—The Committee recommendation includes \$62,200,000 for the Reconnecting Communities Pilot program, which is in addition to the \$100,000,000 provided for this program in division J of the IIJA and \$105,000,000 provided for this program from the Highway Trust Fund. The Committee directs the Department to provide technical assistance, including webinar and other informational sessions, to help local government applicants whose grant funding was recently rescinded work with State DOTs and Federal agencies to identify other sources of funding to complete these projects.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120 distributes obligation authority among Federal-aid highway programs.

Section 121 continues a provision that credits funds received by the Bureau of Transportation Statistics to the Federal-aid highways account.

Section 122 sets forth parameters for any waiver of Buy America requirements.

Section 123 mandates 60-day notification for any grants for a project under 23 U.S.C. 117 and requires these notifications to be made within 180 days of enactment of this act.

Section 124 allows State DOTs to repurpose certain highway project funding and for those funds to be used within 25 miles of their original designation.

Section 125 extends the period of availability of certain INFRA grant funds.

Section 126 extends the period of availability of certain bridge investment program funds.

Section 127 requires the Secretary to issue an update to the NEVI formula program guidance.

Section 128 extends the period of availability of certain grants.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Motor Carrier Safety Administration's [FMCSA's] mission is to promote safe commercial motor vehicle and motor coach operations, as well as reduce the number and severity of accidents involving those vehicles. Agency resources and activities prevent and mitigate commercial motor vehicle and motor coach accidents through education, regulation, enforcement, stakeholder training, technological innovation, and improved information systems. The FMCSA is also responsible for ensuring that all commercial vehicles entering the United States along its southern and

northern borders comply with all Federal motor carrier safety and hazardous materials regulations. To accomplish these activities, the FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, highway safety organizations, and the public.

COMMITTEE RECOMMENDATION

The Committee recommends a total level of \$926,600,000 for obligations from the Highway Trust Fund, which is \$17,650,000 more than the fiscal year 2025 enacted level.

	2025 enacted	Committee recommendation
Motor Carrier Safety Operations and Programs (obligation limitation)	\$382,500,000	\$390,000,000
Motor Carrier Safety Grants (obligation limitation)	526,450,000	536,600,000
Total	908,950,000	926,600,000

SUMMARY OF FUNDING FOR FMCSA

	General Fund Advance Appropriations in IUA	Committee recommendation	Total
Motor Carrier Safety Operations and Programs	\$10,000,000	\$390,000,000	\$400,000,000
Motor Carrier Safety Grants	124,500,000	536,600,000	661,100,000
Total	134,500,000	926,600,000	1,061,100,000

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2025	\$382,500,000
Committee recommendation	390,000,000

PROGRAM DESCRIPTION

This account provides necessary resources to support motor carrier safety program activities and to maintain the agency's administrative infrastructure. This funding supports nationwide motor carrier safety and consumer enforcement efforts, including Federal safety enforcement activities at the United States-Mexico border in order to ensure that Mexican carriers entering the United States are in compliance with FMCSA regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$390,000,000 for the FMCSA's operations and programs, which is \$7,500,000 more than the fiscal year 2025 enacted level. Of the

total limitation on obligations, \$14,073,000 is for research and technology and not less than \$63,098,000 is for information technology and information management [IM].

The Committee continues to direct the FMCSA to provide a spending plan for the amounts provided for IT and IM and to update the House and Senate Committees on Appropriations on modernizing its legacy systems no less than every 6 months.

Predatory Towing.—The Committee is aware that 49 U.S.C. 14501(c)(1) makes the Federal Government the sole regulator of tow truck operators when towing a vehicle with the prior consent or authorization of its owner or operator; however, like the States, the FMCSA does not have explicit statutory authority to regulate towing fees, and Federal regulations have never been promulgated to prohibit excessive fees in these circumstances. While the vast majority of towing and storage firms are honest and well-intentioned, some bad actors have been allowed to operate in a regulatory gap without oversight or accountability. Predatory towing can lead to supply chain disruptions when motor carriers are held hostage to unethical practices in towing and recovery. The Committee directs the FMCSA to engage with local, State, and private sector stakeholders to study current practices concerning towing and recovery regulation and fees in order to ensure fair and equitable treatment of roadway safety clearance opportunities for motor carriers.

Alternative Warning Devices for AV Trucks.—The deployment and operation of autonomous trucks are currently inhibited by roadway safety warning device regulations that require human deployment in the event of a motor vehicle being disabled. The Committee directs the FMCSA to review existing research and information on the safety impacts of alternative safety warning device systems or signs that can be placed on the roadway, on or around a stopped commercial motor vehicle [CMV] without human deployment while maintaining an equivalent or greater level of safety and report to the House and Senate Committees on Appropriations on its findings not later than 90 days after enactment of this act.

English Language Proficiency Enforcement.—The Committee notes that 49 CFR 391.11(b)(2) requires that CMV drivers “can read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to make entries on reports and records”. On May 20, 2025, the FMCSA issued an internal agency enforcement policy (MC–SEE–2025–0001) reinforcing established safety regulations in accordance with 49 CFR 391.11(b)(2), and the commercial vehicle safety alliance’s North American standard out-of-service criteria was amended to make non-compliance with such section a driver out-of-serve violation effective June 25, 2025. Section 132 of this act requires the Secretary to update the Department’s regulations to ensure that non-compliance with 49 CFR 391.11(b)(2) triggers an out-of-service order. The Committee directs the Secretary to provide a report to the House and Senate Committees on Appropriations on non-compliance and out-of-service orders pursuant to 49 CFR 391.11(b)(2) pre- and post-May 2025 not later than 180 days after enactment of this act.

Entry-Level Driver Training [ELDT].—The ELDT regulations, established by the Moving Ahead for Progress in the 21st Century Act, improve highway safety by setting minimum Federal training requirements for new commercial driver’s license [CDL] applicants. FMCSA’s training provider registry [TPR] serves as a public resource for future drivers to identify training providers and records of drivers that have completed entry-level driver training. To improve the utility of this public resource, the Committee directs the FMCSA to clarify its TPR guidance for timely removal of training providers that do not meet ELDT requirements not later than 180 days after enactment of this act. In addition, the bill requires the Secretary to provide certain information relating to training providers on the TPR to the House and Senate Committees on Appropriations not later than 90 days after enactment of this act and a plan on how the FMCSA will conduct regular audits of the TPR not later than 120 days after enactment of this act.

Staffing.—With the significant reduction in staffing levels in fiscal year 2025 as a result of employees electing to take the DRP, the Committee is concerned about the impact of these staffing reductions on the Department’s ability to fulfill the FMCSA’s mission to “reduce crashes, injuries, and fatalities involving large trucks and buses”. As such, the Committee directs the FMCSA to provide a report to the House and Senate Committees on Appropriations on the number and job series of positions lost through the DRP within each office included in the congressional budget justification as well as each field office, service center, and State-level motor carrier division office. The report shall include an analysis of the impact of these staffing reductions on the agency’s ability to implement motor carrier safety and enforcement programs and all other statutory responsibilities.

Enforcement Training and Support Grant Program.—The commercial motor vehicle enforcement training and support grant program was established in the IIJA to train non-Federal employees who conduct CMV enforcement activities and to develop related training materials. The NOFOs for this program have required grantees to use non-Federal instructors who have successfully completed the FMCSA instructor development program [IDP] and maintain all FMCSA-required instructor certifications. Such instructors may receive training through the FMCSA’s Federal law enforcement training course accreditation that is different than the training such instructors deliver through the grant program. To better align the training received by non-Federal instructors and provided to non-Federal employees under the grant program, the Committee directs FMCSA to notify grantees of any updates to the IDP and Federal law enforcement training course accreditation.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2025	\$526,450,000
Committee recommendation	536,600,000

PROGRAM DESCRIPTION

This account provides resources for Federal grants to support compliance, enforcement, and other programs performed by States. Grants are also provided to States for enforcement efforts at both the Southern and Northern borders in order to fortify points of entry into the United States with comprehensive safety measures; improve State CDL oversight activities to prevent unqualified drivers from being issued CDLs; and support the performance registration information systems and management program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of \$536,600,000 for motor carrier safety grants, which is \$10,150,000 more than the fiscal year 2025 enacted level.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION

Section 130 prohibits funds from being used to enforce the electronic logging device rule with respect to carriers transporting livestock or insects.

Section 131 prohibits funds from being used to require the use of inward-facing cameras or require a motor carrier to be enrolled in the Department of Labor's registered apprenticeship program as conditions for participation in the safe driver apprenticeship pilot program.

Section 132 requires the Secretary to update the Department's regulations to ensure that non-compliance with 49 CFR 391.11(b)(2) triggers an out-of-service order.

Section 133 requires the Secretary to provide certain information relating to training providers on the TPR and an audit plan for the TPR.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity within the Department of Transportation in March 1970 in order to administer motor vehicle and highway safety programs. It is the successor agency to the National Highway Safety Bureau, which was housed within the FHWA. NHTSA is responsible for administering motor vehicle safety, highway safety behavior, motor vehicle information, and automobile fuel economy programs.

NHTSA's mission is to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes. To accomplish these goals, NHTSA establishes and enforces safety performance standards for motor vehicles and motor vehicle equipment, investigates safety defects in motor vehicles, and conducts research on driver behavior and traffic safety. NHTSA provides grants and technical assistance to State and local governments to enable them to con-

duct effective local highway safety programs. Together with State and local partners, NHTSA works to reduce the threat of drunk, impaired, and distracted driving, and to promote policies and devices with demonstrated safety benefits, including helmets, child safety seats, airbags, and graduated licenses. NHTSA establishes and ensures compliance with fuel economy standards, investigates odometer fraud, establishes and enforces vehicle anti-theft regulations, and provides consumer information on a variety of motor vehicle safety topics.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,124,255,000, including both budget authority and limitations on the obligation of contract authority. This funding is \$135,590,000 less than the fiscal year 2025 enacted level.

OPERATIONS AND RESEARCH

(INCLUDING TRANSFER OF FUNDS)

PROGRAM DESCRIPTION

These programs support traffic safety initiatives and related research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. These highway safety programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community traffic safety evaluations, protection of motorcycle riders, pedestrian and bicyclist safety, pupil transportation, distracted driving prevention, young and older driver safety, and improved accident investigation procedures.

COMMITTEE RECOMMENDATION

The Committee provides \$419,600,000 for operations and research, which is \$8,800,000 less than the fiscal year 2025 enacted level. Of the total amount recommended for Operations and Research, \$210,000,000 is from the general fund, and \$209,600,000 is from the Highway Trust Fund.

Rulemakings.—The Committee directs NHTSA to continue to provide quarterly briefings on the status of all major rulemakings to the House and Senate Committees on Appropriations.

Digital Alert Technology.—The Committee continues to support use of digital alert technologies that can provide up-to-date information about dynamic conditions on roads to drivers. NHTSA should deploy this technology with local law enforcement in the field.

Improving Recall Grant Outreach.—NHTSA's "State Process for Informing Consumers of Recalls" grant program is intended to reduce the number of vehicles that have not been repaired appropriately for a vehicle safety recall. This program has been shown to be a cost-effective way to both improve safety and reduce the burden on vehicle owners. The Committee directs NHTSA to exam-

ine ways to incentivize more States to apply for this grant program.

Over-the-Air [OTA] Technology.—The Committee recognizes that as vehicles become more automated and connected, the use of over-the-air [OTA] software updates by manufacturers to improve vehicle safety will be increasingly important and a core experience of modern vehicle ownership. Section 24104 of the FAST Act allows vehicle manufacturers to include notification of recalls by electronic means in addition to notification by first class mail. The Committee encourages NHTSA to modernize the recall process to better utilize new technological opportunities presented by OTA software updates.

Impaired Driving.—The Committee continues to support the timely implementation of section 24220 of the IIJA, which requires NHTSA to establish an impaired driving prevention technology safety standard. Pursuant to the IIJA, NHTSA was required to promulgate a final rule by November 2024 or submit a report to Congress explaining why the deadline could not be met. NHTSA submitted a report explaining that the agency is continuing to address key issues in order to advance this critical rulemaking, including alcohol-detection system readiness, test procedure development, and countermeasure evaluation. NHTSA should continue to work with auto manufacturers and equipment suppliers to identify any improvements in technology that will help meet the intent of the Congressional rulemaking requirement.

The Committee is also aware of the privacy concerns related to this rulemaking mandate, and expects NHTSA to build privacy protections into this new standard that prevent inappropriate access to and misuse of driver data. The success of the implementation of any new standard will depend on public acceptance and understanding of the technology. Therefore, the Committee encourages NHTSA to work with industry and other stakeholders, including privacy experts and drunk driving victims and survivors, on coordinating a public education program regarding the new safety standard.

The IIJA requires NHTSA to provide \$45,000,000 from fiscal year 2022 through 2025 for in-vehicle technology research efforts to prevent alcohol-impaired driving. NHTSA may provide additional resources for these efforts in fiscal year 2026 if necessary to complete this research. However, NHTSA should use some of these funds for consumer education programs designed to aid public acceptance of the technology when it becomes available in vehicles, and should make the technology available to auto manufacturers and suppliers by the end of this research in fiscal year 2026.

New Car Assessment Program [NCAP].—The final NCAP roadmap should adopt the most technologically advanced safety equipment, including the most advanced anthropomorphic test dummies and test procedures available in the global and domestic marketplace that can be used to physically validate the safety of occupants within motor vehicles in an objective manner.

Drug-Impaired Driving.—The Committee remains concerned about the rates of drug-impaired driving and supports NHTSA's drug-impaired driving initiative, research initiatives, and continued education and training efforts with law enforcement and prosecu-

tors, such as drug recognition expert and advanced roadside impaired driving enforcement training. The Committee encourages the collection of toxicology data in fatal accidents, and the development of an objective standard to measure drug impairment and related field sobriety tests. Additionally, NHTSA is encouraged to continue public awareness campaigns.

The Committee directs NHTSA to provide States with flexibility, as permissible under current law, to use impaired driving countermeasures grants for these purposes, and to issue clarifying guidance on the eligible uses of highway safety program grants for roadside drug testing devices.

Automated Vehicles [AVs].—The Committee recommendation includes \$13,900,000 for NHTSA’s Office of Automation Safety within the Office of Rulemaking to support the safe deployment of AVs by developing and setting safety standards, evaluating exemption petitions, and overseeing safety demonstrations. The Committee is aware that this office lost almost all of its staff due to recent staffing actions and retirement offers such as the DRP, and highly encourages the Department to prioritize hiring in this office.

The Committee recommendation includes \$3,500,000 for the public-private partnership for analytics research in traffic safety [PARTS] and its focus on real-world insights that can improve the performance of advanced vehicle safety technologies. The Committee encourages NHTSA to include more leading-edge advanced driver assistance systems and automated driving systems in the program.

Tire Standards.—In 2017, in response to E.O. 13777, Enforcing the Regulatory Reform Agenda, the Department of Transportation issued a Federal Register notice requesting public comment on existing rules. Respondents identified tire-related regulations that were outdated, ineffective, and unnecessary, prompting NHTSA to issue an advance notice of proposed rulemaking [ANPRM] in 2019 that sought public comment on provisions contained in the Federal motor vehicle safety standards for tires. NHTSA has noted that comments to the notice will inform the agency as it considers regulatory reform aimed at reducing the regulatory burden while maintaining existing safety levels for motor vehicle tires. The Committee notes that NHTSA has not taken action to fulfill its directive under E.O. 13777 since the ANPRM was issued in 2019. The Committee directs NHTSA, within 180 days of enactment of this act, to finalize the rulemaking initiated in the ANPRM, which would support the objectives of both E.O. 13777 and E.O. 14192, Unleashing Prosperity Through Deregulation, issued in 2025.

In the Energy Independence and Security Act of 2007, Congress directed that a national tire fuel efficiency consumer information program be established to educate consumers about the safety, durability, and fuel efficiency of replacement tires. In the FAST Act, Congress directed NHTSA to promulgate regulations for tire fuel efficiency and minimum performance standards, which will be important for energy savings, dissemination of information to consumers, ensuring U.S. consumers have access to the latest tire technologies, and assuring an equal playing field for domestic tire producers. The Committee is disappointed that NHTSA has not completed this congressionally mandated rulemaking. In 2021, the

IIJA required the DOT to report to Congress on why it had not completed these regulations. The report indicated that NHTSA was still collecting and analyzing data, however the agency failed to meet its own deadline to publish a proposed rule in 2024. The Committee is concerned that NHTSA is having to restart its research program for this rulemaking in order to meet the requirements of the National Traffic and Motor Vehicle Safety Act under 49 U.S.C. 30111, and directs NHTSA to provide a status update on this research program. The Committee also directs NHTSA to issue a notice of proposed rulemaking in accordance with the timeline set forth by the OMB's unified agenda and regulatory plan and brief the House and Senate Committees on Appropriations on a realistic timeline to complete this much-delayed rulemaking.

Traffic Fatalities and Injuries on Tribal Land.—The Committee is concerned that crash data on Tribal lands may be underreported by NHTSA. In 2018, NHTSA issued a report showing that fatal crashes on Native American reservations were underreported in previous years, and proposed a new methodology to better identify these fatal crashes using a special jurisdictional element in the fatality analysis reporting system. However, it is unclear what impact this new methodology has had in improving fatal crash data, and if this new methodology has been used for non-fatal crash reports in NHTSA's crash reporting sampling system. The Committee directs the GAO to conduct a study to assess Federal management of crash data on Tribal lands. The study should consider: (1) the data available on fatal and nonfatal crashes on Tribal lands, and the extent to which American Indian and Alaska Native Tribal governments have access to these data; (2) any actions the DOT and the Bureau of Indian Affairs [BIA] have taken to improve the quality and use of data about crashes on Tribal lands; (3) additional actions that the DOT, the BIA, or others could take to improve the quality and availability of data about crashes on Tribal lands; and (4) the extent to which the IIJA funding for the crash data program as authorized under section 24108 of the IIJA has benefited Tribes. The GAO should provide this report to the House and Senate Committees on Appropriations within 1 year of the date of enactment of this act.

Stroke Assessment Performance Measures.—Strokes are a leading cause of death and long-term disability among adults in the United States, but faster diagnosis and treatment greatly increase chances of survival. The Committee applauds NHTSA and its Office of Emergency Medical Services [EMS] for its work to develop and disseminate information on assessment, treatment, and transport-destination protocols within the national model EMS clinical guidelines as part of a comprehensive highway and traffic safety system. The Committee encourages NHTSA to engage with the Centers for Disease Control [CDC] and its Federal partners on the Federal Interagency Committee on Emergency Medical Services [FICEMS] to further the adoption of EMS performance measures developed by the national EMS quality alliance, including the existing national EMS performance measure for stroke. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations within 180 days of enactment of this act on progress made in engaging the CDC and FICEMS. The Committee believes that

these efforts will improve the timeliness and quality of stroke care nationwide and ultimately save lives.

Independent Review.—The Committee is extremely concerned by the lack of progress in addressing roadway fatalities over the last decade, despite significant increases in resources to NHTSA. The Committee is particularly concerned with the delays in promulgating regulations and issuing reports, often mandated by Congress. To address these concerns, the Committee directs NHTSA to contract with the National Academy of Public Administration [NAPA] within 60 days of enactment of this act to conduct a review to determine how NHTSA can improve: (1) the timeliness of responses to Congressional directives and mandates, including rulemakings; (2) its expertise in research and enforcement of regulations; (3) its culture to be more focused on performance and outcomes; and (4) its communications and coordination within the agency, within the DOT, and with external stakeholders. The [NAPA] shall submit a final report to the House and Senate Committees on Appropriations no later than 1 year after the date of enactment of this act.

Motorcyclist Safety.—The IIJA requires the DOT to form a Motorcyclist Advisory Council to advise the Secretary on improving safety for motorcyclists, who face a disproportionate number of roadway fatalities and injuries. The Department has selected the members of the Council but has yet to hold its first meeting. The Committee believes it is extremely important for the Secretary to receive feedback from stakeholders on key policy issues to improve motorcyclist safety and directs the Secretary to hold a meeting of the Motorcyclist Advisory Council within 180 days of enactment of this act.

Accessibility of Child Safety Seats.—The Committee is concerned that NHTSA has yet to complete and publish a report examining the accessibility of child safety seats, as required by section 24207 of the IIJA. NHTSA is directed to brief the House and Senate Committees on Appropriations on the results of the report within 30 days of enactment of this act.

Motorcycle Safety.—The Committee supports automotive safety technology that can better detect motorcycles and protect motorcycle riders on roadways. It is important that safety innovations consider all roadway users, especially those who are most vulnerable to serious injury.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2025	\$831,444,832
Committee recommendation	849,654,625

PROGRAM DESCRIPTION

These programs support section 402 State and community formula grants, the high visibility enforcement grants, and the consolidated national priority safety program, which consists of occu-

pant protection grants, State traffic safety information grants, impaired driving countermeasures grants, distracted driving grants, motorcycle safety grants, State graduated driver license grants, and non-motorized safety grants.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$849,654,625 and authority to liquidate an equal amount of contract authorization for the highway traffic safety grant programs funded under this heading. The recommended limitation is \$18,209,793 more than the fiscal year 2025 enacted level.

The Committee continues to prohibit the use of section 402 funds for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures.

Improving Sections 402 and 405 Highway Safety Grant Programs.—NHTSA's section 402 State and community highway safety grants program and section 405 national priority safety program provide funding for State programs to address critical traffic safety issues. The Committee encourages NHTSA to identify possible changes to the administration of these grant programs in order to streamline their administration and reduce the reporting burden on States, as permitted by law. The Committee directs NHTSA to brief the House and Senate Committees on Appropriations within 90 days of enactment on the methods that have been identified to reduce the administrative burden on the recipients of these grant programs. In addition, the Committee directs the GAO to conduct a study to assess NHTSA's management and implementation of the sections 402 and 405 grant programs, and to provide a report to the House and Senate Committees on Appropriations within 1 year of the date of enactment of this act. The study should consider: (1) the steps NHTSA takes to review State plans and applications; (2) the extent to which NHTSA examines States' use of data to develop performance plans and targets and assesses State results; (3) the practices or programs States have implemented that have resulted in large improvements in safety outcomes for selected national priorities; and (4) whether NHTSA has identified and shared these practices or programs with other States.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Section 140 exempts obligation authority, which was made available in previous public laws, from limitations on obligations for the current year.

Section 141 provides funding for travel and expenses for State management reviews and highway safety staff core competency development training.

FEDERAL RAILROAD ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Railroad Administration [FRA] is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. The

FRA is also responsible for administering grants to the National Railroad Passenger Corporation [Amtrak] and other financial assistance programs to rehabilitate and improve railroad infrastructure.

COMMITTEE RECOMMENDATION

Under the Committee recommendation, a total program level of \$2,958,891,000 is provided for the activities of the FRA in fiscal year 2026. The recommendation is \$34,329,000 more than the fiscal year 2025 enacted level. This amount is in addition to the \$13,200,000,000 in advance appropriations in the IIJA for fiscal year 2026. The following table summarizes the Committee's recommendations and total budgetary resources for fiscal year 2026:

Program	General Fund Advance Appropriations in IIJA	Committee recommendation	Grand total
Safety and Operations		\$264,549,000	\$264,549,000
Railroad Research and Development		43,000,000	43,000,000
Northeast Corridor Grants to the National Railroad Passenger Corporation	\$1,200,000,000	850,000,000	2,050,000,000
National Network Grants to the National Railroad Passenger Corporation	3,200,000,000	1,577,000,000	4,777,000,000
Consolidated Rail Infrastructure and Safety Improvements	1,000,000,000	151,524,000	1,151,524,000
[Congressionally Directed Spending]		[51,524,000]	[51,524,000]
Federal State Partnership for Intercity Passenger Rail Grants	7,200,000,000	75,000,000	7,275,000,000
Railroad Crossing and Elimination Program	600,000,000		600,000,000
Grand Total	13,200,000,000	2,958,891,000	16,158,891,000

SAFETY AND OPERATIONS

Appropriations, 2025	\$267,799,000
Committee recommendation	264,549,000

PROGRAM DESCRIPTION

The Safety and Operations account provides support for FRA rail safety activities and all other administrative and operating activities related to staff and programs.

COMMITTEE RECOMMENDATION

The Committee recognizes the importance of taking a holistic approach to improving railroad safety and supports a comprehensive strategy of data-driven regulatory and inspection efforts, proactive approaches to identify and mitigate risks, and strategic capital investments in order to improve safety. The Committee recommends \$264,549,000 for Safety and Operations for fiscal year 2026, which is \$3,250,000 less than the fiscal year 2025 enacted level. The following table provides funding levels for activities within this account.

Program	Committee recommendation
Automated track inspection	no less than \$21,600,000
Positive train control support program	up to \$1,000,000
Trespass prevention	no less than \$400,000
Highway-rail grade crossing safety	up to \$1,000,000

Program	Committee recommendation
Confidential close call reporting system	up to \$4,800,000
Grant and project development technical assistance, oversight	up to \$500,000

Inspector Workforce.—The Committee remains concerned with the current level of safety inspectors despite available resources. The Committee supports the FRA increasing staffing for this critical safety workforce. As part of addressing potential hiring and retention challenges, the Committee encourages the FRA to complete its internal update to the classification standard of railroad inspectors. Once complete, the FRA shall provide the Office of Personnel and Management the suggested update for appropriate action. The Committee also directs the FRA to continue to exercise its classification authority and review position descriptions for accuracy on an ongoing basis.

Multi-Disciplinary Safety Audits.—The funding for FRA safety-related personnel supports multi-disciplinary safety audit [MDSA] teams. MDSAs were developed in response to the East Palestine incident to gain a more comprehensive understanding of systemic safety issues on a railroad by examining not only regulatory compliance, but also overall safety culture and operations. The Committee commends the FRA for initiating these assessments, which will include a thorough review of each Class I freight railroad's safety culture, practices, regulatory compliance, and recommend changes that the FRA will track to completion. To date, the FRA has completed supplemental safety assessments on three of the six Class I freight railroads. The Committee is disappointed by reports of other assessments being halted after processes were undermined by potential employee coaching. The Committee encourages the FRA to continue its due diligence in these assessments and in publishing reports detailing the agency's findings.

Automated Track Inspection Program [ATIP].—The Committee recommendation includes no less than \$21,600,000 for ATIP to support the FRA's contracts for advanced inspection vehicles, which complement the FRA's field inspectors, to validate the railroads inspection programs, and to advance research priorities. The FRA shall continue to prioritize the inspection of routes transporting passengers and hazardous materials.

System Safety and Maintenance Standards.—The Committee urges the FRA to continue prioritizing investments in safety and maintenance standardization across the industry, which supports the development of technologies designed to verify the functional performance of complex onboard and wayside electronic systems such as, but not limited to: positive train control [PTC], automated train control, passenger door control, train communications, computer based train control, propulsion systems, power distribution, braking systems, land mobile radio testing, train environmental control, and railcar signs. The Committee recognizes the importance of developing and deploying these technologies to address the state of good repair backlog and urges the FRA to continue working with industry to develop standardized performance verification, testing, diagnostics, and repair for such systems.

Blocked Crossings.—The Committee urges the FRA to require States receiving funding through the railroad safety State participation grant program to require first responders to report verified blocked crossing incidents to the FRA blocked crossing portal. The Committee also directs the FRA to work with railroads to collect data on specific blocked crossing events, the causes of blocked crossings, and share best practices for preventing and reducing the number and duration of blocked crossing events. Consistent with fiscal year 2024, the Committee directs the FRA to include in the next annual public report required under section 22404(j) of the IIJA potential solutions and best practices to improve safety, mobility, and emergency response capabilities at highway-rail crossings. Recognizing that both railroad operational practices and local circumstances lead to the occurrence of blocked crossings, the report will be informed by the FRA's outreach to stakeholders, including railroads, communities, first responders, labor, and State and local authorities. The report should include: (1) best practices for engaging the railroad with the public, labor, police, highway officials and other stakeholders; (2) how current and future technology can be used to identify impacted high risk or 911-critical locations; (3) what role train length plays in blocked crossings; (4) how to mitigate impacts from crossing blockage; (5) how to improve mobility for both pedestrians and motorists; (6) how to improve community level emergency response capabilities; (7) how to identify crossing blockage or other mobility constraints at passive crossings that are not a part of the National PTC environment; and (8) how to incorporate data from the FRA crossing blockage reporting website, or other data sources, to ensure effective emergency and response plans.

Confidential Close Call Reporting System [C3RS].—The confidential close call reporting system program enables railroad employees to report close calls and unsafe events without fear of retribution from a railroad or the FRA. The Committee acknowledges the FRA's work to grow the program with industry, but remains concerned with the low level of participation from Class I freight railroads as only two of the six Class I freight railroads have joined the pilot program. In addition, those pilot programs are time-limited and will expire in 2025. The Committee supports further enrollment and directs the FRA to continue to work with railroads on ways to improve the C3RS program to expand enrollment and provide protections for railroad employees who report close calls and unsafe events. The Committee further directs the FRA to continue to ensure that the program contains protections for railroad employees to keep their identities confidential and that they are not subject to discipline by their employers or the FRA for reports submitted through the program. Additionally, the FRA shall notify the House and Senate Committees on Appropriations upon the expiration of the current Class I freight railroads pilot programs and if the programs will be renewed.

Hazardous Materials Incident Mitigation.—The NTSB's investigation of the East Palestine derailment found a need to improve emergency response procedures for unloading damaged railroad tank cars in the field. The Committee understands that the FRA has initiated an update to the 2007 vent and burn reports in col-

laboration with rail industry hazardous material teams, the first responder community, and other incident command stakeholders. The Committee directs the FRA to complete this update and republish the reports which shall include clear instructions to consult the shipper when considering a vent and burn; more comprehensive guidance on what products are candidates for a vent and burn, along with what chemicals and other hazards may result from a vent and burn; and an updated process flow chart. These reports shall be distributed to emergency responder associations.

Staffing.—According to the DOT, the FRA will experience a significant workforce reduction resulting from employees choosing to take the DRP offer. The committee directs the FRA to provide a report on the number and types of positions lost through the DRP within each office included in the congressional budget justification and identify if the position is based in headquarters or the field. The report shall include an analysis of the impact of these staffing reductions on the FRA's ability to implement programs, grants, and all statutory responsibilities.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 2025	\$54,000,000
Committee recommendation	43,000,000

PROGRAM DESCRIPTION

The railroad research and development program provides scientific and engineering support for the FRA's rail safety rule-making and enforcement efforts. The program also identifies and develops emerging technologies for voluntary adoption by industry and supports intercity passenger rail development by providing technical assistance, equipment specifications, and proposal evaluations.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$43,000,000 for railroad research and development as authorized under section 22102 of the IIJA, which is \$11,000,000 less than the fiscal year 2025 enacted level.

Rolling Stock Equipment and Components [RSEC] Safety, Maintenance, and Inspection.—The recommendation includes no less than \$5,000,000 to continue support for RSEC research in order to evaluate, test, and demonstrate the effectiveness and efficiency of automated inspection and maintenance equipment and procedures. The NTSB's investigation of the East Palestine derailment found that more FRA research is necessary to determine whether changes to wayside bearing defect detection systems, such as lowering alert and alarm thresholds, would result in significant safety improvements and to determine which operational responses to bearing alerts and alarms are sufficient to prevent derailments. Therefore, as part of the funding for RSEC research, the FRA shall continue to research the effectiveness of current bearing defect detection systems, including heat and acoustic; bearing alert and alarm thresholds; the distances between wayside detectors; the installation, inspection, and maintenance of wayside bearing defect detectors; and

operational responses by railroads to bearing alerts and alarms. The FRA shall make research on these topics publicly available. The FRA's research and evaluation will inform the capabilities and limitations of existing technologies and provide railroads and regulators with information on what changes could improve railroad safety. The FRA's research is critical for the development of any future standards and minimum requirements for commercially available systems that could protect railroad personnel and the public.

Further, the Committee commends the DOT and the FRA for taking steps within current authority to improve railroad safety, such as tasking the Railroad Safety Advisory Committee [RSAC] in 2023 with considering and reviewing issues related to wayside detectors. The Committee appreciates the status update provided by the RSAC wayside detectors working group in October 2024 and looks forward to the RSAC's recommendations resulting from this review. The Committee directs the FRA to continue to use the RSAC to inform industry, Congress, and the public on additional safety measures that should be taken, including regulatory and statutory changes.

Short Line Safety Institute [SLSI].—The Committee remains supportive of the FRA's efforts, in partnership with short line and regional railroads, to build a stronger, more sustainable safety culture in this segment of the rail industry, and includes \$2,750,000 for the SLSI. These efforts include safety culture assessments and the provision of hazardous materials emergency response training in an effort to improve the safe transportation of crude oil and other hazardous materials on our Nation's rail network. Funds shall be available for maintenance of safety trainsets and supplement hazardous material safety training for railroad employees and emergency responders, in addition to ongoing safety culture assessments, training and education, outreach activities, and research.

Rail Research and Development COE.—The Committee supports the FRA's intent to use no less than \$2,500,000 of the resources provided under this heading for the rail research and development COE as authorized in section 22413 of the IIJA. The COE is intended to advance basic and applied research, evaluation, education, workforce development, and training efforts related to safety, project delivery, efficiency, reliability, resiliency, and sustainability of urban commuter, intercity high-speed, and freight rail transportation.

Transportation Technology Center.—The Committee includes up to \$3,000,000 for the construction, alteration, and repair of buildings and improvements at the Transportation Technology Center, which is equal to fiscal year 2025 enacted level.

FEDERAL—STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL
GRANTS

Appropriations, 2025	\$75,000,000
Committee recommendation	75,000,000

PROGRAM DESCRIPTION

The Federal-state partnership for intercity passenger rail grant program provides support for capital projects that reduce the state of good repair backlog with respect to qualified railroad assets and projects that expand or establish new intercity passenger rail service, as authorized under 49 U.S.C. 24911.

COMMITTEE RECOMMENDATION

The Committee recommends \$75,000,000 for the Federal-state partnership for intercity passenger rail grant [FSP] program, which is equal to the fiscal year 2025 enacted level. This amount is in addition to the \$7,200,000,000 in advance appropriations made available in the IIJA for fiscal year 2026.

Regional Rail Planning.—Of the funds provided under this heading in this act and in the IIJA for fiscal year 2026, the Committee directs the Secretary to exercise the authorities under 49 U.S.C. 24911(k) to withhold 5 percent of the total amounts made available to carry out planning and development activities related to the corridor identification and development program authorized under 49 U.S.C. 25101.

Washington Union Station.—The Committee recommendation provides \$5,000,000 for the repair and rehabilitation of Washington Union Station. As the owner of the station, the Federal government has a clear role in addressing station infrastructure and system needs. The Committee directs the FRA to provide a briefing to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the structural challenges and deficiencies at this Federal facility, an estimate of the scope of work necessary to preserve this historical asset, and planned expenditure of the funds provided in this act. Further, the DOT and the FRA are directed to pursue adding designees from the Commonwealth of Virginia and the State of Maryland to the Union Station Redevelopment Corporation Board of Directors.

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS
GRANTS

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2025	\$100,000,000
Committee recommendation	151,524,000

PROGRAM DESCRIPTION

The consolidated rail infrastructure and safety improvements [CRISI] grants program was authorized to improve the safety, efficiency, and reliability of passenger and freight rail systems. Eligible activities include a wide range of freight and passenger rail capital, safety, technology deployment, planning, environmental analysis, research, workforce development, and training projects as authorized under 49 U.S.C. 22907. Eligible recipients include States, local governments, Class II and Class III railroads, Amtrak, and other intercity passenger rail operators, rail carriers and equipment manufacturers that partner with an eligible public-sector applicant, the Transportation Research Board, university trans-

portation centers, and non-profit rail labor organizations. As authorized, the program requires a minimum non-Federal share of 20 percent, that preference be given to projects with at least a 50 percent non-Federal match, and that at least 25 percent of the funds be provided to projects in rural areas.

COMMITTEE RECOMMENDATION

The Committee recommends \$151,524,000 for the CRISI program, which is \$51,524,000 more than the fiscal year 2025 enacted level. This amount is in addition to the \$1,000,000,000 in advance appropriations made available in the IIJA for fiscal year 2026. Within the amounts made available in this act, the recommendation includes \$51,524,000 for CDS. The Committee directs the FRA to provide funding for those projects listed in the table at the end of this report in the corresponding amounts and for the corresponding recipient. The Committee further directs that the specific funding allocated in the table at the end of this report shall not diminish or prejudice any application or geographic region to receive other discretionary grants or loans.

Railroad Workforce Development Program.—The Committee directs that not less than \$5,000,000 of the funds made available under this heading be directed to develop and execute workforce development, training, and apprenticeship programs.

THE NATIONAL RAILROAD PASSENGER CORPORATION

Appropriations, 2025	\$2,427,763,000
Committee recommendation	2,427,000,000

PROGRAM DESCRIPTION

Amtrak operates intercity passenger rail services in 46 States and the District of Columbia, in addition to serving as a contractor in various capacities for several commuter rail agencies. Congress created Amtrak in the Rail Passenger Service Act of 1970 (Public Law 91–518) in response to private carriers’ inability to profitably operate intercity passenger rail service. Thereafter, Amtrak assumed the common carrier obligations of the private railroads in exchange for the right to priority access to their tracks for incremental cost.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$2,427,000,000 for Amtrak, which is \$763,000 less than the fiscal year 2025 enacted level. The amount is in addition to the \$4,400,000,000 in advance appropriations made available in the IIJA in fiscal year 2026, which is limited to only capital projects to address the state of good repair backlog.

Charter Trains and Private Cars.—Amtrak is directed to once again report on the impact of its policies to charter trains and private trains in the fiscal year 2027 budget request, and to include the amounts and percentages by which revenues and usage declined, including separate figures for charter trains run with Amtrak-owned and with privately-owned cars. Amtrak should also continue to update the list of eligible locations for private car moves

and continue to evaluate such locations going forward. Amtrak should continue to strive to improve public outreach and offer its stakeholders an opportunity to comment on policies that affect services prior to finalizing any such decisions.

Amtrak Station Agents.—Amtrak is required to provide station agents, which include either Amtrak ticket agents or caretakers, at all Amtrak stations that had a ticket agent position eliminated in fiscal year 2018. Amtrak is again directed to communicate and collaborate with local partners and take into consideration the unique needs of each community, including impacts to local jobs, when making decisions related to the staffing of Amtrak stations.

Food and Beverage.—The Committee urges Amtrak to provide food and beverage services in a cost effective manner consistent with available revenue and Federal funds. The Committee directs Amtrak to periodically update the House and Senate Committees on Appropriations on the food and beverage offerings, new initiatives, and operating loss, as appropriate.

Services.—The Committee is concerned with any potential offshoring of services contracts and the potential displacement of U.S. labor. Amtrak should take the necessary affirmative steps to ensure the contracts for customer, professional, and IT services, including such subsidiary services, be performed within the United States, to the extent practicable.

Lactation Accommodations.—The Committee recognizes Amtrak's work to implement lactation accommodations for employees and customers that are nursing, and encourages Amtrak to consider the continued expansion of such accommodations on board its trains and at its stations. Amtrak is directed to report to the House and Senate Committees on Appropriations within 180 days of this act with an assessment on the feasibility and demand for lactation spaces or other accommodations on board its trains or in its stations, as well as cost estimates for the design and installation of such spaces or accommodations and if there are low-cost alternatives.

Passenger Rail Feasibility Analysis.—Within 1 year after the date of enactment of this act, Amtrak, in coordination with potential infrastructure-owning freight railroads and the FRA, shall complete a feasibility study for temporarily providing expanded Amtrak long-distance service(s) during the 2034 Salt Lake City Olympics. Temporary services to be assessed include two identified from the Amtrak Daily Long-Distance Service Study required under section 22214 of the IIJA: Salt Lake City, Utah to Los Angeles, California and Denver, Colorado to Seattle, Washington. The analysis shall assess the requirements of instituting temporary long-distance service(s) to include any track or station improvements, projected ridership and revenue, fleet and labor assessment, capital and operational costs, host railroad agreements, and a timeline of initiating improvements. Additional consideration should be made of how intercity passenger rail service may complement existing or planned commuter passenger rail service and the potential temporary impacts on Amtrak's network service levels and performance.

Fleet Modernization.—The Committee acknowledges Amtrak has made significant progress in the production of new, modern train

equipment through its work on the next-generation Acela and Airo trainsets. The need to replace these decades-old railcars was recently made evident when Amtrak had to remove 70 Horizon railcars, which have been in use since 1989, from service on state-supported routes in the spring of 2025 because of corrosion and other safety issues. The Committee expects Amtrak to remain on-schedule to safely deliver the new Airo trainsets for service on state-supported routes in 2026 so old trainsets can be retired. Delivery of the next-generation Acela trainsets for the northeast corridor [NEC] remains equally important, but the Committee is concerned by the persistent delays, on which the Amtrak Office of Inspector General has also reported. The Committee directs Amtrak and the FRA to jointly provide a briefing to the House and Senate Committees on Appropriations within 30 days of enactment of this act on the status of the next-generation Acela trainset production, compliance with federally mandated safety and operational testing requirements, and outstanding challenges to launch revenue service in 2025.

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends \$850,000,000 for northeast corridor grants to Amtrak, which is in addition to the \$1,200,000,000 in advance appropriations made available in the IIJA in fiscal year 2026. The funding level provided includes \$5,000,000 for the Northeast Corridor Commission established under 49 U.S.C. 24905, which is in addition to the \$5,000,000 in advance appropriations made available for the Northeast Corridor Commission in the IIJA in fiscal year 2026.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The Committee recommends \$1,577,000,000 for national network grants to Amtrak, which is in addition to the \$3,200,000,000 in advance appropriations made available in the IIJA in fiscal year 2026. The funding level provided includes \$3,000,000 for the State-Supported Route Committee established in the FAST Act (Public Law 114–94), which is in addition to the \$3,000,000 in advance appropriations made available in the IIJA in fiscal year 2026.

National Network Services.—Amtrak’s long-distance routes provide much needed transportation access in hundreds of communities and for rural areas where mobility options are limited. Equally important are routes that provide service to rural areas from urban areas along the NEC. The Committee does not support proposals that will inevitably lead to long-term or permanent service cuts or segmentation of routes, which will result in less service for rural communities.

Corridor Identification and Development Program [CIDP].—Pursuant to 49 U.S.C. 25101, the FRA established the CIDP in May 2023 to facilitate the development of intercity passenger rail corridors across the Nation. To facilitate this effort, the Committee recommendation includes up to \$66,000,000 for Amtrak to carry out activities for corridors selected under CIDP, as authorized under section 22101(h) of the IIJA.

Modernization Projects.—The Committee acknowledges Amtrak’s budget request includes modernization initiatives it could pursue beyond its annual operations that would further improve the railroad and customer experience. Of the amount provided for the national network, \$5,000,000 is for the Atlanta hub initiative for a new intercity passenger rail hub in downtown Atlanta as included in Amtrak’s fiscal year 2026 legislative and grant request.

Midwest Rail Commission Study.—The Committee directs the GAO to examine the establishment of a federally authorized commission for the purposes of developing a long-term delivery strategy for Midwest rail. The study should identify lessons learned from the establishment of the Northeast Corridor Commission, which coordinates capital improvements made by Amtrak and States to the NEC rail infrastructure, that could be applied to a Midwest Rail Commission. This study should also examine any Federal resources, including staff and funding, necessary to establish a federally authorized commission, where such a Commission could be housed, as well as any successful practices for identifying projects in need of prioritization, among other information. The GAO shall provide initial findings in a briefing to the House and Senate Committees on Appropriations within 120 days of enactment of this act and final findings and recommendations within 1 year of enactment of this act.

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

Section 150 allows the FRA to transfer certain amounts made available in this and prior acts to the financial assistance oversight and technical assistance account to support the award, administration, project management oversight, and technical assistance of grants administered by the FRA, with an exception.

Section 151 limits overtime payments to employees at Amtrak to \$35,000 per employee. However, Amtrak’s president may waive this restriction for specific employees for safety or operational efficiency reasons.

Section 152 prohibits the use of funds made available by this act by Amtrak in contravention of the Worker Adjustment and Retraining Notification Act.

Section 153 prohibits the use of funds provided to Amtrak to reduce the total number of Amtrak Police Department uniformed officers patrolling on board passenger trains or at stations, facilities, or rights-of-way below the staffing level on May 1, 2019.

Section 154 permits the Union Station Redevelopment Corporation to be an eligible recipient for the FSP program.

Section 155 expresses the sense of Congress in support of Amtrak’s long-distance passenger routes.

Section 156 rescinds certain unobligated balances.

FEDERAL TRANSIT ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Transit Administration [FTA] was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Federal Transit Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development. The missions of the FTA are: to help develop improved mass transportation systems and practices; to support the inclusion of public transportation in community and regional planning to support economic development; to provide mobility for Americans who depend on transit for transportation in both metropolitan and rural areas; to maximize the productivity and efficiency of transportation systems; and to provide assistance to State and local governments and agencies in financing such services and systems.

COMMITTEE RECOMMENDATION

Under the Committee recommendation, a total program level of \$16,890,357,000 is provided for programs administered by the FTA in fiscal year 2026. The recommendation is \$203,288,000 more than the fiscal year 2025 enacted level. This amount is in addition to the \$4,250,000,000 in advance appropriations in the IIJA for fiscal year 2026.

	General fund	Highway trust fund	Advance Appropriations	Total
Appropriations, 2025	\$2,408,069,000	\$14,279,000,000	\$4,250,000,000	\$20,937,069,000
Committee recommendation	2,248,357,000	14,642,000,000	4,250,000,000	21,140,357,000

SUMMARY OF FUNDING FOR FTA

Program	Contract Authority in IIJA	General Fund Advanced Appropriation in IIJA	General Fund Appropriation or Repurposed Funding in this act	Grand Total
Transit oriented development	\$14,425,121	.....	.....	\$14,425,121
Planning programs	202,441,512	.....	.....	202,441,512
Urbanized area formula grants	7,025,844,743	.....	.....	7,025,844,743
<i>Ferry boats</i>	<i>30,000,000</i>	.....	<i>\$30,000,000</i>	<i>60,000,000</i>
Enhanced mobility of seniors and individuals with disabilities	407,023,583	\$50,000,000	43,716,920	500,740,503
Pilot program for enhanced mobility ..	5,048,792	.....	.....	5,048,792
Formula grants for rural areas	959,639,810	.....	4,072,214	963,712,024
Public transportation innovation	40,390,337	.....	.....	40,390,337
Technical assistance and workforce development	12,982,608	.....	7,500,000	20,482,608
Bus testing facilities	5,481,842	.....	1,500,000	6,981,842
National transit database	5,770,048	.....	.....	5,770,048
State of good repair grants	3,850,496,668	950,000,000	.....	4,800,496,668
Buses and bus facilities grants	1,152,557,380	.....	.....	1,152,557,380
<i>Low or no emission grants</i>	<i>78,457,427</i>	<i>1,050,000,000</i>	.....	<i>1,128,457,427</i>
Growing states and high density states	812,445,901	.....	.....	812,445,901
Administrative expenses	147,441,654	.....	.....	147,441,654
All stations accessibility program .....	.....	350,000,000	.....	350,000,000
Electric or low-emitting ferry program .....	.....	50,000,000	.....	50,000,000
Ferry service for rural communities .....	.....	200,000,000	25,000,000	225,000,000
Tribal technical assistance .....	.....	.....	500,000	500,000

SUMMARY OF FUNDING FOR FTA—Continued

Program	Contract Authority in IJA	General Fund Advanced Appropriation in IJA	General Fund Appropriation or Repurposed Funding in this act	Grand Total
Accelerating innovating mobility			5,000,000	5,000,000
Congressionally directed spending			58,857,000	58,857,000
Transit safety			20,000,000	20,000,000
Capital investment grants		1,600,000,000	1,950,000,000	3,550,000,000
Grants to the Washington Metropolitan Area Transit Authority			150,000,000	150,000,000
2028 Olympics and Paralympics			68,000,000	68,000,000
2026 FIFA World Cup			78,115,871	78,115,871
TOTAL	14,642,000,000	4,250,000,000	2,442,262,005	21,442,709,431

TRANSIT FORMULA GRANTS

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

	Obligation limitation (trust fund)
Appropriations, 2025	\$14,279,000,000
Committee recommendation	14,642,000,000

PROGRAM DESCRIPTION

Communities use formula grants funding for bus and railcar purchases, facility repair and construction, maintenance, and where eligible, planning and operating expenses. The formula grants account includes funding for the following programs: transit-oriented development; planning programs; urbanized area formula grants; enhanced mobility for seniors and individuals with disabilities; a pilot program for enhanced mobility; formula grants for rural areas; public transportation innovation; technical assistance and workforce development, including a national transit institute; a bus testing facility; the national transit database; state of good repair grants; buses and bus facilities formula and competitive grants; and growing States and high-density States formula grants. Set-asides from formula funds are directed to a grant program for each State with rail systems not regulated by the FRA to meet the requirements for a State safety oversight program. The account also provides funding to support passenger ferry services, public transportation on Indian reservations, and the administrative expenses of the FTA.

COMMITTEE RECOMMENDATION

The Committee recommends limiting obligations and the liquidation of contract authorizations in the transit formula grants account in fiscal year 2026 to \$14,642,000,000, which is \$363,000,000 more than the fiscal year 2025 enacted level.

Ferry Fleet Transition Plans.—The Committee directs the Department to consider ferry fleet transition plans as eligible under the planning programs in 49 U.S.C. 5305, the urbanized area for-

mula program (49 U.S.C. 5307), and rural area formula program (49 U.S.C. 5311).

Bus-to-Person Collisions.—The Committee commends the FTA for its efforts to encourage the adoption of mitigation strategies that reduce bus-to-person collisions, including the issuance of FTA safety advisory 23–1. The Committee expects the FTA to encourage transit agencies to adopt proven on-board technology solutions to detect, deter, and avoid collisions through program guidance and NOFOs, where permissible and feasible.

Bus Safety and Accessibility Research.—The FTA issued a NOFO on November 18, 2024, for the bus safety and accessibility research program making up to \$10,000,000 in public transportation innovation program funding available for research, development, demonstration, and deployment activities. A strategic goal for this program is to make “existing and new buses safer for their operators and vulnerable road users” and a key focus area is “Driver Safety Systems”. The Committee notes that applications were due to the FTA on January 17, 2025, and directs the FTA to make awards for the bus safety and accessibility research program not later than 90 days after the date of enactment of this act.

Roadway Worker Protections.—The Committee is concerned about the safety of transit employees working on or near transit rail tracks. Proven roadway worker protection [RWP] technologies exist that provide advanced train approach warnings and have the potential to improve the safety and efficiency of rail operations. The Committee encourages the FTA to promote the maximum level of RWP safety, to the extent permissible under current law.

Updates to the FTA’s Best Practices Procurement and Lessons Learned Manual.—The FTA is directed to update its best practices procurement manual not later than 180 days after enactment of this act and to the greatest extent practicable incorporate recommendations submitted to the agency by industry stakeholders for consideration.

Staffing.—With the significant reduction in staffing levels in fiscal year 2025 as a result of employees electing to take the DRP, the FTA is experiencing a 33 percent reduction to the agency’s workforce. The Committee is aware that this will impact staffing in regional offices. The Committee is concerned about the impact of these staffing reductions on the Department’s ability to oversee and support the maintenance and construction of transit infrastructure projects. As such, the Committee directs the FTA to provide a report to the House and Senate Committees on Appropriations on the number and job series of positions lost through the DRP within each office included in the congressional budget justification as well as each regional office. The report shall include an analysis of the impact of these staffing reductions on the agency’s ability to implement Federal transit formula and grant programs and all other statutory responsibilities.

Employer-Sponsored Transit Benefits.—Employer-sponsored transit benefits play a role in increasing the rate of transit use. Public Law 115–97 eliminated employer deductions for qualified transportation fringe benefits, which include mass transit benefits, van pools, qualified parking, and other forms of commuter benefits. The Committee directs the GAO to conduct a study to assess the preva-

lence and effects of employer-sponsored transit benefits, including possible impacts the tax changes to the qualified transportation fringe benefit has had on such programs and employee transit use. The GAO is directed to provide a report to the House and Senate Committees on Appropriations on such study not later than 1 year after the date of enactment of this act.

Major International Sporting Events.—The Committee is encouraged by the support the Secretary and administration have provided for the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games. The Committee directs the Secretary to continue to provide technical assistance as host cities and transit providers work to deliver high quality transit service for these events of national significance. While the Committee recognizes that the FTA issued a Dear Colleague letter on June 10, 2024 on providing transit during major events and has advised transit providers to work with FTA regional offices on specific issues relating to charter service restrictions, the Committee understands that transit providers continue to have concerns with the applicability of certain FTA requirements as such requirements do not contemplate events of the scale and scope of the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games. For example, transit providers are concerned with exceeding the FTA’s maximum spare ratio and not the minimum number of spares as addressed in the Dear Colleague letter. To support the ability of transit providers to prepare for and deliver transit service during the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games, the Committee directs the Secretary to work with transit providers to provide appropriate relief from the spare ratio requirement and charter service restrictions, if requested by a transit provider specifically for activities to support the preparation for and delivery of transit service during such events. Further, the Committee directs the Secretary to convene passenger and freight transportation stakeholders, including but not limited to transit providers, intercity rail and bus operators, freight railroads, ports, trucking companies, and labor, in an effort to continue the efficient movement of goods and avoid potential congestion during the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games.

2026 FIFA World Cup.—The Committee notes that the United States will host 78 matches across nine States in 11 cities over 39 days during the 2026 FIFA World Cup. Host cities and transit providers are preparing to move thousands of spectators to and from matches and daily festivities surrounding the tournament. To support transit providers with increasing passenger capacity, extending service hours, employing additional personnel, and enhancing transit security, the Committee recommendation repurposes \$78,115,871 from prior year activities for operational transportation assistance for planning and executing activities directly tied to the 2026 FIFA World Cup.

2028 Olympic and Paralympic Games.—The Committee notes that for the two prior Olympic Games in the United States, Salt Lake City, Utah in 2002 and Atlanta, Georgia in 1996, a program was established under which public transit agencies throughout the United States donated or leased buses (and in some instances provided bus operators) to the host public transportation agencies and

the host city Olympic committee. To build on that model and replicate those successes, the Committee directs the Secretary and the administration to assist in the implementation of a similar bus leasing program for the cities hosting events in support of the 2028 Olympic and Paralympic Games. To that end, the Committee recommendation repurposes \$68,000,000 from prior year activities to support the planning, development, and operations of a supplemental bus system; regional traffic surveillance and management systems; and identification and deployment of dedicated bus lanes for the games route network.

TRANSIT INFRASTRUCTURE GRANTS

Appropriations, 2025	\$45,568,868
Committee recommendation	140,857,000

PROGRAM DESCRIPTION

The Committee provides funding for transit infrastructure grants to address targeted capital, operating, and state of good repair needs for public transportation providers and services across America.

COMMITTEE RECOMMENDATION

The Committee recommends \$140,857,000 in transit infrastructure grants to remain available until expended, which is \$95,288,132 more than the fiscal year 2025 enacted level. An additional \$193,905,005 is repurposed from prior year activities for a total of \$334,762,005 in budget authority. Of this total, \$58,857,000 is for CDS.

Transit Vehicle Innovation Deployment Centers [TVIDC].—The Committee supports the continued use of the FTA’s TVIDC program to develop solutions to the challenges transit operators and bus original equipment manufacturers face as they move to full scale adoption of advanced transit technologies. The Committee directs the FTA to prioritize research efforts focused on the dissemination of research and technologies that maximize the value of these investments. The Committee directs the FTA to utilize the TVIDC program to focus research on efficiency improvements and directs the FTA to fund component testing (including the use of FTA-appointed component testing centers), technical assistance coordination, and increasing understanding and skill sets within transit agencies in regards to planning, procuring, and deploying advanced technologies using the TVIDC’s nation and industry-wide coordination structure for the development and testing of new technology components and vehicles.

Cost Escalations.—The Committee recognizes that cost escalations can reduce the impact of prior transit grant awards. The Committee encourages the FTA to work with grantees when cost adjustments or other factors impacting the completion of projects become necessary to address.

Critical Components.—The Committee encourages the FTA to work with OMB to utilize all available authorities to ensure critical components of ferry vessels acquired with FTA funds are not excluded as a result of 49 U.S.C. 5323(j). Critical components include

items vital to reliability, safety, and performance, such as propulsion systems. The Committee continues to urge the Department to continue to harmonize the regulatory regimes across modes, utilizing existing authorities, to ensure Buy America provisions for ferry construction are transparent and deliver the best vessel for riders and the taxpayer.

Transit Safety.—The Committee notes the Department’s emphasis on the safety and security of public transportation. Federal transit funding may be used by recipients for planning efforts that address transit rider or employee safety and capital projects to improve safety for transit riders and workers, such as purchasing and installing cameras in subway cars, lighting at transit stations, and shields for bus drivers. However, transit agencies in urbanized areas with a population of more than 200,000 are prohibited from using Federal transit funding for public transportation safety and security operating assistance projects, such as staff salaries for personnel exclusively involved with security; contracts for security services, including with police departments; and contracts or salaries for crisis intervention specialists. Transit agencies in such large urbanized areas use their non-Federal funding to support activities and programs to improve safety and security. To bolster the efforts of large urban area transit agencies, the Committee recommendation includes \$20,000,000 for operating costs to improve public safety, reduce crime, and increase security in transit systems.

TECHNICAL ASSISTANCE AND TRAINING

Appropriations, 2025	\$7,500,000
Committee recommendation	7,500,000

PROGRAM DESCRIPTION

The FTA is authorized to provide technical assistance, workforce development programs, and training to the public transportation industry under section 5314 of title 49, United States Code. Funding under this heading is supplemental to the funding provided under the heading “Transit Formula Grants” heading as authorized by the IJA.

COMMITTEE RECOMMENDATION

The Committee recommends \$7,500,000 for technical assistance and training, which is equal to the fiscal year 2025 enacted level. The Committee recognizes the need among transit providers serving small cities, rural areas, and disadvantaged communities for technical assistance to help them take advantage of new technologies, including ride-hailing applications, autonomous shuttles, and micro-transit innovations that are transforming how Americans use public transportation. This funding will provide rural and small city transit operators with hands-on technical assistance that will facilitate the adoption of these new tools.

Cooperative Agreements.—The Committee includes \$1,500,000 for a cooperative agreement with a technical assistance center to assist small-urban, rural, and Tribal public transit providers and planning agencies with applied innovation and capacity building that helps these grantees and sub-recipients deploy innovative and

emerging technologies to maximize the efficiency of their operations. These efforts should include, but are not limited to: developing on-demand mobility options; exploring the feasibility of autonomous technologies; assisting rural and small-urban areas with changing mode-share strategies; and increasing data literacy and effective use of data to increase operational efficiency. The Committee recommendation also includes \$2,500,000 for a cooperative agreement to a national non-profit organization with a demonstrated capacity to develop and provide workforce development and standards based training in maintenance and operations within the public transportation industry.

CAPITAL INVESTMENT GRANTS

Appropriations, 2025	\$2,205,000,000
Committee recommendation	1,950,000,000

PROGRAM DESCRIPTION

Under the capital investment grants [CIG] program, the FTA provides grants to fund the building of new fixed guideway systems or extensions and improvements to existing fixed guideway systems. Eligible services include light rail, rapid rail (heavy rail), commuter rail, and bus rapid transit. The program includes funding for four categories of eligible projects authorized under 49 U.S.C. 5309, and section 3005(b) of the FAST Act (Public Law 114-94): new starts, small starts, core capacity, and the expedited project delivery pilot program.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,950,000,000 for capital investment grants, which is \$255,000,000 less than the fiscal year 2025 enacted level. The recommendation adjusts the set-asides of the \$1,600,000,000 provided under this heading in the IIJA in order to ensure that, when combined with amounts provided in this act, there are total budgetary resources of \$3,550,000,000 for the CIG program in fiscal year 2026. The following table provides funding levels for projects and activities under this heading in this act in the corresponding amounts.

Allocation of FTA Capital Investment Grants Funding in this Act for Fiscal Year 2026

	Recommendation
New starts	
Chicago, IL, Red Line Extension	\$350,000,000
New Jersey-New York, Hudson Tunnel	700,000,000
New York, NY, Second Avenue Subway Phase 2	307,300,000
Other new starts projects that may become ready	100,000,000
Small starts	
Small starts projects that may become ready	273,200,000
Core capacity	
Core capacity projects that may become ready	100,000,000
Expedited project delivery pilot program	
Expedited project delivery projects that may become ready	100,000,000
Administrative expenses	19,500,000
Total	1,950,000,000

Project Management Oversight [PMO] Activities.—The Committee directs the FTA to continue to submit to the House and Senate Committees on Appropriations the quarterly PMO reports for each project with a full funding grant agreement.

Full Funding Grant Agreements [FFGAs].—Section 5309(k) of title 49, United States Code, requires that the FTA notify the House and Senate Committees on Appropriations, as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, Housing, and Urban Affairs, 15 days before executing a FFGA. In its notification to the House and Senate Committees on Appropriations, the Committee directs the FTA to submit the following information: (1) a copy of the proposed FFGA; (2) the total and annual Federal appropriations required for the project; (3) the yearly and total Federal appropriations that can be planned or anticipated for existing FFGAs for each fiscal year through 2026; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization, by individual project; (5) a financial analysis of the project's cost and sponsor's ability to finance the project, which shall be conducted by an independent examiner and which shall include an assessment of the capital cost estimate and finance plan; (6) the source and security of all public and private sector financing; (7) the project's operating plan, which enumerates the project's future revenue and ridership forecasts; and (8) a listing of all planned contingencies and possible risks associated with the project.

The Committee also directs the FTA to inform the House and Senate Committees on Appropriations in writing 30 days before approving schedule, scope, or budget changes to any FFGA. Correspondence relating to all such changes shall include any budget revisions or program changes that materially alter the project as originally stipulated in the FFGA, including any proposed change in rail car procurement.

The Committee directs the FTA to continue to provide a monthly capital investment grants program update to the House and Senate Committees on Appropriations, detailing the status of each project. This update should include anticipated milestone schedules for advancing projects, especially those within 2 years of a proposed FFGA. It should also highlight and explain any potential cost and schedule changes affecting projects.

Annual Report on Funding Recommendations.—The Committee directs the Secretary to submit the fiscal year 2027 annual report on funding recommendations required by 49 U.S.C. 5309(o), and directs the Secretary to maintain the Federal Government funding commitments for all existing grant agreements and identify all projects with a medium or higher rating that anticipate requesting a grant agreement in fiscal year 2027.

New Transportation Projects in Low-Growth Areas.—The Committee encourages the FTA to prioritize projects that connect communities unserved or underserved by transit to employment centers and projects that support economic growth in disadvantaged areas.

New Starts.—The Committee urges the FTA to proceed expeditiously while reviewing revised new start project applications for

projects previously recommended for funding in more than one FTA annual report on funding recommendations.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Appropriations, 2025	\$150,000,000
Committee recommendation	150,000,000

PROGRAM DESCRIPTION

This appropriation provides assistance to the Washington Metropolitan Area Transit Authority [WMATA] for capital investment and asset rehabilitation as authorized by section 601 of division B of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432) and section 30019 of the IIJA.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$150,000,000 for grants to WMATA for capital and preventive maintenance expenses, including pressing safety-related investments, which is equal to the fiscal year 2025 enacted level. These grants are in addition to the Federal formula and competitive grant funding WMATA receives, as well as funding from local jurisdictions. This funding will support WMATA in addressing ongoing safety deficiencies and improve the reliability of service throughout the Metrorail system. Safety must continue to be a top priority. This prioritization means working to establish and build a culture of safety throughout the organization, including a culture that fosters rigorous adherence to safety rules and procedures as a matter of routine. WMATA must also continue to improve its relationship with the Washington Metropolitan Safety Commission, including improving communication and transparency that supports the resolution of issues and disagreements in a timely fashion.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

(INCLUDING TRANSFER OF FUNDS)

Section 160 exempts authority previously made available for programs of the FTA under 49 U.S.C. 5338 from the obligation limitations in this act.

Section 161 allows funds provided in this act for fixed-guideway capital investment projects that remain unobligated by September 30, 2029, to be available for projects to use the funds for the purposes for which they were originally provided.

Section 162 allows funds appropriated before October 1, 2025, that remain available for expenditure to be transferred to the most recent appropriation heading.

Section 163 prohibits the use of funds to adjust apportionments pursuant to 26 U.S.C. 9503(e)(4).

Section 164 prohibits the use of funds to impede or hinder project advancement or approval for any project seeking a Federal contribution from the CIG program of greater than 40 percent of project costs.

Section 165 repurposes funding for currently authorized programs.

Section 166 adjusts the non-Federal cost-share for certain programmatic activities.

Section 167 allows for land acquisition prior to NEPA completion, consistent with the authorities of the FHWA.

Section 168 prohibits the use of funds for awarding or amending a contract or subcontract to an entity that met the criteria described in 49 U.S.C. 5323(u).

Section 169 repurposes funding for certain activities related to the 2028 Olympic and Paralympic Games.

Section 169A repurposes funding for certain activities related to the 2026 FIFA World Cup.

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION PROGRAM DESCRIPTION

The Great Lakes St. Lawrence Seaway Development Corporation [GLS] is a wholly-owned government corporation established by the Saint Lawrence Seaway Act of 1954 (33 U.S.C. 981). The St. Lawrence Seaway [Seaway] is a vital transportation corridor for the international movement of bulk commodities, such as steel, iron, grain, and coal, serving the North American region that contains one-quarter of the United States' population and nearly one-half of the Canadian population. The GLS is responsible for the operation, maintenance, and development of the United States' portion of the Seaway between Montreal and Lake Erie.

OPERATIONS AND MAINTENANCE (HARBOR MAINTENANCE TRUST FUND)

Appropriations, 2025	\$40,288,000
Committee recommendation	40,624,000

PROGRAM DESCRIPTION

The Harbor Maintenance Trust Fund [HMTF] was established by the Water Resources Development Act of 1986 (Public Law 99-662). Since 1987, the HMTF has supported the operations and maintenance of commercial harbor projects maintained by the Federal Government. Appropriations from the HMTF and revenues from non-Federal sources finance the operation and maintenance of those portions of the Seaway for which the GLS is responsible.

COMMITTEE RECOMMENDATION

The Committee recommends \$40,624,000 for the operations, maintenance, and capital infrastructure activities of the GLS, which is \$336,000 more than the fiscal year 2025 enacted level. Of the amounts provided, not less than \$15,950,000 is for the seaway infrastructure program.

MARITIME ADMINISTRATION

PROGRAM DESCRIPTION

The Maritime Administration [MARAD] is responsible for programs authorized by the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1101 et seq.). MARAD is also responsible for pro-

grams that strengthen the United States maritime industry in support of the Nation's security and economic needs. MARAD prioritizes the DoD use of ports and intermodal facilities during DoD mobilizations to guarantee the smooth flow of military cargo through commercial ports. MARAD manages the maritime security program, the voluntary intermodal sealift agreement program, and the ready reserve force, which ensure DoD access to commercial and strategic sealift and associated intermodal capacity. MARAD also ensures the safe disposal of obsolete ships in the National defense reserve fleet. Further, MARAD administers education and training programs through the United States Merchant Marine Academy [USMMA] and six State maritime academies [SMAs] that assist in producing skilled merchant marine officers capable of serving defense and commercial transportation needs.

MARITIME SECURITY PROGRAM

(INCLUDING RESCISSION)

Appropriations, 2025	\$318,000,000
Committee recommendation ¹	390,000,000

¹ Includes \$390,000,000 in new budget authority and a rescission of \$33,400,000 from prior year appropriations.

PROGRAM DESCRIPTION

The maritime security program [MSP] provides resources to maintain a U.S. flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S. flag vessel operators engaged in U.S. foreign trade. Participating operators are required to keep the vessels in active commercial service and provide intermodal sealift support to the DoD in times of war or national emergency.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$390,000,000 for the MSP, which is \$72,000,000 more than the fiscal year 2025 enacted level. In addition, \$33,400,000 from prior year appropriations is rescinded.

CABLE SECURITY FLEET

(INCLUDING RESCISSION)

Appropriations, 2025	\$10,000,000
Committee recommendation ¹	10,000,000

¹ Includes \$10,000,000 in new budget authority and a rescission of \$12,000,000 from prior year appropriations.

PROGRAM DESCRIPTION

Section 3521 of the National Defense Authorization Act for Fiscal Year 2020 (Public Law 116-92) authorized the cable security fleet program to establish and maintain a fleet of privately owned, commercially viable United States-documented cable vessels to meet national security requirements. The cable security fleet program provides payments to U.S. flag commercial vessel operators that provide cable services upon the request of the United States.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$10,000,000 for the cable security fleet program, which is equal to the fiscal year 2025 enacted level. In addition, \$12,000,000 from prior year appropriations is rescinded.

TANKER SECURITY FLEET

(INCLUDING RESCISSION)

Appropriations, 2025	\$60,000,000
Committee recommendation ¹	122,400,000

¹ Includes \$122,400,000 in new budget authority and a rescission of \$77,000,000 from prior year appropriations.

PROGRAM DESCRIPTION

Section 3511 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283) authorized the tanker security fleet program to establish and maintain a fleet of active, commercially viable, militarily useful, privately owned product tank vessels to meet national defense and other security requirements. The tanker security fleet program provides direct payments to U.S. flag vessel operators, and participating operators are in turn required to operate in U.S. foreign commerce, mixed U.S. foreign commerce, and domestic trade and to make vessels available upon the request of the DoD.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$122,400,000 for the tanker security fleet program, which is \$62,400,000 more than the fiscal year 2025 enacted level. In addition, \$77,000,000 from prior year appropriations is rescinded.

OPERATIONS AND TRAINING

Appropriations, 2025	\$267,775,000
Committee recommendation	240,898,000

PROGRAM DESCRIPTION

The operations and training appropriation primarily funds the salaries and expenses for MARAD headquarters and regional staff for all MARAD programs. The account also includes funding for the USMMA, port and intermodal development, cargo preference, international trade relations, deep-water port licensing, maritime environmental and technical assistance, the United States marine highway program, and administrative support costs.

COMMITTEE RECOMMENDATION

The Committee recommends \$240,898,000 for operations and training. This amount is \$26,877,000 less than the fiscal year 2025 enacted level. The following table provides funding levels for activities within this account:

	2026 Recommendation
USMMA Operations	\$101,500,000

	2026 Recommendation
USMMA Facilities Maintenance and Repair, and Equipment	50,000,000
USMMA Capital Improvement Program [CIP]	10,000,000
Maritime Environmental and Technical Assistance Program [META]	2,000,000
United States Marine Highway Program	5,000,000
MARAD Headquarters Operations	72,398,000
Total	240,898,000

Staffing.—The Committee continues to direct MARAD to provide the House and Senate Committees on Appropriations with quarterly staffing updates, including on hiring and separations, by program office for all positions funded by this act in MARAD headquarters operations and USMMA operations.

USMMA Capital Asset Management Program.—The Committee remains deeply concerned about the current condition of the USMMA’s facilities, which has a direct impact on the quality of the education provided to students and the ability to attract new entrants to serve as future leaders in the United States Merchant Marine. As such, the Committee’s recommendation provides \$50,000,000 for the USMMA’s facilities maintenance and repair, and equipment [FMRE] activities. In addition, the Committee provides \$10,000,000 for the capital improvement program [CIP], which in addition to the \$160,000,000 in unobligated balances, provides the USMMA with \$170,000,000 to move forward with several CIP projects over the next few years. The Committee reminds the USMMA that, in the event that flexibility is necessary to address imminent safety hazards or quality of life issues, it has the ability to exercise the reprogramming authorities under section 405 of this act, including by seeking approval from the House and Senate Committees on Appropriations.

The Committee is disappointed that the USMMA has yet to submit its annual CIP plan to Congress, leading to further delays in implementing much needed improvements of the campus. Given the significant amount of unobligated balances for CIP projects, it is unacceptable that the USMMA has yet to formulate a long-term plan on which it can move forward. The Secretary is directed to provide the House and Senate Committees on Appropriations with the CIP plan within 30 days of enactment of this act. In addition, the USMMA’s Director of Facilities and Infrastructure shall provide quarterly briefings to the House and Senate Committees on Appropriations on the status of all short- and long-term capital improvement projects and FMRE activities and continue to provide the annual report in the same manner and context as in previous fiscal years. The Committee strongly encourages the USMMA to maintain current information on CIP projects and any major repair FMRE activities on its website to expand the availability of this information to students and external stakeholders, such as the alumni foundation which also provides support to USMMA projects. The Committee also directs the OST Assistant Secretary of Administration to brief the House and Senate Committees on Appropriations on the status of its hiring search for the recently vacated Superintendent and Deputy Superintendent positions at the USMMA

within 30 days of enactment of this act, as having such leadership in place is critical to advancing FMRE and CIP projects.

Sexual Assault and Sexual Harassment [SASH] at the USMMA.—Creating a culture of safety, respect, and dignity for cadets and faculty is essential to reducing student vulnerability to SASH, and every student deserves to pursue an education and a future workplace free from unwanted sexual aggression. The Committee commends students who have courageously come forward to publicly report allegations of SASH in an effort to hold perpetrators accountable and prevent future violations.

The Committee acknowledges MARAD and the USMMA have made meaningful steps to improving safety for USMMA midshipmen, but it remains a work in progress to sustain staffing for the Sexual Assault Prevention and Response Office [SAPRO], to secure broader industry participation in the every mariner builds a respectful culture [EMBARC] program, and to improve access to mental health and counseling services. The Committee directs the USMMA to fully staff the SAPRO, including a second victim advocate position. The Committee directs MARAD to brief the House and Senate Committees on Appropriations on how the USMMA faculty and staff are improving the culture of safety on campus.

Vessel Generated Underwater Noise.—MARAD shall use not less than \$1,500,000 of the funds provided under the META program to collect data and further investigate vessel generated underwater noise. When selecting projects, the Committee directs MARAD to strongly consider projects led by regional coalitions that conduct research, mitigation, and management activities to reduce vessel-generated underwater noise on the maritime environment, including large commercial vessels impacting Endangered Species Act-listed whales.

Vessel Generated Noise While Docked.—The Committee strongly encourages MARAD to work as expeditiously as possible to identify and implement mitigation measures that will minimize noise impacts to surrounding communities when MARAD ships are not operating on shore power. Not later than 60 days after enactment of this act, MARAD is directed to provide a briefing to the House and Senate Committees on Appropriations detailing the planning involved in determining the June 2025 relocation of the USNS Pomerooy and USNS Charlton, the timeline and implementation of connecting the ships to shore power, and the mitigation measures taken to minimize noise impacts in surrounding communities.

Secure Composite Shipping Containers.—The Committee strongly encourages MARAD to continue to collaborate with the Federal Maritime Commission, DoD, and DHS to support the transition of secure composite shipping containers into wider use to provide increased security, shipment visibility, and cargo facilitation. Only a fraction of the millions of shipping containers coming to the United States are scanned due to logistics limitations. This technology enables Federal agencies and commercial high-value good producers to combat tampering by sophisticated adversaries, and minimize loss from theft, damage, or spoilage. The ultimate goal of the secure container transition effort led by DHS and supported by MARAD is to provide the level of security to law enforcement officials to ensure contraband products and malicious agents have not

been inserted into the container for smuggling into the United States. A December 2023 container deployment report to DHS determined that at least 250 six-sided containers will need to be built and deployed in field trials in order to achieve industry's confidence level to adopt the new technology. MARAD should work with DHS and the DoD to identify shipping routes for secure container demonstration and field trials, engage with government and commercial shippers to educate potential users of the secure containers about the capabilities and benefits of the containers, review government policies and make recommendations to DHS and other agencies on policy changes that could accelerate the transition of secure container technology into the marketplace, and use the existing America's marine highway program and the port infrastructure development program to promote and provide funding for secure composite shipping containers, if available and if eligible.

STATE MARITIME ACADEMY OPERATIONS

Appropriations, 2025	\$125,788,000
Committee recommendation	143,400,000

PROGRAM DESCRIPTION

The Committee provides funding for the six SMAs to support the training and education of the Nation's maritime transportation workforce. Funding provided supports financial assistance for the SMAs as well as maintenance and operation of the schools' training ships.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$143,400,000 for state maritime academy operations. The recommendation is \$17,612,000 more than the fiscal year 2025 enacted level. The bill provides the following funding levels for specific activities within this account:

	2026 Recommendation
School ship maintenance and repair	\$7,800,000
Student incentive program	4,800,000
Fuel assistance program	9,800,000
Direct payments for SMAs	6,000,000
National security multi-mission vessel program	115,000,000
Total	143,400,000

National Security Multi-Mission Vessel [NSMV] Program.—The Committee recommendation includes \$115,000,000 for the NSMV program, which provides funding for program operations in support of SMA shore-side infrastructure improvements, ship delivery, cyber security, transit costs, GPS hardening, operations, integration, oversight, and management of the NSMVs. Of this total, \$60,000,000 shall be for shore-side infrastructure improvements at the SMAs, and \$55,000,000 shall be for expenses related to the operation, integration, oversight and management of national security multi-mission school ships, including insurance, maintenance, repair, and equipment costs.

The Committee continues to direct MARAD to conduct vigorous oversight of the vessel construction manager, as well as the shipyard, to ensure the NSMVs are delivered on budget and on time. MARAD is directed to continue to provide briefings to the House and Senate Committees on Appropriations on the status of the NSMV program on a quarterly basis, including detailed reporting on the shore-side infrastructure improvements needed at SMAs to ensure successful berthing and operation of the NSMVs and 5-year cost projections for the overall NSMV program. MARAD should provide immediate notification of any risks to the construction schedule or cost.

Consistent with previous fiscal years, shore-side infrastructure shall only include NSMV-specific improvements required by MARAD to safely moor the vessels and other improvements that are necessary for SMAs to receive the NSMVs. Specifically, shore-side infrastructure shall include pier construction and upgrades directly related to the mooring of the vessel, but not general maintenance that would otherwise be necessary absent receiving an NSMV, and is inclusive of associated utility upgrades directly related to mooring and operating the vessel, including, but not limited to, electricity and steam. The Committee directs MARAD to implement a non-Federal cost share of 20 percent for shore-side infrastructure improvements. In the event that there are extenuating circumstances that an SMA is unable to meet the 20 percent non-Federal cost-share requirement, MARAD may determine whether a different non-Federal cost-share requirement is appropriate, necessary, and executable. In addition, the Committee directs MARAD to sequence the funding distributed to SMAs for shore-side infrastructure improvements based on the vessel delivery schedule. Further, MARAD shall notify the House and Senate Committees on Appropriations prior to obligating any funds for shore-side infrastructure improvements, and such notification shall include the amount of funding provided by non-Federal sources for such infrastructure.

ASSISTANCE TO SMALL SHIPYARDS

Appropriations, 2025	\$8,750,000
Committee recommendation	30,000,000

PROGRAM DESCRIPTION

As authorized under section 54101 of title 46, United States Code, the assistance to small shipyards program provides assistance in the form of grants, loans, and loan guarantees to small shipyards for capital improvements and training programs.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$30,000,000 for assistance to small shipyards. This level of funding is \$21,250,000 more than the fiscal year 2025 enacted level. Funding for this program is intended to help small shipyards improve the efficiency of their operations by providing funding for equipment and other facility upgrades. The funding recommended by the Committee will help improve the competitiveness of our Nation's small shipyards, as

well as support workforce training and apprenticeships in communities dependent upon maritime transportation.

SHIP DISPOSAL

Appropriations, 2025	\$6,000,000
Committee recommendation	6,000,000

PROGRAM DESCRIPTION

The ship disposal account provides resources to dispose of obsolete merchant type vessels that are 150,000 gross tons or more and no longer useful for defense or aid missions. The goals of the ship disposal program are to remove vessels that present the highest or most immediate risk to the environment and provide disposal alternatives and necessary funding to ensure that obsolete vessels are disposed faster than vessels are added to the MARAD fleet.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$6,000,000 for MARAD's ship disposal program. This amount is equal to the fiscal year 2025 enacted level.

MARITIME GUARANTEED LOAN PROGRAM [TITLE XI]

(INCLUDING RESCISSION)

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2025	\$53,586,000
Committee recommendation ¹	3,940,000

¹ Includes \$3,940,000 for administrative expenses and a rescission of \$25,000,000 from unobligated balances.

PROGRAM DESCRIPTION

The maritime guaranteed loan program was established pursuant to title XI of the Merchant Marine Act of 1936 (Public Law 74-835), as amended. The program provides for a full faith and credit guarantee by the U.S. Government of debt obligations issued by: (1) U.S. or foreign shipowners for the purposes of financing or refinancing either U.S. flag vessels or eligible export vessels constructed, reconstructed, or reconditioned in U.S. shipyards; and (2) U.S. shipyards, for the purpose of financing advanced shipbuilding technology of privately owned general shipyard facilities located in the United States. Under the Federal Credit Reform Act of 1990 (Public Law 101-508), appropriations to cover the estimated costs of a project must be obtained prior to the issuance of any approvals for title XI financing.

COMMITTEE RECOMMENDATION

The Committee provides an appropriation of \$3,940,000 for administrative expenses of the maritime guaranteed loan title XI program, which is \$940,000 above the fiscal year 2025 enacted level. Of the unobligated balances for title XI loan guarantee subsidy, \$25,000,000 are rescinded, and sufficient balances remain to provide loan guarantees to the six applicants currently in process.

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM

Appropriations, 2025	\$50,000,000
Committee recommendation	96,482,000

PROGRAM DESCRIPTION

The port infrastructure development program [PIDP] is authorized in 46 U.S.C. 54301 to provide grants for improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$96,482,000 for the PIDP, which is \$46,482,000 more than the fiscal year 2025 enacted level. Of the total amount provided, \$21,482,000 is for CDS, and the Committee directs MARAD to provide funding for the projects listed in the table at the end of this report in corresponding amounts. MARAD should strive to distribute PIDP funding to the various regions of the United States.

Set Asides.—The Committee directs MARAD to set aside 25 percent of the funds for small inland river and coastal ports and terminals, as required by 46 U.S.C. 54301. The recommendation directs MARAD to allow Federal cost shares above 80 percent for projects in rural areas, as permitted by 46 U.S.C. 54301.

ADMINISTRATIVE PROVISION—MARITIME ADMINISTRATION

Section 170 authorizes MARAD to furnish utilities and services and to make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of MARAD and allows payments received to be credited to the Treasury and to remain available until expended.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Pipeline and Hazardous Materials Safety Administration [PHMSA] was established within the Department of Transportation on November 30, 2004, pursuant to the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108–426). PHMSA is responsible for the Department’s pipeline safety program as well as oversight of hazardous materials transportation safety operations. The agency is dedicated to safety, including the elimination of transportation related deaths and injuries associated with hazardous materials and pipeline transportation, and to promoting transportation solutions, which enhance communities and protect the environment. The following table summarizes the Committee’s recommendations:

	General Fund Advance Appropriations in IJA	Committee recommendation	Total
Operational Expenses		\$31,312,000	\$31,312,000
Hazardous Materials Safety		73,660,000	73,660,000
Pipeline Safety		218,186,000	218,186,000
Emergency Preparedness Grants (obligation limitation)		46,825,000	46,825,000

	General Fund Advance Appropriations in IJA	Committee recommendation	Total
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program	\$200,000,000	.....	200,000,000
Total	200,000,000	369,983,000	569,983,000

OPERATIONAL EXPENSES

Appropriations, 2025	\$31,681,000
Committee recommendation	31,312,000

PROGRAM DESCRIPTION

This account provides funding for program support costs for PHMSA, including policy development, civil rights, management, administration, and other agency-wide expenses.

COMMITTEE RECOMMENDATION

The Committee recommends \$31,312,000 for this account, of which not less than \$2,000,000 shall be for pipeline safety information grants to communities and \$2,500,000 shall be for emergency response grants. The Committee's recommendation is \$369,000 less than the fiscal year 2025 enacted level.

Staffing.—According to the DOT, PHMSA will experience a significant workforce reduction from employees choosing to take the DRP offer. The committee directs PHMSA to provide a report on the number and types of positions lost through the DRP within each office included in the congressional budget justification and identify if the position is based in headquarters or the field. The report shall include an analysis of the impact of these staffing reductions on PHMSA's ability to implement programs, grants, and all statutory responsibilities.

HAZARDOUS MATERIALS SAFETY

Appropriations, 2025	\$74,556,000
Committee recommendation	73,660,000

PROGRAM DESCRIPTION

PHMSA oversees the safety of more than one million hazardous materials shipments daily within the United States, using risk management principles and security threat assessments in order to fully review and reduce the risks inherent in hazardous materials transportation.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$73,660,000 for hazardous materials safety, which is \$896,000 less than the fiscal year 2025 enacted level. The Committee recommendation includes \$1,000,000 for the assistance for local emergency response training [ALERT] grants. The Committee directs PHMSA to prioritize ALERT grants for training in rural areas. The Committee recommendation also includes \$4,000,000 for community safety grants.

East Palestine, Ohio.—The NTSB’s investigation of the East Palestine derailment resulted in five safety recommendations for PHMSA, which the agency made initial responses to in October 2024. First, the NTSB found that the vulnerability of tank car placards to fire exposure resulted in illegible placards and hampered emergency responders’ efforts to identify hazards. The Committee directs PHMSA to work with the authorizing committees of jurisdiction in Congress to require placards to be able to survive fires and accidents and remain legible during emergencies long enough to fulfill their functions as described in the emergency response guidebook.

The NTSB also found that the post-derailment fire likely began because of hazardous materials released from a punctured DOT–111 tank car. It has been over 10 years since the Lac-Megantic rail accident in 2013, which destroyed an entire town near the Maine border, and which led to Congress mandating the gradual phase out of DOT–111s. However, the phase out will not be completed until 2029, nearly 16 years after the Lac-Megantic rail accident. The Committee directs PHMSA to work with the relevant authorizing committees to accelerate the phase-out of DOT–111 tank cars.

Further, the NTSB’s East Palestine investigation found the need to revise the definition of a “high-hazard flammable train.” While this definition is set in statute, the DOT’s most recent Significant Rulemaking Report includes an initiated rulemaking by PHMSA, RIN 2137–AF65, related to applying regulatory requirements and operational controls on a larger set of newly designated high-hazard train makeups. PHMSA is directed to provide a status update on RIN 2137–AF65 to the House and Senate Committees on Appropriations within 180 days of enactment of this act. In addition, the Committee directs PHMSA to work with the relevant authorizing committees to revise the definition of high-hazard flammable train.

Finally, the NTSB recommended that PHMSA distribute the FRA’s most current guidance on the vent and burn methods to emergency response agencies, and the Committee directs PHMSA to do so expeditiously.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

Appropriations, 2025	\$218,186,000
Committee recommendation	218,186,000

PROGRAM DESCRIPTION

The Office of Pipeline Safety [OPS] promotes the safe, reliable, and sound transportation of natural gas and hazardous liquids through the Nation’s more than 2.6 million miles of privately-owned and operated pipeline.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$218,186,000 for the OPS. The amount is equal to the fiscal year 2025 enacted level. Of

this amount, \$12,500,000 is for research and development and up to \$88,558,000 is for grants.

Liquefied Natural Gas [LNG] COE.—The Committee appreciates PHMSA’s efforts to locate and begin staffing the national COE for LNG Safety that was authorized, nearly 5 years ago, under section 111 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2020 [PIPES] Act. The Committee provides PHMSA no less than \$5,000,000 to continue its work to establish the national COE for LNG Safety in accordance with the criteria outlined in the PIPES Act.

Hydrogen Pipeline Leak Detection and Monitoring.—With the significant Federal investment and policies to incentivize the development of hydrogen pipelines, it is important for PHMSA to have appropriate hydrogen gas pipeline-specific provisions in regulations to ensure such pipelines operate safely and to protect the environment (as required under 49 U.S.C. 60102(b)). The Committee directs PHMSA to consider initiating a rulemaking that would ensure that hydrogen infrastructure is designed or modified to operate safely and to protect the environment, with minimal leaks, and by leveraging all possible learning from methane leak detection, monitoring, and prevention Federal programs and efforts.

EMERGENCY PREPAREDNESS GRANTS

(LIMITATION ON OBLIGATIONS)

(EMERGENCY PREPAREDNESS FUND)

Appropriations, 2025	\$46,825,000
Committee recommendation	46,825,000

PROGRAM DESCRIPTION

The Hazardous Materials Transportation Uniform Safety Act of 1990 (Public Law 101–615) requires PHMSA to: (1) develop and implement a reimbursable emergency preparedness grant program; (2) monitor public sector emergency response training and planning, and provide technical assistance to States, political subdivisions, and Indian Tribes; and (3) develop and periodically update a mandatory training curriculum for emergency responders.

COMMITTEE RECOMMENDATION

The Committee recommends \$46,825,000 for emergency preparedness grants. The recommendation continues to provide PHMSA the authority to use prior year carryover and recaptures for the development of Web-based, off-the-shelf training materials that can be used by emergency responders across the country. The Committee encourages PHMSA to continue to enhance its training curriculum for local emergency responders, including response activities for crude oil, ethanol, and other flammable liquids transported by rail. The Committee also encourages PHMSA to train public sector emergency response personnel in communities on or near rail lines, which transport a significant volume of high-risk energy commodities or toxic inhalation hazards.

The Committee directs PHMSA to include recommendations for the development of courses necessary for public sector employees to

be able to respond safely and efficiently to an accident or incident involving the transportation of hazardous material and to provide such training for virtual learning and any courses for which the Secretary has recommended adaptation to provide virtual options, subject to the condition that the Secretary ensures that the virtual options recommended will provide an equivalent level of training as in-person courses.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2025	\$116,452,000
Committee recommendation	116,452,000

PROGRAM DESCRIPTION

The Inspector General Act of 1978 (Public Law 95–452) established the Office of Inspector General as an independent, objective organization with a mission to: conduct and supervise audits and investigations relating to the programs and operations of the Department; provide leadership and recommend policies designed to promote economy, efficiency, and effectiveness in the administration of programs and operations; prevent and detect fraud, waste, and abuse; and keep the Secretary and the Congress informed regarding problems and deficiencies.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$116,452,000 for the activities of the Office of Inspector General, which is equal to the fiscal year 2025 enacted level.

Independent Authorities.—The Office of Inspector General relies on special agents, law enforcement personnel, auditors, and investigators to save money for the taxpayer and find waste, fraud, and abuse. The Committee reminds the Office of Inspector General that all Inspector Generals have complete authority over all staffing decisions in their office, as provided under section 406 of title 5, United States Code. Given the significant reduction of staff in the Office of Inspector General, the Committee directs the Office of Inspector General to increase hiring to the levels sustainable by the funds made available in this act.

Audit Reports.—The Office of Inspector General is directed to continue to provide copies of all audit reports to the House and Senate Committees on Appropriations as soon as they are issued, and to continue to make such Committees aware immediately of any review that recommends cancellation of, or modifications to, any major acquisition project or grant, or significant budgetary savings. The Office of Inspector General is also directed to withhold from public distribution for a period of 15 days any final audit or investigative report which was requested by the House or Senate Committees on Appropriations.

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

Section 180 allows funds for maintenance and operation of aircraft; motor vehicles; liability insurance; uniforms; or allowances, as authorized by law.

Section 181 limits appropriations for services authorized by 5 U.S.C. 3109 not to exceed the rate for an executive level IV.

Section 182 prohibits recipients of funds from disseminating personal information obtained by State Departments of Motor Vehicles in connection to motor vehicle records, with an exception.

Section 183 prohibits funds in this act for salaries and expenses of more than 125 political and Presidential appointees in the DOT.

Section 184 allows funds received by the Federal Highway Administration, Federal Transit Administration, and the Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training to be credited to each agency's respective accounts.

Section 185 prohibits the use of funds in this act to make, modify, terminate, rescind, or reduce a grant or announce the intention to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations at least 3 full business days before making, modifying, terminating, rescinding, or reducing the grant or announcing the grant.

Section 186 allows rebates, refunds, incentive payments, minor fees, and other funds received by the DOT from travel management center, charge card programs, subleasing of building space, and miscellaneous sources, to be credited to appropriations of the DOT.

Section 187 establishes requirements for reprogramming actions by the House and Senate Committees on Appropriations.

Section 188 prohibits funds appropriated in this act to the modal administrations from being obligated for the Office of the Secretary for costs related to assessments or reimbursable agreements unless the obligations are for services that provide a direct benefit to the applicable modal administration.

Section 189 authorizes the Secretary to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under 5 U.S.C. 7905.

Section 190 prohibits the use of funds for any geographic, economic, or other hiring preference pilot program, regulation, or policy unless certain requirements are met related to availability of local labor, displacement of existing employees, and delays in transportation plans.

Section 191 prohibits the use of funds to require recipients to display signage containing the name of the President, Vice President, or any member of the President's Cabinet as a condition of the receipt of such funds.

Section 192 prohibits the use of funds for certain activities relating to regional, division, or field offices, and staffing.

Section 193 directs the Secretary to issue a new notice of funding opportunity for eight new university transportation centers.

Section 194 requires the Secretary to submit certain information to the House and Senate Committees on Appropriations.

TITLE II
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
MANAGEMENT AND ADMINISTRATION

HUD was established by the Housing and Urban Development Act (Public Law 89–174), effective November 9, 1965. This Department is the principal Federal agency responsible for programs concerned with the Nation’s housing needs, fair housing opportunities, and improving and developing communities.

Reorganizations and Staffing.—As part of the fiscal year 2025 operating plan, the Department did not provide organizational charts that differed from the organizational charts transmitted to the Committee on May 30, 2024, nor has the Department requested any reorganizations for fiscal years 2025 or 2026. Thus, the Committee directs HUD to continue to use the organizational charts transmitted to the Committee on May 30, 2024 as the baseline for any reorganization requests pursuant to section 405 of this act. Additionally, the Committee directs HUD to provide a report to the House and Senate Committees on Appropriations within 30 days of enactment of this act on the number of positions that have been reduced within each office named in such organizational charts, as compared to the number of full-time personnel on board at the end of calendar year 2024. The report shall include an analysis of the impact of these staffing reductions on the agency’s ability to implement the HUD programs and all other statutory responsibilities.

Child Care.—The Committee recognizes that both housing and child care present significant challenges for families, businesses, and the economy. The Department is directed to work with affordable housing and child care stakeholders to support innovative approaches that coordinate housing and child care support to address both needs and is encouraged to prioritize applications for Department funding that show promise in those efforts, where appropriate.

Insurance Costs.—The Committee directs the Secretary of HUD to complete a report on the current state of the property insurance market with an emphasis on affordable housing properties that are rent-restricted or rent-assisted. This should include, but not be limited to, properties developed through the use of the low-income housing tax credit and other applicable State-level affordable housing tax credits, public housing that is not self-insured, or properties participating in any Federal housing assistance program. The Secretary should provide an analysis on the potential impact that increasing insurance premiums may have on: (1) the supply of new affordable housing, and (2) the financial sustainment of existing affordable housing. The Secretary should also assess the implications of rising insurance costs on program operations, such as housing

authorities' levels of reserves, and conduct outreach to property owners to solicit qualitative feedback on how rising insurance costs affect their ability to effectively meet the goal of providing affordable housing. The Secretary should also, to the extent possible, provide an analysis and prediction on the potential effects of increased insurance premiums on Federal section 8 housing choice voucher and project-based rental assistance housing, including properties that have undergone or are undergoing conversion through the rental assistance demonstration [RAD]. In carrying out this effort, the Secretary should coordinate with state insurance commissioners and other Federal agencies, as needed, to complete the report within 2 years of the date of enactment of this act, and update the House and Senate Committees on Appropriations on the status of the report every 6 months.

Environmental Review.—The Committee directs the Department to work across its program offices, the White House Council on Environmental Quality, the Advisory Council on Historic Preservation, and other stakeholders to improve processes for environmental reviews with the goal of lowering the cost of reviews, streamlining review procedures, reducing duplication, and accelerating new housing construction. As part of this effort, the Department is encouraged to consider options for streamlining environmental reviews for office-to-residential conversions, including the feasibility of a categorical exclusion within defined parameters, targeted technical assistance, and new toolkits, and is directed to brief the House and Senate Committees on Appropriations on these efforts within 180 days of enactment of this act.

Rent Reporting.—As many as 64 million Americans have limited or no credit history, which impacts their ability to purchase a first home, what apartments they can rent, and where they work. Multiple studies have demonstrated that rent reporting can lead to increases in credit scores and scorability. The Committee encourages the Department to support and promote training and technical assistance opportunities and resources, either through HUD or provided by other Federal, State, and non-profit partners, for public housing authorities, Tribally designated housing entities, and private owners of affordable housing on how to move forward with rent reporting. The Committee encourages the Department, to the greatest extent possible, to partner with one or more organizations specialized in rent reporting and make educational or training materials publicly available on the HUD website.

Buy America.—The Committee appreciates the Department's actions to implement Build America, Buy America [BABA] requirements to ensure Federal housing funds are supporting American industry and jobs. The Committee directs the Department to ensure BABA waiver requests can be appropriately evaluated and processed in a timely and transparent manner, to brief the House and Senate Committees on Appropriations on its plans to do so within 90 days of enactment of this act, and to report on processing times for BABA waiver requests within 180 days of enactment of this act.

GAO Priority Recommendations.—As of May 2025, HUD had 100 open GAO recommendations, of which 9 are considered priority recommendations in areas including, but not limited to, disaster recov-

ery, homelessness, cybersecurity, and information technology. The Committee notes that HUD has substantially improved its implementation rate of GAO recommendations since 2021, and the Committee urges the Department to build on this progress. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on all priority recommendations, the steps taken in fiscal year 2025 to implement those recommendations, and what additional actions will be undertaken in fiscal year 2026 to address outstanding recommendations.

Rural Areas.—The Committee urges the Department to enhance its efforts to provide decent, affordable housing and to promote economic development for Americans living in rural areas. When designing programs and making funding decisions, the Secretary shall take into consideration the unique conditions, challenges, and scale of rural areas.

Appropriations Attorneys.—For fiscal year 2026, the Committee continues to fund appropriations attorneys in the Office of the Chief Financial Officer [OCFO], directs HUD to refer all appropriations law issues to such attorneys within the OCFO, and urges the Department to ensure the office has adequate personnel and non-personnel resources to fulfill their responsibilities, including training HUD staff in funds control procedures and directives, as required by section 214 of this act.

Artificial Intelligence.—The Committee recognizes that the use of artificial intelligence across the housing industry presents benefits as well as risks. Within 270 days of enactment of this act, the Secretary shall provide a report to the House and Senate Committees on Appropriations, the House Committee on Financial Services, and the Senate Committee on Banking, Housing and Urban Affairs on the extent to which the housing industry, HUD recipients and partners, including landlords, public housing authorities, lenders, and property management companies, are using artificial intelligence technologies, such as dynamic price-setting and biometric technologies, and an assessment of HUD's current capacity and subject matter expertise to monitor and incorporate emerging trends in this field into management and oversight of its programs.

Working Capital Fund.—The Committee recommendation does not include authority for a WCF in fiscal year 2026. The Committee notes that since the establishment of the WCF in fiscal year 2016, the Department has failed to fully utilize the authorities provided. The Committee is concerned that as an agency, the Department may be too small to take full advantage of a WCF. Rather than a nimble and responsive mechanism, the WCF has functioned as a series of fixed price contracts, which do not incentivize cost-conscious behavior. The Committee believes that winding down the WCF now will enable the Department to take advantage of greater efficiencies through participation in the General Services Administration's shared acquisition services and the economies of scale solutions such government-wide participation offers.

EXECUTIVE OFFICES

Appropriations, 2025	\$19,400,000
Committee recommendation	17,500,000

PROGRAM DESCRIPTION

The Executive Offices account provides the salaries and expenses funding to support the Department's senior leadership and other key functions, including the immediate offices of the Secretary, Deputy Secretary, Congressional and Intergovernmental Relations, Public Affairs, Adjudicatory Services, the Center for Faith, and the Office of Small and Disadvantaged Business Utilization.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$17,500,000 for this account, which is \$1,900,000 less than the fiscal year 2025 enacted level.

Violence Against Women Act.—For several years, the Committee has directed HUD to address shortcomings in the Department's implementation and oversight of the housing protection requirements for survivors of domestic violence or sexual assault in HUD-assisted properties. The Department is directed to brief the House and Senate Committees on Appropriations no later than December 31, 2025 on agency progress on: (1) ensuring program offices provide support to covered housing providers on emergency transfers, including through written instructions, notices, and frequently asked questions, (2) collecting data on the use and timeliness of emergency transfers established by the Violence Against Women Reauthorization Act of 2013 (Public Law 113–4), (3) implementing the 2022 reauthorization (division W of Public Law 117–103), and (4) closing all open recommendations in the GAO–24–106481 report that was conducted at the direction of this Committee, including target timeframes for major milestones and how the Department intends to resource that action plan. The Committee recommends an appropriation of not less than \$500,000 for the Office of Gender-Based Violence Prevention within the Office of the Deputy Secretary to carry out the statutorily-mandated duties under 34 U.S.C. 12493.

Office of Disaster Management.—In fiscal year 2022, Congress approved HUD's request to create an Office of Disaster Management within the Office of the Deputy Secretary to improve coordination of disaster-related activities across HUD and to better support communities and households impacted by major disasters. The Committee recommends not less than \$1,200,000 for its operations in fiscal year 2026.

Affordable Housing Program Alignment.—As noted in the front matter of this report, the Committee remains committed to reducing duplicative inspections and other conflicts and fragmentation between Federal programs that are commonly layered together to build affordable housing. Making continued progress on these efforts requires consistent attention, strategic prioritization and leadership. The Committee directs HUD to brief the House and Senate Committees on Appropriations within 60 days of enactment of this act on the Department's top priority alignment actions for fiscal years 2026 and 2027, target milestones, and how the Department intends to track progress and facilitate resolution of any inter-agency disputes that may arise.

Whistleblower Protections.—The Office of Inspector General identified in the “Management Alert: HUD Should Take Additional Steps to Protect Contractor Employees Who Disclose Wrongdoing [2023–IG–0002]” a troubling gap in HUD contracts when it found that several aggrieved employees of contractors who receive funds from HUD lacked whistleblower protections under 41 U.S.C. 4712. These critical protections have not been added to project-based rental assistance housing assistance payment contracts and contracts in other programs that have yet to undergo a major modification following the codification of whistleblower protections in 41 U.S.C. 4712 in 2013. Section 237 of the bill addresses this gap and applies these whistleblower and anti-retaliation protections to all contracts, subcontracts, grants, subgrant, and personal service contracts.

ADMINISTRATIVE SUPPORT OFFICES

Appropriations, 2025	\$686,400,000
Committee recommendation	590,000,000

PROGRAM DESCRIPTION

The Administrative Support Offices account funds the salaries and expenses of the Office of the General Counsel, the Office of the Chief Financial Officer, the Office of the Chief Procurement Officer, the Office of Departmental Equal Employment Opportunity, the Office of Field Policy and Management, the Office of the Chief Human Capital Officer, the Office of Administration, and the Office of the Chief Information Officer.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$590,000,000 for this account, which is \$96,400,000 less than the fiscal year 2025 enacted level. Funds are made available as follows:

	Committee recommendation
Office of the Chief Financial Officer	\$89,000,000
Office of the General Counsel	103,000,000
Office of Administration	224,000,000
Office of the Chief Human Capital Officer	47,000,000
Office of the Chief Procurement Officer	26,000,000
Office of Field Policy and Management	46,000,000
Office of Departmental Equal Employment Opportunity	3,000,000
Office of the Chief Information Officer	52,000,000

Office of the Chief Financial Officer [OCFO].—The Committee recommendation includes sufficient funding to support the workload associated with BABA compliance and providing timely responses to BABA waiver requests.

The Committee recommendation is supportive of the Department’s goals to modernize the management of its over 60 grant programs and their related systems, as well as the payment integrity of its rental assistance programs, which is a long-standing weakness identified by both HUD’s Inspector General and the Government Accountability Office. The Committee is concerned that there may be insufficient time to fully map out and institutionalize an action plan to accomplish these objectives during this Administra-

tion. Therefore, the Committee urges the Chief Financial Officer to swiftly work towards both the development of an action plan as well as demonstrate feasibility and utility with a successful “proof of concept”, as planned in fiscal year 2025. Not more than \$10,000,000 within the amounts available for the OCFO should be used for the program payments integrity project, and the Committee directs the Department to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on the planned use of these funds in fiscal year 2026, the project management structure, and the timeline for full implementation of the project.

Weaver Building.—In the 2024 interim report to Congress, the Public Building Reform Board reported that “taxpayers overspend to house agencies, while Federal employees often work in sub-standard office conditions that negatively impact mission outcomes, employee recruitment and retention, and sustainability goals.” The Committee has supported the Department’s efforts to improve office conditions for its employees, consolidate its footprint and reassess its space requirements and assets, while stressing the importance of transparency on any decision as significant and costly as the moving from HUD’s headquarters building, as well as the need for stakeholder input to minimize disruption on the operation of HUD and any other agencies impacted by this decision. 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.

PROGRAM OFFICES

Appropriations, 2025	\$1,097,164,130
Committee recommendation	903,200,000

PROGRAM DESCRIPTION

The Program Offices account funds the salaries and expenses of six program offices, including the Offices of Public and Indian Housing, Community Planning and Development, Housing, Policy Development and Research, Fair Housing and Equal Opportunity, and Lead Hazard Control and Healthy Homes.

COMMITTEE RECOMMENDATION

The Committee recommends \$903,200,000 for this account, which is \$193,964,130 less than the fiscal year 2025 enacted level. Funds are made available as follows:

	Amount
Office of Public and Indian Housing	\$250,000,000
Office of Community Planning and Development	142,000,000
Office of Housing	395,000,000
Office of Policy Development and Research	34,000,000
Office of Fair Housing and Equal Opportunity	72,000,000
Office of Lead Hazard Control and Healthy Homes	10,200,000

Maintaining Mission Critical Activities.—With the significant reduction in staffing levels in fiscal year 2025, the Committee is concerned about the potential for workforce, knowledge, and skills gaps across HUD that would need to be addressed to ensure the Department can carry out its most critical functions. The Committee directs the Department to carry out all statutorily required activities and to expeditiously address any knowledge and staffing gaps the Department may encounter. The Committee directs the Department, when undertaking any additional staffing increases, to prioritize staffing needs related to the health and safety of HUD-assisted residents and the timely approval and disbursement of funds to grantees. The Committee directs HUD to inform the House and Senate Committees on Appropriations on how it is implementing this direction as part of the semiannual staffing reports required under section 407 of this act.

Grant Execution.—In order to bring greater transparency to the grant execution process, the Committee directs the Department to provide the status of: (1) all awarded but not obligated competitive and disaster-related grants; and (2) all community project funding/congressionally directed spending projects. The Department shall continue to provide data on community project funding/congressional directed spending projects in the manner it is currently provided, and for all other programs, provide a list of all such awards by program, fiscal year, and grantee, and include the name of the project, the state of the project location, the original amount of the award, and the amount obligated to date. The Department shall provide the data to the House and Senate Committees on Appropriations not later than 120 days after the enactment of this act and biannually after the first submission of such data.

Real Estate Assessment Center [REAC].—One of the Department's most fundamental responsibilities is ensuring that its assisted properties are decent, safe, sanitary and in good repair. The Committee is concerned that Department may not have the necessary inspection capacity, quality controls, organizational management structures, or policies and procedures that are needed to ensure the entire HUD portfolio receives high-quality inspections on time and that all deficiencies are identified and resolved in a timely manner. The Committee directs HUD to: (1) ensure adequate staff are allocated to REAC to support the implementation of the National standards for the physical inspection of real estate [NSPIRE] and oversee the property inspection needs of the entire HUD portfolio, (2) support strategic coordination within HUD and

across other Federal agencies and external stakeholders to reduce duplicative physical inspections, as directed in Senate Report 118–70, and (3) brief the House and Senate Committees on Appropriations within 30 days of enactment of this act and quarterly thereafter on: (a) current property inspection capacity, (b) how REAC intends to put property inspections back on schedule, including related timelines, (c) current mechanisms in place to support quality assurance and how issues of significant discrepancies between inspection entities are addressed (e.g., multiple reports of properties receiving excellent scores from HUD-funded inspections that were subsequently condemned by local officials or had contracts terminated by HUD), and (d) how the Department will close all open recommendations in the HUD Office of Inspector General reports 2024–CH–0001 and 2023–CH–0004, and ensure priority recommendations in report 2023–CH–0004 remain closed. The Committee also directs HUD to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act that includes: (1) an assessment of whether current management, communication, and decision-making protocols adequately reflect that most housing units inspected by REAC are part of the multifamily housing, not public housing, portfolio, and whether HUD’s mission would be better served by REAC being outside of the Office of Public and Indian Housing organizational structure, including reporting directly to the Deputy Secretary, and (2) an assessment of REAC’s top challenges and whether increasing internal staffing capacity would more cost effectively address those challenges.

Lead Safe Housing and Other Health Hazards.—The Committee recognizes there is no cure for lead poisoning, and childhood lead poisoning can lead to lifelong medical expenses, increased criminal activity, and lost productivity over the long-term. Multiple offices, including the Office of Public and Indian Housing (particularly the Real Estate Assessment Center and Office of Field Operations), Office of Housing, and Office of Lead Hazard Control and Healthy Homes (particularly the Program and Regulatory Support Division) all play critical roles in preventing childhood lead poisoning and addressing housing-related health hazards. The Committee believes that these offices include positions necessary for public safety, and strongly encourages the Department to sufficiently staff these public safety functions. The Committee directs the HUD to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act detailing how the Office of Public and Indian Housing, Office of Housing, and Office of Lead Hazard Control and Healthy Homes are working together to address all recommendations in the HUD Office of Inspector General reports 2021–OE–0011b and 2025–OE–0801 regarding the improvements needed to monitoring elevated blood lead levels in HUD-assisted housing, the steps taken to date to address the recommendations, what additional actions will be undertaken in fiscal year 2026 to address outstanding recommendations, and an assessment of HUD’s current capacity and key staffing needs to carry out that work.

Office of Housing.—The Committee directs the Office of Housing to provide a briefing to the House and Senate Committees on Ap-

propriations within 15 days of enactment of this act on the status of all funds provided under section 30002 of Public Law 117–169, any challenges that exist in processing disbursements, and if amounts provided in this act will be needed to address those challenges and support funding execution.

Section 240 of the bill enables the Department to provide direct support to small properties and owners converting assistance under RAD who lack the capacity needed to meet due diligence and underwriting requirements, including properties assisted under the section 202 and section 8 moderate rehabilitation and McKinney-Vento single room occupancy programs. The Committee directs the Department to use not more than \$2,000,000 for this purpose through existing cooperative agreements with participating administrative entities until further data is available on the scope of demand among such properties.

INFORMATION TECHNOLOGY FUND

Appropriations, 2025	\$383,050,000
Committee recommendation	365,000,000

PROGRAM DESCRIPTION

The information technology fund finances the IT systems that support departmental programs and operations, including FHA mortgage insurance, housing assistance and grant programs, as well as core financial and general operations.

COMMITTEE RECOMMENDATION

The Committee recommends \$365,000,000 for the IT Fund for fiscal year 2026, which is \$18,050,000 less than the fiscal year 2025 enacted level. Consistent with the budget request, the Committee recommendation does not include any funding for development, modernization and enhancement [DME], but directs the Department to continue to provide necessary information requested by the Committee to maintain oversight of all ongoing DME efforts and balances.

IT Fund Reporting and Oversight.—The Committee directs HUD to continue to include sufficient detail in its congressional justifications to delineate between funding for operations and maintenance [O&M] and DME, which as defined by OMB includes planning, and include plain language summaries of proposed DME projects, total costs and savings potential, target functionality, estimated timeline, and mission benefits associated with the requested amount. The Committee also directs HUD to continue to delineate funding for O&M and DME by project in its fiscal year 2026 operating plan.

Quarterly Briefings.—The Committee continues to direct HUD to brief the House and Senate Committees on Appropriations on IT modernization efforts on a quarterly basis. For fiscal year 2026, such briefings shall address, for each development, modernization, and enhancement project to be funded from available balances, including carryover: (1) results of the prior quarter, including actual expenditures and major milestones achieved; (2) any variances in cost, schedule (including procurement), or functionality from the previously provided project plan, reasons for such variances and es-

timated impact on total lifecycle costs; and (3) risks and mitigation strategies associated with ongoing work.

Active Partners Performance System [APPS].—APPS supports the Department in its responsibility to review the previous participation of property owners in order to make decisions about future participation. The Office of Inspector General Report 2023–KC–0002 found that HUD lacked an automated process for flagging a property once it received a second consecutive REAC score below 60. The Committee appreciates that the Office of Multifamily Housing has automated such flags within APPS, but remains concerned that all related entities may not be identified within the system. The Committee encourages the Department to address this technical capability gap expeditiously, and directs the Department to brief the House and Senate Committees on Appropriations within 90 days of enactment of this act on whether such changes require a system enhancement and the extent to which such needs can be addressed through business process changes and data management.

PUBLIC AND INDIAN HOUSING

TENANT–BASED RENTAL ASSISTANCE

Appropriations, 2025	\$36,041,000,000
Committee recommendation	37,354,709,000

PROGRAM DESCRIPTION

This account provides funding for the section 8 tenant-based [voucher] program, one of the principal appropriations for Federal housing assistance, serving approximately 2.3 million families. Under this program, eligible low-income individuals and families pay 30 percent of their adjusted income for rent, and the Federal Government is responsible for the remainder of the rent, up to the fair market rent or some other payment standard. This account also provides funding for tenant protection vouchers for the replacement of units lost from the assisted housing inventory, administrative fees for public housing authorities [PHAs], mainstream vouchers, HUD–Veterans Affairs supportive housing [HUD–VASH], and other incremental vouchers for vulnerable populations.

COMMITTEE RECOMMENDATION

The Committee recommends \$37,354,709,000 for fiscal year 2026, including \$4,000,000,000 as an advance appropriation to be made available on October 1, 2026. This amount is \$1,313,709,000 more than the fiscal year 2025 enacted level.

Contract Renewals.—The Committee recommends \$33,974,000,000 for the renewal costs of section 8 vouchers. The total cost of renewals, based on HUD-provided estimates, are partially offset by programmatic reserves. The Committee recommendation prohibits HUD from taking an offset from any PHA if doing so is expected to put that PHA into shortfall in 2026. For amounts subject to single fund budget authority for PHAs participating in the moving to work demonstration, the Committee directs the Department to execute the offset in a manner that is consistent with the estimates transmitted to the Committee, which protects 4

months of voucher and public housing operating expenses. To ensure this authority is managed responsibly and does not negatively impact construction efforts or PHA relationships with development partners, the Committee directs HUD to also protect amounts committed to capital improvement, development, or other repositioning activities that are scheduled to close within 1 year and to establish an appeals process of not less than 60 days.

Emergency Housing Vouchers [EHVs].—The EHVs funded in section 3202(b) of Public Law 117–2 provided housing support to families and individuals who were homeless, at-risk of homelessness or fleeing domestic violence, dating violence, sexual assault, stalking or human trafficking at the height of the COVID–19 pandemic. The Committee does not want the individuals assisted by the program to face eviction or return to homelessness, but must balance this goal against the long-term sustainability of this account. The Committee does not provide any additional funds for the EHV program. Instead, the Committee urges the Department and PHAs to take all necessary actions to extend the use of the remaining balances as long as possible, including through: (1) the expeditious use of the waiver authorities provided in this act to maximize the number of EHVs that can be transitioned into the regular voucher program through normal turnover and attrition in that program before the end of calendar year 2026, (2) the recapture and reallocation of unused EHV services fees and housing assistance payments, and (3) providing timely responses and direct technical assistance to PHAs to prevent and avoid displacement of EHV tenants. The Committee directs the Department to brief the House and Senate Committees on Appropriations on a quarterly basis on how HUD is carrying out this direction, expenditure rates of EHV funding, and PHA progress in transitioning EHVs residents to the regular voucher program. Additionally, the Committee directs the Department to maintain the EHV dashboard on its website.

Mainstream Renewals.—The recommendation includes \$809,866,000 for section 811 mainstream vouchers within the total amount provided for renewals and administrative fees. Additional amounts set-aside for renewal adjustments shall also be provided for costs associated with mainstream vouchers. Funding lines have been consolidated in order to reduce the administrative burden on HUD and PHAs. However, section 811 vouchers must continue to serve non-elderly persons with disabilities upon turnover. The Committee directs HUD to continue to provide timely updates on the voucher dashboard on the number of mainstream vouchers allocated and leased to ensure continued transparency.

Tenant Protection Vouchers [TPVs].—The Committee recommendation includes \$429,709,000 for new tenant protection vouchers, \$92,709,000 more than the fiscal year 2025 enacted level. This funding level is equal to HUD’s current estimates for all TPV needs in fiscal year 2026 for planned repositioning projects and to help HUD-assisted families relocate and avoid hardship.

Administrative Fees.—The Committee recommends \$2,906,000,000 for administrative fees, \$135,065,000 more than the fiscal year 2025 enacted level. The Committee notes that these funds are critical to the execution and success of the voucher program, supporting a diverse range of activities and critical functions

such as: property inspections; case management, including tenant screening, income recertification, and emergency transfers; landlord outreach; the issuance of new vouchers upon program turnover; and assistance for tenants seeking housing. The Committee continues to direct the Department to brief the House and Senate Committee on Appropriations not less than annually on the utilization of administrative fees for eligible expenses to improve leasing, such as security deposit assistance and landlord recruitment and incentive payments.

HUD-VASH.—The Committee recommendation includes \$15,000,000 to expand the HUD-VASH program, of which up to \$10,000,000 may be used for other eligible expenses defined by notice to facilitate leasing, such as security deposit assistance and other costs related to retention and support of participating owners. Over the past year, at the direction of this Committee, HUD and the Department of Veterans Affairs [VA] have taken several actions to improve the HUD-VASH voucher utilization. This includes publishing guidance to allow a PHA to be a designated service provider; allowing third party providers to provide case management services through contracts and other collaborative case management models, particularly in instances where the VA is insufficiently staffed; making multiple rounds of HUD-VASH and additional administrative fees available; and supporting HUD-VASH boot camps across the country to bring PHAs and VA medical center staff together to work through the challenges they face on the ground. The Committee directs HUD, in coordination with the VA, to consider conducting additional HUD-VASH boot camps, to continue to provide targeted technical assistance based on action plans and learning from the HUD-VASH boot camps, and to provide a status update to the House and Senate Committees on Appropriations, within 90 days of enactment of this act, regarding the extent to which communities have deployed alternative methods to expand HUD-VASH case management capacity.

Veteran Disability Income.—The Committee urges HUD to continue the policy of excluding VA disability compensation when determining initial eligibility for the HUD-VASH program, as incorporated in the Federal Register Notice “Section 8 Housing Choice Vouchers: Revised Implementation of the HUD-Veterans Affairs Supportive Housing Program,” published on August 13, 2024. The Committee directs HUD, in consultation with the VA, to provide to the House and Senate Committees on Appropriations the following information within 180 days of enactment of this act: (1) the number of veterans who receive rental assistance under any program administered by HUD; (2) the number HUD-assisted veterans who also receive VA disability compensation; (3) an estimate of the number of veterans who would be newly eligible for HUD rental assistance if HUD did not include VA disability compensation as income when determining initial eligibility for rental assistance; (4) an estimate of the number or proportion of veterans who receive VA disability compensation who live in high-cost areas and likely face severe housing cost burden; and (5) an estimated cost of excluding all VA disability compensation from its definition of income while, at minimum, preserving all existing rental subsidies to the

veteran and non-veteran households currently served by HUD rental assistance programs.

Tribal HUD-VASH.—The Committee includes \$10,000,000 for the renewal of rental assistance and associated administrative costs for Tribal HUD-VASH within the Native American Programs account to improve alignment with program execution.

Family Unification Program [FUP].—The Committee includes \$30,000,000 for new FUP vouchers. To ensure that vouchers are available where youth need assistance, the Committee directs the Department to base the maximum number of vouchers that a PHA may request in a Federal fiscal year on identified need and referrals. To improve the accessibility of youth FUP vouchers, the Committee directs HUD in its training materials to encourage PHAs to affirmatively amend their administrative plans to facilitate requesting youth FUP vouchers.

The Committee reminds the Department of the requirement in Senate Report 118–70 on the FUP voucher request and reallocation processes.

The Committee directs HUD to consult with PHAs participating in FUP, the Department of Health and Human Services [HHS], experts on child welfare, and other stakeholders regarding any potential program challenges due to statutory time limits, statutory criteria, policy definitions, or other operational aspects. The Committee directs HUD to report to the House and Senate Committees on Appropriations and respective authorizing committees within 180 days of enactment of this act on such consultation, and provide its recommendations: (1) to improve program operations; (2) to assist youth in navigating the housing search process and preventing returns to homelessness after the subsidized rental assistance sunsets; and (3) on how Federal, State, and local stakeholders can best support participants as they transition from foster care to successful adulthood.

Special Purpose Vouchers.—The Committee understands that populations served by section 811 mainstream, FUP, and foster youth initiative vouchers face certain challenges to finding units available for lease within the normal timeframes of the larger voucher program. These difficulties increase the risk of these vulnerable groups experiencing homelessness and cause these vouchers to be unused. Therefore, the bill continues to permit HUD to waive or specify alternative requirements for certain waiting list and timing requirements.

Project-Based Vouchers.—The Committee supports the Department's efforts to improve its data on the number and percentage of vouchers that are, or planned to be, project-based at each PHA through the planned improvements to the housing information portal [HIP], and directs the Department to expeditiously launch this functionality. To support the implementation of the final rule related to project-based voucher changes made in HOTMA, the Committee directs HUD to provide training and direct technical assistance, as appropriate, to clarify the categories of units excluded from the 20 percent limitation and 10 percent exception. The Committee directs the Department to brief the House and Senate Committees on Appropriations and relevant authorizing committees within 120 days of enactment of this act on: (1) the analysis of im-

pact required under 24 CFR 983.6(a) when a PHA project-bases 50 percent or more of its authorized voucher units; (2) what information will be expected regarding local market constraints, needs, and the PHA's ability to fulfill its responsibilities to provide tenant-based assistance to project-base assisted families that wish to move; and (3) the potential benefits and policy considerations of modifying existing waivers and amending limitation exceptions to support rebuilding in disaster-impacted areas, particularly areas with high rates of homelessness and low vacancy rates.

Homeownership.—The housing choice voucher homeownership program allows assisted families to use their vouchers to buy a home. However, PHA staff who administer rental programs may not have the expertise to facilitate homeownership. The Committee encourages the Department to support training and education opportunities for PHA staff on the mortgage and loan process and best practices in the housing choice voucher homeownership program. To the greatest extent possible, educational or training material produced shall be publicly available on the HUD exchange website.

Housing Choice Voucher Data Dashboard.—The Committee is appreciative of the Department's work to increase program transparency through the development of the voucher data dashboard tool. To better inform the identification of program challenges and where additional policy and research considerations may be beneficial, the Committee directs HUD to add PHA and special purpose voucher-level data points on voucher success rates and to identify the amount of reserves that HUD determines are appropriate for prudent program management. The Committee underscores that neither additional data point should be inherently viewed as a deficiency of PHAs' operations. Rather, such data can be instructive for identifying broader issues such as a lack of available housing stock at current fair market rents or a lack of landlord participation where more targeted outreach may be beneficial.

HOUSING CERTIFICATE FUND

(INCLUDING RESCISSIONS)

PROGRAM DESCRIPTION

Until fiscal year 2005, the housing certificate fund provided funding for both the project-based and tenant-based components of the section 8 program. Project-based rental assistance and tenant-based rental assistance are now separately funded accounts. The housing certificate fund retains balances from previous years' appropriations.

COMMITTEE RECOMMENDATION

The Committee has included language that will allow unobligated balances from specific accounts to be used to renew or amend project-based rental assistance contracts.

PUBLIC HOUSING FUND

Appropriations, 2025	\$8,810,784,000
Committee recommendation	8,397,326,000

PROGRAM DESCRIPTION

This account provides funding for the payment of operating subsidies, as well as modernization and capital expenses for approximately 3,000 PHAs (except tribally designated housing entities) that manage approximately 900,000 public housing units.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$8,397,326,000 for the public housing fund, which is \$413,458,000 less than the fiscal year 2025 enacted level.

Operating Expenses.—The Committee recommendation includes \$4,873,326,000 for allocations to PHAs through the operating fund formula and \$214,000,000 to mitigate the risk of financial shortfalls among PHAs. Combined, these recommended funding levels provide sufficient resources for every PHA to maintain current service levels and have 4 months of operating reserves based on current estimates.

Capital Expenses.—The Committee recommendation includes \$3,200,000,000 for allocations to PHAs through the capital fund formula, which is equal to the fiscal year 2025 enacted level.

Receiverships and Troubled, Substandard or Otherwise At-Risk PHAs.—The Committee recommendation includes \$15,000,000 for the cost of administrative and judicial receiverships and competitive grants for PHAs in receivership, designated troubled or substandard, or otherwise at risk to address capital needs.

The Committee directs the Department to provide a report to the House and Senate Committees on Appropriations within 45 days of the enactment of this act, and on an annual basis thereafter no later than March 1, on the status of PHAs under receivership, and the factors that informed the receivership, such as physical and financial scores, deficiencies with internal controls, and other information demonstrating why HUD believes PHAs are unable to effectively oversee their business operations. This report shall also include an identification of funding resources and technical assistance provided to each PHA for the purpose of transitioning out of receivership, and future steps HUD will take to address deficiencies in an effort to return the respective PHAs to local control. The Committee also directs the Department to promptly brief the House and Senate Committees on Appropriations if there are any changes to the list of administrative and judicial receiverships.

Emergency and Safety and Security Grants.—The Committee recommendation includes \$30,000,000 for emergency capital needs, of which at least \$10,000,000 is to be used for safety and security measures in public housing in order to protect tenants. The Committee encourages the Department to fund eligible safety and security projects with a portion of these funds as quickly as possible.

Residential Health Hazards.—The Committee recommendation includes \$65,000,000 to help PHAs address lead-based paint and other residential health hazards, including mold, carbon monoxide, radon and fire, in public housing units. The Committee continues to include prohibitions on the Department's ability to preclude funds from being awarded to any PHA that is under the direction of a monitor or any PHA as ineligible to apply for or receive fund-

ing that has a violation or violations of the lead-safe housing or lead disclosure rules, or from being used to carry out work to settle an outstanding violation.

Flexibility for Operating Funds for Capital Needs.—The Committee is committed to addressing the physical needs of troubled public housing properties and provides a new flexibility to allow PHAs with one or more properties with low physical inspection scores to use available operating funds and excess reserves for capital expenses.

Utility Allowance Schedule.—The Committee urges HUD to update its regulations in 24 CFR 982.517 and 24 CFR 983.301(f), and related policies and notices, to allow public housing authorities discretion to utilize project-by-project utility allowances based on more accurate state or federally verified utility allowance calculators. The Committee believes that by allowing more efficient and expanded private financing of new and rehabilitated units, this change will allow Federal affordable housing programs to operate more cost effectively and lead to the production of additional affordable housing units.

Pet Retention.—The Committee is aware of incidences where the conversion of public housing properties managed by PHAs through the RAD program may impact pet ownership policies and undercut resident support for RAD conversions. Existing research affirms that the human-animal bond provides tangible health benefits. Having a pet can decrease blood pressure, cholesterol levels, and triglyceride levels, decrease feelings of loneliness, and increase opportunities for exercise and socialization. Residents of public housing are permitted to have one or more common household pets, subject to reasonable restrictions, but when a project is converted under RAD, those permissions under the public housing program may not carryover. The Committee directs the Department to work to align pet ownership policies for RAD conversion projects.

ASSISTED HOUSING INSPECTIONS AND ASSESSMENTS

Appropriations, 2025	\$50,000,000
Committee recommendation	50,000,000

PROGRAM DESCRIPTION

This account supports financial, and health and safety inspections conducted by the REAC for over 2.4 million units of HUD-assisted affordable housing. Prior to fiscal year 2024, funding for such inspections were provided under the public housing fund and multifamily housing accounts.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$50,000,000 to support ongoing physical and financial assessment activities performed by REAC, including implementation of NSPIRE.

Health Hazards.—The implementation of the NSPIRE standards and supporting systems has enabled a more comprehensive understanding of health hazards in HUD-assisted housing. The Secretary shall provide a report to the House and Senate Committees on Appropriations within 120 days of enactment of this act on the current state of data collection and analysis of health hazards in

HUD-assisted housing, including lead-based paint and service pipes, as well as the presence, absence, and condition of automated fire sprinkler systems.

Physical Property Inspection Coordination.—As discussed in the front matter of this report, the Committee directs the Department in coordination with other Federal partners to, within existing authorities, take steps to minimize the need for duplicative inspections. The Committee reminds the Department that Senate Report 118–70 directed HUD to report to the House and Senate Committees on Appropriations on the extent to which the physical inspection alignment program [PIAP] is currently utilized, the number of duplicative inspections and estimated costs that could be eliminated if the PIAP was maximized, and any identified limitations to providing this data. The Committee directs HUD to promote use of the interagency housing alignment portal [IHAP], address data gaps in IHAP, including the current exclusion of project-based vouchers, and to ensure adequate staff are allocated to REAC to support strategic coordination efforts with other Federal agencies and external stakeholders to reduce duplicative physical inspections.

CHOICE NEIGHBORHOODS INITIATIVE

Appropriations, 2025	\$75,000,000
Committee recommendation	40,000,000

PROGRAM DESCRIPTION

The choice neighborhoods initiative provides competitive grants to transform underserved distressed neighborhoods into sustainable, mixed-income neighborhoods with co-location of appropriate services, schools, public assets, transportation options, and access to jobs or job training. Choice neighborhoods grants fund the development of comprehensive neighborhood transformation plans that involve broad civic engagement from residents and the community and the implementation of these plans through affordable housing activities and supportive services for residents. Grantees include PHAs, Tribes, local governments, and nonprofit organizations. For-profit developers may also apply in partnership with another eligible grantee.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$40,000,000 for the choice neighborhoods initiative. This amount is \$35,000,000 less than the fiscal year 2025 enacted level. The Committee continues to direct the Secretary to give recipients of prior year planning grants priority consideration for implementation grant awards.

SELF-SUFFICIENCY PROGRAMS

Appropriations, 2025	\$195,500,000
Committee recommendation	211,400,000

PROGRAM DESCRIPTION

This account provides funding for self-sufficiency programs, including the family self-sufficiency [FSS] and the resident opportu-

nities and self-sufficiency [ROSS] programs, and the jobs plus initiative [JPI]. FSS provides funding to PHAs for the salaries of FSS coordinators to help section 8 and public housing residents achieve self-sufficiency and economic independence. ROSS provides funding to PHAs, public housing resident associations, Native American Tribes, and nonprofit organizations to hire and maintain service coordinators to connect residents of public housing and Indian housing with supportive services including employment and educational opportunities. The JPI provides grants to PHAs, which are required to partner with Department of Labor jobs centers, to assist public housing residents with job placement and increasing earned income.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$211,400,000 for self-sufficiency programs in fiscal year 2026, which is \$15,900,000 more than the fiscal year 2025 enacted level. This includes \$156,400,000 for the FSS program, \$45,000,000 for the ROSS program, and \$10,000,000 for the JPI.

FSS Program.—The Committee strongly supports the FSS program, which provides public housing and section 8 residents with the tools to improve their economic stability and financial management skills, and ultimately achieve self-sufficiency. Before awarding funding to new grantees, the Committee directs the Department to first prioritize the renewal of all existing coordinators and second prioritize funding additional coordinators for current grantees whose program sizes qualify for additional coordinators.

JPI.—The bill includes a general provision that enables the JPI financial and rent incentive expenses to be paid from housing assistance source accounts to help reduce administrative burdens for HUD and grantees. To ensure transparency, HUD is directed to provide in its congressional justifications the actual total cost of the JPI, including the financial and rent incentives provided to program participants.

NATIVE AMERICAN PROGRAMS

Appropriations, 2025	\$1,344,000,000
Committee recommendation	1,354,000,000

PROGRAM DESCRIPTION

This account funds the Indian housing block grant program [IHBG], as authorized under title I of the Native American Housing Assistance and Self-Determination Act of 1996 (Public Law 104–330), and the Indian community development block grant program [ICDBG], authorized under title I of the Housing and Community Development Act of 1974 (Public Law 93–383). The IHBG program provides a funding allocation on a formula basis to Indian Tribes and their Tribally designated housing entities [TDHEs] to help address the housing needs within their communities. The ICDBG program provides Indian Tribes the opportunity to compete for funding to address Tribal community development needs.

COMMITTEE RECOMMENDATION

The Committee recommended funding level for Native American programs is \$1,354,000,000, which is \$10,000,000 more than the amount provided in fiscal year 2025. The table below provides funding levels for activities within this account.

	Recommendation
Indian Housing Block Grants-Formula	\$1,111,000,000
Indian Housing Block Grants-Competitive	100,000,000
Tribal HUD-Veterans Affairs Supportive Housing	10,000,000
Title VI Loan Program	1,000,000
(Limitation on Guaranteed Loans)	60,000,000
Indian Community Development Block Grants	125,000,000
Training and Technical Assistance	7,000,000
Total, Native American Programs	1,354,000,000

IHBG Grants.—The IHBG program is a vital resource for Tribal governments to address the dire housing conditions in Indian Country, as the quality of and access to affordable housing remains in a critical state for many Tribes across the country. To assist Tribes with these daunting housing challenges, the Committee recommendation includes \$1,111,000,000 in formula funding and \$100,000,000 in competitive funding in order to assist areas with greater need.

In administering the competitive program, the Committee directs HUD staff to review and score each application in its entirety. Additionally, the fiscal year 2026 appropriation shall be administered as a new stand-alone competition and may not be combined with prior or future year appropriations, although any remaining balances from the fiscal year 2025 competition or prior competition may be included in the fiscal year 2026 competition. Demonstrating sufficient administrative capacity to administer these grants has been, and remains, a critical consideration. Applicants should be required to meet a threshold of capacity, but the competition should not provide additional points for capacity above and beyond what is needed to successfully administer these grants.

Tribal HUD-VASH.—The Committee recommendation includes \$10,000,000 for the renewal of rental assistance and associated administrative costs for the Tribal HUD-VASH demonstration program. The Committee continues to encourage HUD to use its existing reallocation authority where necessary to ensure this program is utilized to the greatest extent possible.

Coordinated Environmental Reviews for Tribal Housing and Related Infrastructure.—Since fiscal year 2015, the Committee has directed HUD to collaborate with its Federal agency partners to develop a coordinated environmental review process to simplify and streamline Tribal housing development and its related infrastructure needs. The Committee believes that eliminating unnecessary Federal barriers to housing development is an essential component to facilitate an effective use of Federal funding, while also balancing the need to ensure appropriate and necessary environmental protections. The Committee supports HUD's efforts to advance the Tribal Housing and Related Infrastructure Interagency

Task Force in order to identify opportunities for greater efficiencies.

Technical Assistance.—Limited capacity hinders the ability of many Tribes to effectively address their housing needs. The Committee recommendation includes \$7,000,000 for technical assistance needs in Indian Country to support the IHBG program, as well as other HUD programs, in order to meet the needs of Native American families and Indian Country. The Committee expects HUD to use the technical assistance funding provided to aid Tribes with capacity challenges, especially Tribes receiving small grant awards. The funding should be used for training, contract expertise, and other services necessary to improve data collection, increase leveraging, and address other needs identified by Tribes. The Committee also expects that these technical assistance funds will be provided to organizations with experience in providing technical assistance that reflects the unique needs and culture of Native Americans.

Legislative Proposals.—The bill includes legislative proposals to: (1) allow for mortgages to be guaranteed for up to 40 years in length when seeking to modify a loan to avoid foreclosure to align loss mitigation options with that of the FHA; and (2) to expand program service areas to all Tribal members, regardless of where they purchase a home; and (3) to correct implementation challenges with the authority for Tribes to participate in the Continuum of Care [CoC] program.

INDIAN HOUSING LOAN GUARANTEE FUND PROGRAM ACCOUNT

	Program account	Limitation on guaranteed loans
Appropriations, 2025	\$1,500,000	\$1,800,000,000
Committee recommendation	1,400,000	1,200,000,000

PROGRAM DESCRIPTION

This program provides access to private financing for Indian families, Indian Tribes, and their TDHE's that otherwise could not acquire housing financing because of the unique status of Indian trust land. HUD continues to be the largest single source of financing for housing in Tribal communities. This program makes it possible to promote sustainable reservation communities by providing access to financing for higher income Native Americans to achieve homeownership within their Native communities. As required by the Federal Credit Reform Act of 1990 (Public Law 101–508), this account includes the subsidy costs associated with the loan guarantees authorized under this program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$1,400,000 for credit subsidy and administrative contract expenses to support a loan level of \$1,200,000,000. This appropriation is \$100,000 less than the fiscal year 2025 enacted level.

Native Advantage.—The Committee directs the Department to update the House and Senate Committees on Appropriations quar-

terly during fiscal year 2026 on its progress in both completing the Native advantage system and resolving the Office of Inspector General's open finding and recommendations.

Skilled Workers Loan Credit Subsidy.—The Committee notes that there remains substantial carry over from fiscal year 2017 for skilled workers credit loan subsidy which can generate meaningful investments across Indian Country. The Committee strongly urges the Department to significantly expand stakeholder outreach regarding the availability of these resources which will help develop housing for the critical workforces that supports the education, healthcare, law enforcement, emergency response, and construction needs of Tribal communities.

NATIVE HAWAIIAN HOUSING BLOCK GRANT

Appropriations, 2025	\$22,300,000
Committee recommendation	22,300,000

PROGRAM DESCRIPTION

The Hawaiian Homelands Homeownership Act of 2000 (Public Law 106–568) created the Native Hawaiian housing block grant program to provide grants to the State of Hawaii Department of Hawaiian Home Lands [DHHL] for housing and housing-related assistance, in order to develop, maintain, and operate affordable housing for eligible low-income Native Hawaiian families. As one of the United States' indigenous people, Native Hawaiian people have a unique relationship with the Federal Government.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$22,300,000 for the Native Hawaiian housing block grant program, which is equal to the fiscal year 2025 enacted level.

The Committee is encouraged to learn that DHHL intends to address the needs of low-income Native Hawaiians through the development of multifamily, affordable housing rental units, rent to own options on Hawaiian homelands, and permanent supportive housing for Native Hawaiians experiencing homelessness. The expansion of programmatic services beyond those that afford homeownership options will help to serve all Native Hawaiians on the waiting list.

NATIVE HAWAIIAN HOUSING LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on guaranteed loans
Appropriation, 2025	\$28,000,000
Committee recommendation	28,000,000

PROGRAM DESCRIPTION

The Native Hawaiian housing loan guarantee fund (section 184A program) offers Native Hawaiian homeownership, property rehabilitation, and new construction opportunities on Hawaiian homelands. The section 184A program expands the market for lenders and ensures access to private-market mortgages for a traditionally

underserved population. Private financing is used to cover construction or acquisitions costs, while Federal funding is used only to guarantee payment in the event of a default. Eligible borrowers include Native Hawaiian families who are eligible to reside on the Hawaiian home lands, DHHL, the Office of Hawaiian Affairs, and organizations experienced in the planning and development of affordable housing for Native Hawaiians.

COMMITTEE RECOMMENDATION

The Committee recommendation provides \$28,000,000 in loan guarantee commitment authority, including the authority to refinance loans.

COMMUNITY PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS

Appropriations, 2025	\$505,000,000
Committee recommendation	529,000,000

PROGRAM DESCRIPTION

The housing opportunities for persons with AIDS [HOPWA] program provides grants to States, localities, and nonprofits to devise and deploy long-term, comprehensive strategies for meeting the housing and supportive service needs of persons living with HIV/AIDS and their families.

By statute, 90 percent of appropriated funds are distributed to qualifying States and metropolitan areas on the basis of the number of living HIV and living AIDS cases, as well as poverty and local housing cost factors. The remaining 10 percent of funds are awarded through a national competition, with priority given to the renewal of funding for expiring agreements consistent with appropriations act requirements.

COMMITTEE RECOMMENDATION

The Committee recommends \$529,000,000 for the HOPWA program, which is \$24,000,000 more than the fiscal year 2025 enacted level.

Meeting the Current Needs of Communities.—It is critical that people in every State have access to funding that supports low-income persons living with HIV/AIDS. Accordingly, 10 percent of nonformula funding provides an opportunity to States and units of general local government that do not receive formula funding to apply for competitive grants. The Committee continues to include language requiring HUD to prioritize the renewal or replacement of expiring agreements in a manner that preserves existing HOPWA programs and allows active competitive grantees to modify and update their original activities to meet the current needs of persons living with HIV/AIDS within their communities. The Committee directs HUD to ensure competitive grantees are aware of the opportunity to modify and update service models and any potential benefits to doing so.

Formula Eligibility.—The Committee directs the Department to continue to conduct outreach to all grantees with potential formula changes in 2026, pursuant to the HOTMA, and to provide direct

technical assistance as needed. The Committee directs the Department to provide the House and Senate Committees on Appropriations and the relevant authorizing committees with a quarterly status update on its efforts to ensure adequate transition plans are in place to minimize disruptions to housing assistance due to the projected 2026 formula changes.

COMMUNITY DEVELOPMENT FUND

Appropriations, 2025	\$3,430,000,000
Committee recommendation	4,541,397,000

PROGRAM DESCRIPTION

Under title I of the Housing and Community Development Act of 1974 (Public Law 93–383), as amended, the Department is authorized to award block grants to units of general local government and States for the funding of local community development programs. A wide range of physical, economic, and social development activities are eligible, with spending priorities determined at the local level. The law enumerates general objectives which the block grants are designed to fulfill, including adequate housing, a suitable living environment, and expanded economic opportunities, principally for persons of low- and moderate-income. Grant recipients are required to use at least 70 percent of their block grant funds for activities that benefit low- and moderate-income persons.

Funds are distributed to eligible recipients for community development purposes utilizing the higher of two objective formulas, one of which gives somewhat greater weight to the age of housing stock. Of the funds appropriated, 70 percent are distributed to entitlement communities and 30 percent are distributed to non-entitlement communities after deducting designated amounts for insular areas.

Funding under this heading also accommodates investments authorized under the Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment [SUPPORT] for Patients and Communities Act of 2018 (Public Law 115–271), in order to provide safe transitional housing for individuals recovering from substance use disorders.

COMMITTEE RECOMMENDATION

The Committee provides \$4,541,397,000 for the community development fund, which is \$1,111,397,000 above the fiscal year 2025 enacted level. Within this total, \$3,100,000,000 is for CDBG, \$30,000,000 is for activities authorized under section 8071 of the SUPPORT for Patients and Communities Act, \$60,000,000 is for grants to reduce barriers to affordable housing development, and \$1,351,397,000 is for economic development initiatives [EDIs].

The flexibility associated with CDBG funding enables State and local governments to tailor solutions to effectively meet the unique needs of their communities. As HUD works with communities to determine eligible activities that meet the national objective of benefiting low- and moderate-income persons, the Committee encourages the Department to extend flexibility to rural communities with less than 1,000 residents to use alternate sources of data when American community survey data is considered by the CDBG

applicant to be unreliable. Additionally, to ensure accountability and transparency, the Committee recommendation continues provisions in this act that prohibit any community from selling its CDBG award to another community, and that require any funding provided to a for-profit entity for an economic development project funded under this act to undergo appropriate underwriting.

Reducing Red Tape In Housing Production.—For decades, housing production across the country has not kept pace with population and economic growth, resulting in a nation-wide housing shortage. This is in part due to restrictive local zoning and land use regulations as well as a lack of necessary housing-related infrastructure. The Federal Government can support communities as they remove barriers to the production and preservation of unsubsidized affordable housing in order to increase housing supply, lower housing costs, and ensure families have an affordable place to live, particularly in high-opportunity neighborhoods. The Committee includes \$60,000,000 for the Pathways to Removing Obstacles to Housing [PRO Housing] program to reward State, local, and regional jurisdictions that have made significant progress in reducing red tape in housing production by enacting or implementing less restrictive zoning, land use, or permitting laws and regulations that the Secretary expects to preserve or produce new housing units. Less restrictive laws and regulations shall include, but are not limited to, increasing density, reducing minimum lot sizes, creating transit-oriented development zones, streamlining or shortening permitting processes and timelines, expanding by-right multifamily zoned areas, allowing accessory dwelling units [ADU] on lots with single-family homes, eliminating or relaxing residential property height limitations, eliminating or reducing off-street parking requirements, and allowing the conversion of vacant retail and office space into residential housing. Eligible grant activities shall include new construction of housing, including mixed-income housing to the greatest extent possible, and addressing costs associated with housing supply growth such as infrastructure for new housing development. When making awards, the Committee encourages HUD to ensure geographic diversity amongst grantees, including in urban, suburban, and rural areas. Further, the Committee directs HUD to continue to seek ways to permit a more streamlined application process and to ensure grants are awarded in a timely manner. Finally, the Committee emphasizes its expectation that grant funds be used on outcome-focused activities that will unlock housing availability.

Accessory Dwelling Units.—As localities consider and pass new laws and regulations to permit ADUs, more public data is needed to examine how these changes impact the uptake and construction of ADUs and what barriers remain in utilizing ADUs to increase housing supply. The Committee directs the GAO to conduct a study on localities with zoning laws permitting the construction of ADUs, or casitas, in single-family residential areas. In its study, the GAO should identify and describe zoning laws around the country that permit the building of ADUs, analyze the effects of such laws on housing availability, density, and property values, and identify barriers to both financing ADU construction and the rental and management of ADUs. The GAO is directed to provide the results of

this study in a report to the House and Senate Committees on Appropriations within 1 year of the enactment of this act.

Impact of New Housing on Municipal Finance.—When localities are considering new housing construction, rehabilitation, and conversion, concerns may arise that population growth will lead to an expansion in municipal services and expenditures. However, population growth can also lead to financial benefits for the municipality from increased tax revenues from new housing, more economic development, and higher average incomes from younger populations with more earning potential. The Committee believes that better data is needed to understand this financial impact. The Committee directs the GAO to study and issue a report on the long-term impacts of new housing construction, rehabilitation, and conversions on municipal fiscal health and economic development. The Committee directs the GAO to brief the House and Senate Committees on Appropriations on the proposed scope and timeline of this report no later than 90 days after enactment of this act and to submit the final report upon completion.

CDBG Formula Modernization.—The Committee notes that the CDBG formula has not been updated since 1978 and appreciates HUD's updated report, entitled "An Evaluation of the CDBG Formula's Targeting to Community Development Need," in order to analyze the current formula's effectiveness in meeting the goals of the CDBG program. This report offers considerations for updating the current formula to better target community development needs, and HUD is encouraged to work with the relevant congressional committees on updating the formula and reauthorizing the program.

CDBG Rulemaking.—The Committee commends HUD for publishing a proposed rulemaking for the CDBG program regulations, working within the constraints of the existing statute. The Committee continues to direct HUD to work expeditiously towards a final rule that will enhance grantees' ability to use CDBG funds while streamlining reporting requirements, and take steps in the interim to use administrative authorities to reduce unnecessary burdens.

Recovery Housing Program [RHP].—The Committee directs HUD to provide a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the impact of the RHP since it began receiving funding in 2020, lessons learned from service delivery models, and recommendations for modifications to the program's formula that would modernize the data utilized, reflect the widespread needs across the Nation, and ensure appropriate allocations of funding.

EDIs.—The Committee recommends \$1,351,397,000 for EDIs. EDIs are CDS projects that support a variety of community development and affordable housing needs and benefit low- and moderate-income populations or meet an urgent need. The Committee directs HUD to provide funding for the projects listed in the table at the end of this report in the corresponding amounts and for the corresponding recipient. The Committee continues to direct HUD to provide semi-annual briefings to the House and Senate Committees on Appropriations on the implementation of EDIs and the Department's oversight of projects. The Committee continues to direct

HUD to prioritize timely outreach and responses to EDI grantees. To support HUD in its efforts, the Committee recommendation includes increased funding for the Office of Community Planning and Development above the budget request to help address the significant workload associated with EDIs.

COMMUNITY DEVELOPMENT LOAN GUARANTEES PROGRAM ACCOUNT

	Limitation on guaranteed loans
Appropriations, 2025	\$400,000,000
Committee recommendation	400,000,000

PROGRAM DESCRIPTION

Section 108 of the Housing and Community Development Act of 1974 (Public Law 93–383), as amended, authorizes the Secretary to issue Federal loan guarantees of private market loans used by CDBG entitlement and non-entitlement communities, enabling grantees to borrow up to five times their most recent CDBG allocation to access low-cost, flexible financing for economic development, housing, public facility, and infrastructure projects.

COMMITTEE RECOMMENDATION

The Committee recommendation provides a loan level guarantee of \$400,000,000, which is equal to the fiscal year 2025 enacted level. The Committee requires HUD to collect fees to offset credit subsidy costs such that the program operates at a net zero credit subsidy cost.

This program enables CDBG recipients to use their CDBG dollars to leverage financing for economic development projects, community facilities, and housing rehabilitation programs.

HOME INVESTMENT PARTNERSHIPS PROGRAM

Appropriations, 2025	\$1,250,000,000
Committee recommendation	1,250,000,000

PROGRAM DESCRIPTION

Title II of the National Affordable Housing Act (Public Law 101–625), as amended, authorizes the HOME program. This program provides assistance to States and local governments for the purpose of expanding the supply and affordability of housing to low- and very low-income people. Eligible activities include tenant-based rental assistance, acquisition and rehabilitation of affordable rental and ownership housing, and housing construction. To participate in the HOME program, State and local governments must develop a comprehensive housing affordability strategy. There is a 25 percent matching requirement for participating jurisdictions, which can be reduced or eliminated if they are experiencing fiscal distress.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,250,000,000 for the HOME program, which is equal to the fiscal year 2025 enacted level.

Affordable Housing Needs.—Communities across the country continue to face an affordable housing crisis as rents remain high nationwide, low and moderate incomes have not kept pace with housing cost increases, and the production of affordable housing units lags far behind the need. According to HUD’s most recent “Worst Case Housing Needs: 2023 Report to Congress,” in 2021, only 57 affordable units were available for every 100 very low-income renter households and only 36 units were available for every 100 extremely low-income renter households. The HOME program is an essential tool to address the shortfall of affordable housing for rent or homeownership and provides necessary public gap financing to facilitate private sector investment in affordable housing, enabling significant leverage capacity of public and private resources.

PRESERVATION AND REINVESTMENT INITIATIVE FOR COMMUNITY
ENHANCEMENT

Appropriations, 2025	\$10,000,000
Committee recommendation	10,000,000

PROGRAM DESCRIPTION

The preservation and reinvestment initiative for community enhancement [PRICE] program provides competitive grants to preserve and revitalize manufactured housing and eligible manufactured housing communities. Grants support low- and moderate-income homeowners with manufactured housing units and manufactured housing communities with repairs, infrastructure improvements, upgrades to increase resilience, services like eviction prevention and housing counseling, and planning activities such as those needed to transition to resident-managed and resident-owned communities.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$10,000,000 for the PRICE program. This amount is equal to the fiscal year 2025 enacted level.

SELF-HELP AND ASSISTED HOMEOWNERSHIP OPPORTUNITY PROGRAM

Appropriations, 2025	\$60,000,000
Committee recommendation	70,000,000

PROGRAM DESCRIPTION

The self-help and assisted homeownership opportunity program provides funding for a number programs, including the self-help homeownership opportunity program [SHOP], which assists low-income homebuyers who are willing to contribute “sweat equity” toward the construction of their houses. These funds increase the ability of nonprofit organizations to leverage funds from other sources. This account also includes funding for the capacity building for community development and affordable housing program, as well as assistance to rural communities, as authorized under sections 6301 through 6305 of Public Law 110–246. These programs assist in the development of the capacity of nonprofit organizations

to carry out community development and affordable housing projects.

COMMITTEE RECOMMENDATION

The Committee recommends \$70,000,000 for the self-help and assisted homeownership opportunity program, which is \$10,000,000 more than the fiscal year 2025 enacted level. The Committee recommendation includes \$13,000,000 for SHOP, as authorized under section 11 of the Housing Opportunity Program Extension Act of 1996 (Public Law 104–120); \$49,000,000 for capacity building, as authorized by section 4(a) of the HUD Demonstration Act of 1993 (Public Law 104–120), of which not less than \$5,000,000 is for rural capacity building activities; and \$8,000,000 to carry out the national capacity building activities in rural communities. The Committee notes that funding for technical assistance is being provided in the research and technology account and directs that funds available for the section 4 program be used solely for capacity building activities.

Section 4 Capacity Building.—In administering the section 4 capacity building program, the Committee directs HUD to ensure that funding is made available on a competitive basis to each of the second, third, and fourth capacity building entities specified in section 4(a) of the HUD Demonstration Act of 1993 (42 U.S.C. 9816 note). The Committee also directs HUD to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on its plans to make this funding available to all eligible grantees.

SHOP Per Unit Average Investment Cap.—SHOP funds can be used to acquire land, purchase foreclosed or abandoned properties, and improve the infrastructure of homes for first time, low-income homeowners. The Committee recognizes these activities are some of the most difficult activities for nonprofits to finance. The Committee notes that HUD increased the allowable average SHOP expenditure for the combined cost of land acquisition and infrastructure improvements for the first time since 2004 in the fiscal year 2022 NOFO. The Committee directs HUD to use its existing authorities to include an allowable average per SHOP unit cost in the fiscal year 2026 NOFO that is greater than the historical cap of \$15,000 per SHOP unit.

Capacity Building to Address the Needs of Tribal Communities.—American Indian, Native Hawaiian, and Alaska Native communities and populations face rising housing cost burdens and barriers to homeownership, as well as disproportionate physical housing and capacity deficiencies. HUD is directed to ensure section 4 grantees collectively invest not less than \$1,000,000 in targeted capacity building activities to benefit Native Hawaiian, American Indian, and Alaska Native communities and populations. This minimum investment is separate from the required investment for rural capacity building activities of not less than \$5,000,000.

Rural Capacity Building Program.—Funding for the rural capacity building program for community development and affordable housing is intended for truly national organizations. For the purposes of the national rural capacity building NOFO, the Committee directs HUD to define an eligible national organization as “a non-

profit entity, which has ongoing experience in rural housing, including experience working with rural housing organizations, local governments, and Indian Tribes, as evidenced by past and continuing work in one or more States in eight or more of HUD's Federal regions."

Manufactured Housing.—More than 20 million people live in manufactured housing across the country, and manufactured homes represent approximately 10 percent of new single-family home starts. The Committee encourages section 4 grantees to support manufactured housing communities, including resident-owned cooperatives that are working to improve infrastructure, purchase their communities, preserve housing affordability, and develop more affordable homes.

HOMELESS ASSISTANCE GRANTS

Appropriations, 2025	\$4,051,000,000
Committee recommendation	4,530,000,000

PROGRAM DESCRIPTION

Homeless assistance grants assist localities in addressing the housing and service needs of a wide variety of homeless populations while developing coordinated systems to help those who are homeless attain housing and move toward self-sufficiency. These grants provide funding for rental assistance, emergency shelter, transitional and permanent housing, prevention, rapid re-housing, and supportive services to homeless persons and families or those at risk of homelessness. The emergency solutions grants [ESG] program is a formula grant program, while the continuum of care [CoC] and rural housing stability programs are competitive grants.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$4,530,000,000 for homeless assistance grants in fiscal year 2026. This amount is \$479,000,000 above the fiscal year 2025 enacted level. The Committee recommendation rejects the budget request proposal to consolidate funding for the programs funded under this heading and for housing opportunities for persons with AIDS into a modified emergency solutions grant block grant, and instead includes \$4,023,000,000 to support the CoC program, including the renewal of existing projects, and \$290,000,000 for the ESG program.

Improving the Speed and Predictability of Funding.—In fiscal year 2024, the Committee provided HUD the authority to utilize a 2-year NOFO for the CoC program. In doing so, the Committee recognized that an annual CoC competition is a significant administrative undertaking for both CoCs and HUD; one that strains limited resources and can lead to unnecessary delays in funding. Consistent with that determination, the Committee recommendation requires HUD to issue a 2-year NOFO for fiscal years 2026 and 2027, and establishes statutory deadlines for publishing the NOFO and announcing fiscal year 2026 funding awards. This 2-year NOFO will enable CoCs and HUD to redirect the thousands of hours that would have been spent on the application process to direct service delivery and working on program improvements.

Improving Access to Healthcare and Services.—Several studies have demonstrated that interventions focused on social determinants of health can help support housing permanency while also reducing healthcare costs. Moreover, shelters and homeless assistance programs across the country are seeing sharp increases in the number of elderly individuals, many of whom have complex medical conditions that necessitate coordination between housing and healthcare services to help them become or remain stably housed. The Committee continues to support coordination between HUD and the HHS's Centers for Medicare and Medicaid Services, Substance Abuse and Mental Health Service Administration, Administration for Community Living and Assistant Secretary for Planning and Evaluation to provide direct technical assistance to communities to improve coordination and cross-leveraging of programs, such as Medicaid, to deliver more integrated and seamless services to people experiencing homelessness. The Committee recommendation includes no less than \$20,000,000 for technical assistance, of which \$5,000,000 is provided to support such direct, community-specific technical assistance.

To ensure that service providers can offer competitive wages to hire and retain qualified personnel, the Committee recommendation for the CoC program includes an estimate of \$43,000,000 to support reasonable cost of living adjustments for supportive service line items, and directs the Secretary to provide such increases.

Permanent Supportive Housing.—The Committee recommendation includes \$100,000,000 for grants to CoCs for the construction, acquisition, or rehabilitation of new permanent supportive housing. These funds are largely intended to be one-time grants, but up to 20 percent of a grant may be used for operational and supportive costs which will be eligible for renewal within the context of the overall CoC competition. The Committee encourages HUD and CoCs to leverage these funds with other sources, such as tax credits and project-based rental assistance, to maximize the amount of housing that can be directed to meeting the needs of homeless individuals and families, especially those who are unsheltered or seeking to exit emergency shelter.

Homelessness Among Older Adults.—For multiple years, this Committee has noted its concern regarding the growing population of seniors experiencing homelessness. With this national demographic shift, the homelessness response system needs to adapt to an aging clientele with increased service needs. The Committee directs HUD, in coordination with the United States Interagency Council on Homelessness [USICH], to provide a report to the House and Senate Committees on Appropriations within 270 days of enactment of this act that provides recommendation for additional flexibilities most needed by ESG and CoC grantees to better serve seniors experiencing homelessness and whether legislative changes are necessary to provide those flexibilities.

Addressing the Needs of Survivors of Domestic Violence.—The Committee recommendation continues to provide no less than \$52,000,000 in CoC grants for rapid re-housing projects and supportive service projects providing coordinated entry and other critical activities in order to assist survivors of domestic violence, dating violence, and stalking. As grants through the CoC program,

such projects are eligible for renewal and subject to the same terms and conditions as other renewal applicants in the CoC program.

To further understand how to best meet the needs of survivors of domestic violence, dating violence, sexual assault, or stalking, the Committee directs the Department to submit a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act that identifies: (1) how CoC and ESG resources have been utilized to support this population over the last three fiscal years, (2) recommendations for how CoCs can be inclusive of, and effectively collaborate with, survivor housing and supportive service providers, (3) measurable criteria that CoCs can use to evaluate how well these programs serve survivors, and (4) recommendations, following consultation with victim service providers, on how coordinated entry systems and initial intake procedures can improve to ensure survivor safety and confidentiality, without inhibiting a client's choice to secure housing and services. The Committee also encourages the Department to coordinate with the Department of Justice's Office on Violence Against Women [OVW] on opportunities to better coordinate CoC resources with OVW's transitional housing grants to ensure that survivors of domestic violence, dating violence, sexual assault, or stalking have access to safe and affordable housing and services.

Youth Homelessness.—The Committee recommendation includes \$107,000,000 to continue implementation of comprehensive approaches to serving homeless youth, of which up to \$10,000,000 shall be used to provide technical assistance to grantees, and of which up to \$25,000,000 shall be for youth homelessness system improvement [YHSI] grants. YHSI grants are intended to improve youth homelessness systems on a local level and help implement successful, evidence-based intervention methods for this population. The Committee prohibits the use of YHSI funds for direct services or housing. When determining YHSI funding allocations, the Committee expects the Department to adjust the funding level between YHSI and additional projects serving youth based on the level of interest in the next competition cycle for YHSI and the youth homelessness demonstration program. The Committee directs HUD to ensure that sufficient technical assistance resources and equal consideration for YHSI grants are provided to rural areas. The Committee further encourages HUD to coordinate with HHS on project and system outcome measures for youth aged 25 and under, including families headed by youth aged 25 or under, which should include: (1) permanent connections; (2) education or employment; and (3) stable housing.

Tribal Participation.—The Committee recommendation provides additional flexibilities to Tribes and TDHEs to enable their increased participation in homeless assistance programs, which was made eligible by the Consolidated Appropriations Act, 2021 (Public Law 116–260), and directs HUD to continue to provide guidance or trainings to support such participation.

Transitional Housing.—The Committee notes that successfully meeting the needs of differing homeless subpopulations, improving self-sufficiency, and reducing returns to homelessness requires varying approaches. The Committee reminds HUD and service providers that well-designed transitional housing can be an effective

and successful housing strategy for homeless youth and individuals in substance abuse treatment.

Homeless Management Information Systems [HMIS].—The Committee previously directed HUD to work with CoCs, people who have experienced homelessness, vendors, and other stakeholders to enable a standard report of all currently active individuals and key program information that is available to CoCs to inform real-time decisions, and to specify application programming interface requirements and other specifications so CoCs can better share information and ensure privacy and security for more effective real-time program management. The Committee directs HUD to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the result of this engagement, recommendations for future data standards and HUD system updates, and how HUD intends to work with HMIS software vendors and CoCs to address structural and financial barriers impeding CoCs' ability to utilize their data to rehouse those experiencing homelessness in their communities.

Point-in-Time Count.—The Committee reminds HUD that the joint explanatory statement accompanying the fiscal year 2023 appropriations act directed the Department to report to the House and Senate Committees on Appropriations on the viability of creating a digital point-in-time count data collection and analysis platform for communities to use. As part of the report, HUD is directed to also examine the opportunity for using such digital platform to conduct multiple counts throughout the year (particularly for cold-weather States) and better inform seasonal changes. Additionally, the Committee directs HUD to continue to include data on the population of homeless individuals and households who are elderly and near elderly in its annual point-in-time estimates to improve national understanding of the aging homeless population and the implications for Federal policy. The Committee also directs HUD to report to the House and Senate Committees on Appropriations within 180 days of enactment of this act on the feasibility, merits of, and recommendations, if warranted, on how to better distinguish and track the increased use of interim strategies, such as safe parking and safe sleeping programs, to respond to unsheltered homelessness in a service-based setting within the annual point-in-time estimates.

Annual Homeless Assessment Report [AHAR].—The Committee continues to direct HUD to incorporate additional Federal data on homelessness, particularly as it relates to youth homelessness, into the AHAR. This information is important to ensure that communities develop and implement policies that respond to local needs.

Disaster Preparedness and Coordination for Homeless Populations.—When disasters strike, the lowest-income survivors, including people experiencing homelessness, are often the hardest hit and are left with the longest, steepest paths to recovery. HUD's rapid unsheltered survivor housing [RUSH] aims to "help communities provide outreach, emergency shelter, rapid re-housing, and other assistance to people experiencing or at risk of homelessness who are in a disaster-affected area but who cannot access all services provided by Federal Emergency Management Agency [FEMA] programs." However, initial implementation of funds has been slow

and requires improvement. The Committee directs HUD, in coordination with FEMA, to brief the House and Senate Committees on Appropriations within 120 days of enactment of this act on the specific actions taken in fiscal year 2025 and planned for fiscal year 2026 to improve coordination and the deployment of assistance to the homeless population when natural disasters strike, including actions taken to address open recommendations from the GAO-23-105379 report. This briefing shall include lessons learned from the challenges recent disaster-impacted communities have faced in quickly deploying RUSH funds, recommendations for how to improve relationships between emergency management and homelessness stakeholders, and ways to support better pre-disaster preparedness.

HOUSING PROGRAMS

PROJECT-BASED RENTAL ASSISTANCE

Appropriations, 2025	\$16,890,000,000
Committee recommendation	17,804,000,000

PROGRAM DESCRIPTION

Section 8 project-based rental assistance provides a rental subsidy to a private landlord that is tied to a specific housing unit, as opposed to a voucher, which allows a recipient to seek a unit, subject primarily to certain rent caps. Amounts in this account include funding for the renewal of and amendments to expiring section 8 project-based contracts, including section 8 moderate rehabilitation, and single room occupancy housing. This account also provides funds for contract administrators.

The section 8 project-based rental assistance [PBRA] program supports approximately 17,700 contracts with private owners of multifamily housing. Through this program, HUD and private sector partners support the preservation of safe, stable, and sanitary housing for approximately 1.3 million low-income households. Without PBRA, many affordable housing projects would convert to market rates with large rent increases that current tenants would be unable to afford.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$17,804,000,000 for annual PBRA contract renewals and related activities, of which up to \$509,000,000 is for the cost of contract administrators. The recommended level of funding is \$914,000,000 above the amount provided in fiscal year 2025.

Performance-Based Contract Administrators.—Performance-based contract administrators [PBCAs] are PHAs, or their instrumentalities, and State housing finance agencies [HFAs], and are responsible for conducting on-site management reviews of assisted properties; adjusting contract rents; and reviewing, processing, and paying monthly vouchers submitted by owners, among other tasks. The Committee notes that PBCAs are integral to the Department's efforts to be more effective and efficient in the oversight and monitoring of this program in order to reduce improper payments, protect tenants, and ensure properties are well maintained. There are

current PBCAs that have demonstrated success in providing high quality program services and have valuable experience in administering affordable housing resources in the States in which they operate. The bill includes a general provision to help address the challenges in a new competition and directs HUD to ensure that any new arrangements result in improved and cost-effective oversight and monitoring of the PBRA program; quality services offered to property owners and tenants in each State; and the maintenance of safe, stable, and affordable housing for the approximately 1.3 million households living in PBRA properties across the country. HUD is directed to continue to work with relevant stakeholders and congressional committees on a permanent statutory framework for PBCAs. Additionally, the Committee recognizes that tenants can serve a valuable role in identifying potential problems with the physical condition of a property. The Committee urges HUD to assess the effectiveness of using resident surveys as a tool to help PBCAs conduct effective oversight.

Managing Troubled Properties.—The Committee places a priority on providing access to safe, sanitary, and affordable housing to those most in need and holding HUD and owners accountable for failing to uphold those standards. The Committee remains concerned for tenants enduring deplorable living conditions as a result of delayed or inaccurate REAC inspections of troubled properties and HUD's inability to track property owners under litigation for failure to maintain decent, safe, and sanitary housing. The Committee continues to include a general provision that (1) requires the Secretary to take specific actions if an owner fails to maintain its property, including imposing civil monetary penalties, securing a different owner for the property, or transferring the section 8 contract to another property and (2) requires HUD to report on properties with failing physical inspection scores of less than 60 or that have received an unsatisfactory management and occupancy review within the past 36 months to the House and Senate Committees on Appropriations. For properties identified in this report, HUD shall include the PBCA associated with its oversight. In addition, the Committee continues to direct HUD to include in this report data on project-based rental assistance program properties and units, including the State in which the property is located, that have exited the programs as a result of contract abatement from poor physical conditions or for other reasons and to identify if the properties and units are preserved through a transfer to other properties or are lost.

Improving Properties with Health, Safety, or Operational Deficiencies.—The Committee strongly supports preserving the PBRA affordable housing stock. The Committee notes that HUD issued a notice in February 2024 on the process for making the first round of budget-based rent adjustments to PBRA contracts that have been renewed through the mark-to-market [M2M] program following the statutory authority provided in fiscal year 2023. The Committee directs HUD to provide a briefing to the House and Senate Committees on Appropriations within 45 days of enactment of this act on the dollar amount and number of funding requests received under this notice, as well as HUD's property selection process, and planned oversight of properties following the rent ad-

justments. Further, the Committee again reminds HUD of the directive included in the fiscal year 2023 joint explanatory statement to assess the needs amongst post-M2M properties and other PBRA properties with health and safety deficiencies, and to provide the results of this assessment to the House and Senate Committees on Appropriations.

Survivors of Domestic Violence or Sexual Assault.—GAO issued a report [GAO–24–106481] in July 2024 identifying opportunities for HUD to improve its oversight of housing providers’ emergency transfers for relocating victims of domestic violence or sexual assault. Of the seven recommendations, three apply directly to PBRA properties and involve HUD taking action to provide written instructions to PBRA property owners on implementing emergency transfers, revising the management and occupancy review form, and collecting data. HUD is directed to close these recommendations quickly to ensure compliance with the Violence Against Women Act requirements, and to protect survivors in HUD-assisted rental housing.

HOUSING FOR THE ELDERLY

Appropriations, 2025	\$931,400,000
Committee recommendation	972,000,000

PROGRAM DESCRIPTION

This account provides funding for housing for the elderly pursuant to section 202 of the Housing Act of 1959 (Public Law 86–372). Under this program, the Department provides capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for seniors, as well as project-based rental assistance contracts [PRACs] to support the operational costs of such units. Tenants living in section 202 supportive housing units can access a variety of community-based services in order to continue living independently in their communities and effectively age in place.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$972,000,000 for the section 202 program. This amount is \$40,600,000 more than the fiscal year 2025 enacted level. The Committee’s recommendation includes: \$842,000,000 for the costs associated with fully funding all annual PRAC renewals and amendments; \$122,000,000 to fund the renewal of existing for service coordinators and congregate service grants; \$4,000,000 to support preservation transactions of housing for the elderly originally developed by a capital advance and assisted by a project rental assistance contract; and \$4,000,000 for contract services.

Service Coordinators.—The Committee recognizes that service coordinators in the section 202 program serve an essential component of housing-based care for seniors. To expedite the process of renewing existing service coordinator grants, the bill includes authority for HUD to renew these grants every 2 years, rather than annually.

In addition, the Committee directs HUD to review the distribution of section 202 service coordinators amongst States with the oldest populations according Census Bureau data and the avail-

ability of eligible multifamily properties in those States that could qualify for the service coordinator program. As part of this review, HUD should assess if these areas are underserved by the service coordinator program and if future program expansion funding should be prioritized to these States. HUD is directed to provide this review to the House and Senate Committees on Appropriations within 1 year of enactment of this act.

HOUSING FOR PERSONS WITH DISABILITIES

Appropriations, 2025	\$256,700,000
Committee recommendation	265,000,000

PROGRAM DESCRIPTION

This account provides funding for housing for persons with disabilities pursuant to section 811 of the Cranston-Gonzalez National Affordable Housing Act of 1990 (Public Law 101–625). Traditionally, the section 811 program provided capital grants to eligible entities for the acquisition, rehabilitation, or construction of housing for persons with disabilities, as well as PRACs to support the operational costs of such units. Since fiscal year 2012, HUD has transitioned to providing project rental assistance to State housing finance agencies or other appropriate entities, which act in partnership with State health and human services agencies to provide supportive services, as authorized by the Frank Melville Supportive Housing Investment Act of 2010 (Public Law 111–374).

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$265,000,000 for the section 811 program. This amount is \$8,300,000 more than the fiscal year 2025 enacted level. This level of funding, in addition to residual receipts, recaptures, and other unobligated balances, will support all project-based renewals and amendments.

HOUSING COUNSELING ASSISTANCE

Appropriations, 2025	\$57,500,000
Committee recommendation	57,500,000

PROGRAM DESCRIPTION

The housing counseling assistance program provides comprehensive housing counseling services to eligible homeowners and tenants through grants to non-profit intermediaries, State government entities, and other local and national agencies. Eligible counseling activities include: pre- and post-purchase education, personal financial management, reverse mortgage product education, foreclosure prevention and mitigation, and rental counseling.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$57,500,000 for housing counseling assistance, which is equal to the fiscal year 2025 enacted level. Of the amount provided, up to \$4,500,000 is available for administrative contract services. The Committee directs HUD to use not less than \$3,000,000 of the funds provided for the housing counseling grant program specifically for housing

counseling agencies to partner with historically black colleges and universities, Tribal colleges and universities, and other minority serving institutions. In addition, up to \$5,000,000 may be used for a homeownership initiative that is targeted to historically underserved communities. Outreach efforts may include culturally sensitive and linguistically appropriate service delivery, materials, and educational initiatives.

PAYMENT TO MANUFACTURED HOUSING FEES TRUST FUND

Appropriations, 2025	\$14,000,000
Committee recommendation	14,000,000

PROGRAM DESCRIPTION

The National Manufactured Housing Construction and Safety Standards Act of 1974 (Public Law 93–383), as amended by the Manufactured Housing Improvement Act of 2000 (Public Law 106–569), authorizes the Secretary to establish Federal standards for the construction, design, safety, and performance of manufactured homes. All manufactured homes are required to meet these Federal standards, and fees are charged to producers to cover the costs of administering the act.

COMMITTEE RECOMMENDATION

The Committee recommends \$14,000,000 to support the manufactured housing standards programs, of which \$14,000,000 is expected to be derived from fees collected and deposited into the manufactured housing fees trust fund account. No direct appropriation is provided. The total amount recommended is equal to the fiscal year 2025 enacted level.

FEDERAL HOUSING ADMINISTRATION

MUTUAL MORTGAGE INSURANCE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans	Administrative contract expenses
Appropriations, 2025	\$1,000,000	\$400,000,000,000	\$150,000,000
Committee recommendation	1,000,000	400,000,000,000	160,000,000

GENERAL AND SPECIAL RISK PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2025	\$1,000,000	\$35,000,000,000
Committee recommendation	1,000,000	35,000,000,000

PROGRAM DESCRIPTION

The FHA fund covers the mortgage and loan insurance activity of HUD mortgage/loan insurance programs. These include the mutual mortgage insurance [MMI] fund, cooperative management housing insurance [CMHI] fund, general insurance [GI] fund, and the special risk insurance [SRI] fund. For presentation and accounting control purposes, these are divided into two sets of accounts based on shared characteristics. The unsubsidized insurance

programs of the MMI fund and the CMHI fund constitute one set; and the GI and SRI funds make up the other.

COMMITTEE RECOMMENDATION

The Committee has included the following amounts for the MMI Program account: a limitation on guaranteed loans of \$400,000,000,000, a limitation on direct loans of \$1,000,000, and \$160,000,000 for administrative contract expenses. This amount for administrative contract expenses is \$10,000,000 more than the fiscal year 2025 enacted level. For the GI/SRI account, the Committee recommends a limitation on guaranteed loans of \$35,000,000,000 and a limitation on direct loans of \$1,000,000.

Barriers to Innovation.—The Committee directs FHA to consult with relevant stakeholders and conduct a review the regulatory and sub-regulatory policies that may: (1) hinder the use of FHA programs to support shared equity homeownership models, including but not limited to restrictions on resale and conveyance, and (2) limit the use of FHA multifamily programs for properties using offsite construction and other nontraditional construction techniques, and brief the House and Senate Committees on Appropriations on such review within 180 days of enactment of this act.

Institutional Investment in Single-Family Housing.—The Committee notes that in some local housing markets there are increasing concentrations of institutional financial investment in single-family housing, and that trend has the potential to affect local real estate markets. The Committee directs HUD to continue to prioritize the sale of HUD owned single-family homes to owner-occupants, HUD-approved nonprofits, and government entities to mitigate any negative effects from institutional investors. The Committee also urges the GAO to expeditiously complete the second part of the report on institutional investment in single-family housing as required in the joint explanatory statement accompanying Public Law 117–328.

Energy Audits.—The Committee notes that FHA’s single family housing handbook 4000.1 requires the incorporation of energy audits into home appraisals for special energy-related component that affect the value of the property. The FHA is directed to brief the House and Senate Committee on Appropriations within 180 days of enactment of this act on the impact these energy audits can have on home appraisal values.

Affordable Housing Finance.—The Committee is concerned about the diminished supply of affordable housing across the country and is supportive of efforts and initiatives that result in measurable increases in that supply. The section 542(c) housing finance agency risk-sharing initiative has been in place since 2021 and warrants broader evaluation to understand the extent to which it has increased housing supply. The Committee directs the GAO to review this initiative and submit a report to the House and Senate Committees on Appropriations within 180 days of enactment of this act. This review should include at a minimum: the number of loans funded and geographic interest in this initiative; the underwriting standards applicable through this initiative compared to other similar FHA-insured loans outside of this initiative; the differences between HUD’s multifamily accelerated processing guide [MAP

Guide] and the guidelines for a HFA-underwritten loan, including an analysis of if MAP Guide results in higher costs and longer production time when creating affordable housing when compared to the requirements of an HFA-underwritten loan; if the lower borrowing costs through this initiative results in lower rents to families; the extent to which this initiative has resulted in the production of more housing units rather than shifting production from one sector to another; and the oversight requirements applicable under this initiative compared to non-initiative financing.

FHA Mortgage Insurance for New Multifamily Construction.—The United States is facing a severe housing shortage and needs millions of new units to balance supply and demand. However, the Federal Government currently provides very little assistance for new multifamily construction. FHA’s 221(d)(4) program is the largest Federal program that backstops loans for new multifamily housing construction, but it endorsed fewer than 75 developments in fiscal year 2024. The Committee directs GAO to study the effectiveness of the 221(d)(4) program and recommend legislative and regulatory programmatic improvements that would expand program uptake.

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

GUARANTEES OF MORTGAGE-BACKED SECURITIES LOAN GUARANTEE PROGRAM ACCOUNT

	Limitation on direct loans	Limitation on guaranteed loans
Appropriations, 2025	\$550,000,000,000	\$54,000,000
Committee recommendation	550,000,000,000	56,000,000

PROGRAM DESCRIPTION

The Ginnie Mae, through the mortgage-backed securities program, guarantees privately issued securities backed by pools of Government-guaranteed mortgages. Ginnie Mae is a wholly owned corporate instrumentality of the United States within the Department. Its powers are prescribed generally by title III of the National Housing Act (Public Law 73–479), as amended. Ginnie Mae is authorized by section 306(g) of the National Housing Act to guarantee the timely payment of principal and interest on securities that are based on and backed by a trust, or pool, composed of mortgages that are guaranteed and insured by FHA, the Rural Housing Service, or the VA. Ginnie Mae’s guarantee of mortgage-backed securities is backed by the full faith and credit of the United States. This account also funds all salaries and benefits funding to support Ginnie Mae.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on new commitments on mortgage-backed securities of \$550,000,000,000. This level is equal to the fiscal year 2025 enacted level. The bill allows Ginnie Mae to use \$56,000,000 for salaries and expenses. This is \$2,000,000 more than the fiscal year 2025 enacted level. The Committee directs Ginnie Mae to submit quarterly data to the House

and Senate Committees on Appropriations on staffing levels, staffing expenses, and other non-personnel expenses.

Nonbank Mortgage Companies.—Since 2008, the issuer landscape of Ginnie Mae has shifted dramatically toward nonbank mortgage companies, who now make up 73 percent of Ginnie Mae issuers and service 85 percent of its portfolio. The Committee is concerned by the risks this may pose and directs Ginnie Mae to provide a report, within 180 days of enactment of this act, to the House and Senate Committees on Appropriations detailing how it would react to stress on nonbank mortgage companies, including liquidity stress, protocols to identify viable servicers that could assume the portfolio of a failed nonbank mortgage company, and actions Ginnie Mae could take to prevent and minimize such risks. The Committee further encourages Ginnie Mae to coordinate with the Federal Housing Finance Agency, the Financial Stability Oversight Council, and other relevant housing oversight bodies to develop this report.

POLICY DEVELOPMENT AND RESEARCH

RESEARCH AND TECHNOLOGY

Appropriations, 2025	\$139,000,000
Committee recommendation	131,028,000

PROGRAM DESCRIPTION

Title V of the Housing and Urban Development Act of 1970 (Public Law 91–609), as amended, directs the Secretary of the Department of Housing and Urban Development to undertake programs of research, evaluation, and reports relating to the Department’s mission and programs. These functions are carried out internally and through grants and contracts with industry, nonprofit research organizations, educational institutions, and through agreements with State and local governments and other Federal agencies. The research programs seek ways to improve the efficiency, effectiveness, and equity of HUD programs and to identify methods to achieve cost reductions. Additionally, this appropriation is used to support HUD evaluation and monitoring activities and to conduct housing surveys.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$131,028,000 for the research and technology account in fiscal year 2026. This level is \$7,972,000 less than the fiscal year 2025 enacted level. The following table summarizes the Committee’s recommendations for fiscal year 2026:

Activity	Committee recommendation
Core Research and Technology	not less than \$72,900,000
Legal Assistance to Low-Income Tenants at Risk of or Subject to Eviction	15,000,000
Research, Evaluation, and Demonstrations	up to 3,128,000
Technical Assistance	40,000,000
[Distressed Cities and Persistent Poverty]	[5,000,000]
Total	130,000,000

Core Research and Technology.—The Committee recommendations includes not less than \$72,900,000 for core research and technology. The Committee supports the use of these funds for cooperative agreements and research partnerships with minority serving institutions. The Committee recognizes the value that cooperative agreements and research partnerships can provide to urban communities and encourages the Department to award a cooperative agreement to a minority serving institute located in an urban setting to conduct research on matters related to economic opportunity, reducing homelessness, or other areas that improve the long-term capacity of communities or otherwise address priorities of the Department. Within the amounts for core research and technology, up to \$4,900,000 is for building technology research.

Research, Evaluation, and Demonstration.—The Committee recommendation includes up to \$3,128,000 research, evaluation, and demonstration. Of this amount, up to \$2,100,000 shall be for ongoing research on moving to work [MTW] expansion, and the community choice demonstration. The remaining \$1,028,000 shall be for HUD to contract with the National Academies of Sciences, Engineering, and Medicine [National Academies] as delineated under the “Housing Data Infrastructure” heading in this report.

Housing Data Infrastructure.—Housing is a fundamental aspect of people’s daily lives and well-being, but millions of Americans face insecurity or displacement from their homes due to rapid rent increases, evictions, foreclosures, increasing property taxes and insurance costs, and post-disaster upheavals. However, existing Federal housing data infrastructure lacks the timely local data needed to adequately track housing market disruptions and effectively inform policies intended to address these problems. HUD is directed to contract with the National Academies to convene an expert consensus committee, including housing policy, economics, social science, statistics, public policy, and survey methodology experts, to consider the issues in a holistic fashion and provide solutions for moving forward.

Such a consensus committee should review key uses and needs for a modern housing data and statistics infrastructure designed to track key aspects of the Nation’s housing conditions and inform decision-making, such as: housing starts and completions, development timelines, costs to build, hazard insurance costs, property ownership, local changes to rent, evictions, foreclosures and demolitions, homelessness, unique needs and data gaps relating to Tribal areas and territories, and post-disaster impacts on housing markets and households. Such a consensus committee should: (1) review current sources of housing information; (2) identify shortcomings and strengths in these sources for key research and policy uses; (3) hold open meetings to seek input from key stakeholders; and (4) recommend strategies for modernizing the housing data infrastructure to inform Federal, State, and local policymaking in a timely manner. The Committee directs the National Academies to submit a report with its findings, conclusions, and recommendations no later than 2 years after the work has been contracted.

Disaster-Impacted Renters and Rental Markets.—The Committee is concerned insufficient attention is being paid to renter household needs and rental market forces following natural disasters. Recent

analysis shows that rents in disaster-impacted communities rise and then remain higher than their original rates for years. These impacts are amplified in already constrained rental markets, especially when communities are hit by successive disasters. Without adequate and thoughtful intervention, these market impacts can lead to secondary displacement of other vulnerable renter households who were not directly affected by the disaster. If funds are available, HUD may, in coordination with and after consulting FEMA, contract with NAPA, to study this issue. The study should be overseen by a panel of experts, to examine in-depth how renters and rental markets have recovered from recent major disasters, with a special focus on disasters that involve long displacement times for a large number of renter households. The study should consider the roles of the insurance industry, FEMA, HUD, Small Business Administration [SBA], and State and local governments as they relate to: (1) addressing the temporary and long-term housing needs and the recovery of impacted renters; (2) how the disaster and disaster response impacts other renters in the housing market; and (3) the replacement of lost affordable rental housing inventory. The expert panel should include the experience and expertise of former FEMA, HUD, and SBA leaders, expertise in research and advocacy for displaced renters and impacted single-family and multi-family rental property owners; insurance and reinsurance industry; support services for those at risk of homelessness; and State and local emergency management and long-term recovery. From that review, NAPA should make recommendations on reforms to guide FEMA, HUD, and SBA that would, in coordination with the insurance industry, facilitate affordable, faster, inclusive, and resilient recovery for renters, and include guidance on improving how Federal, State and local governments monitor rental market trends to inform disaster recovery policy decisions. NAPA should communicate with the GAO and the National Academy of Sciences over the course of its study and review previous studies to prevent duplication of effort.

Technical Assistance.—The Committee recommendation includes \$40,000,000 for technical assistance, of which \$5,000,000 is for the distressed cities and persistent poverty technical assistance program. The Committee directs HUD to assess how it can improve technical assistance to State and local entities to access Federal housing resources across the country and make recommendations on best practices and the Federal support necessary to the House and Senate Committees on Appropriations within 180 days of enactment of this act.

Institutional Investors.—The Committee remains interested in the feasibility of HUD collecting data related to investor owned residential rental housing units, and looks forward to receiving the assessment required in Senate Report 118–70.

Fair Market Rents [FMRs].—The Committee continues to encourage HUD, to the extent permissible under current regulations, to set FMRs at no lower than the previous year's level for an FMR area, unless the Department has sufficient local data to justify such a change and encourages HUD to continue its progress toward reforming the process of setting FMRs. Data limitations that result in inadequate FMR levels for communities and families undercut

the mission of the voucher program, and these impacts are especially concerning in areas that lack the third-party data sources HUD has identified to supplement its FMR data. In response to these challenges and in addition to HUD's on-going FMR improvement efforts, the Committee directs the Department to consider and assess the merits and potential operational concerns of permitting state housing finance agencies to support calculations of FMR levels. Additionally, this assessment should focus on the potential of permitting this flexibility only where there is a lack of either HUD or third-party data to make local FMR determinations. The Committee directs HUD to report its finding to the House and Senate Committees on Appropriations within 120 days of enactment of this act. In addition, the Department shall report to the House and Senate Committee on Appropriations within 90 days of enactment of this act on strategies to improve data, to better forecast rents in communities that are habitually miscalculated and decrease the cost of private rental surveys.

Conversion of Office Buildings to Housing.—Office vacancies in the United States are at an all-time high, while the country simultaneously searches for creative solutions to address its shortage of millions of homes. Despite the interest in office-to-residential conversions, structural and legal limitations can make such conversion to conventional apartments cost prohibitive. The Committee encourages the Department to support efforts to advance innovation in the conversion of high-vacancy commercial buildings into residential use, including by investigating the availability and limitations of existing waiver authorities to promote conversion and the economic viability of co-living configurations, and identifying any barriers to using Federal funds to support conversions. The Department is directed to report to the House and Senate Committees on Appropriations within 270 days of enactment of this act on all Federal barriers to such conversions and potential changes to Federal law that could further incentivize such conversions. In order to better support communities in their adaptive reuse efforts, HUD is also encouraged to help local jurisdictions with high housing costs to develop a building inventory, in coordination with local planning departments, to determine which commercial properties are most suitable for residential conversion.

Master Leasing Models.—Master leasing models, where a homelessness services provider or a CoC leases a whole building or a block of units from a property owner's portfolio to provide housing to persons experiencing homelessness, have been shown to remove critical barriers to housing people. However, some existing HUD regulations have made the model administratively burdensome to operationalize. The Committee directs the Department to submit a report to the House and Senate Appropriations Committees on master leasing models across the country and provide an assessment with recommendations on how the Department can adjust its regulations to better accommodate this innovative model.

Off-Site Construction.—The Committee supports efforts to incentivize the use of off-site construction through local adoption of and improvements to off-site construction standards. Such construction can help increase housing supply, affordability, and accessibility. In addition, the Committee encourages HUD to conduct re-

search on the impact of regulatory inconsistencies in off-site construction regulation across the United States.

Community Choice Demonstration Program.—The Committee anticipates the completion of phase I and the published rapid cycle evaluation report in 2025, and requests that HUD brief the House and Senate Committees on Appropriations on its findings related to the outcomes of phase I of the demonstration.

Native and Tribal Housing Needs.—The Committee is aware of the lack of data on the housing needs of Native Americans, which are difficult to capture in aggregate housing surveys. In January 2017, HUD published an Assessment of American Indian, Alaska Native, and Native Hawaiian Housing Needs, which has been the most comprehensive analysis and source of information about housing needs in Indian Country and Native American communities. The Committee directs the Department to update the Assessment of American Indian, Alaska Native, and Native Housing Needs, and to publish reports with these comprehensive updates by January 2029.

Share Equity Homeownership.—The Committee is aware of concerns that certain HUD program certification barriers and resale restriction requirements can impede non-profit shared equity homeownership programs across the country. As such, HUD should report on how its policy have supported or hindered nonprofit shared equity homeownership, including the potential impact of HUD and FHA policy changes in supporting nonprofit shared equity.

FAIR HOUSING AND EQUAL OPPORTUNITY

FAIR HOUSING ACTIVITIES

Appropriations, 2025	\$86,355,000
Committee recommendation	86,355,000

PROGRAM DESCRIPTION

The fair housing activities appropriation includes funding for both the fair housing assistance program [FHAP] and the fair housing initiatives program [FHIP], among others.

FHAP assists State and local fair housing agencies with implementing title VIII of the Civil Rights Act of 1968 (Public Law 90–284), as amended, which prohibits discrimination in the sale, rental, and financing of housing and in the provision of brokerage services. The major objective of the program is to ensure prompt and effective processing of title VIII complaints, with appropriate remedies for complaints being provided by State and local fair housing agencies.

FHIP is authorized by section 561 of the Housing and Community Development Act of 1987 (Public Law 100–242), as amended, and by section 905 of the Housing and Community Development Act of 1992 (Public Law 102–550). This program provides support to public and private organizations for the purpose of eliminating or preventing discrimination in housing, and enhances fair housing opportunities.

COMMITTEE RECOMMENDATION

The Committee recommends \$86,355,000 for the Office of Fair Housing and Equal Opportunity, which is equal to the fiscal year 2025 enacted level. Of the amounts provided: (1) \$26,355,000 is for FHAP; (2) \$56,000,000 is for FHIP, including not less than \$10,400,000 for education and outreach programs, not less than \$3,700,000 for fair housing organization initiatives, and up to \$40,500,000 for the private enforcement initiative; (3) \$1,000,000 is for the creation, promotion, and dissemination of translated materials that support the assistance of persons with limited English proficiency; and (4) \$3,000,000 is for the national fair housing training academy.

Test Coordinator Training.—The Committee recognizes that testing remains one of the most effective investigative tools and is fundamental to fair housing law enforcement. Those who coordinate testing investigations need specialized training from skilled and experienced professionals in this field. HUD shall continue to implement a comprehensive test coordinator training program to provide ongoing training, technical assistance, and resources to test coordinators working in fair housing organizations throughout the country. HUD shall not merge existing test coordinator training with other fair housing activities, including the national fair housing training academy.

OFFICE OF LEAD HAZARD CONTROL AND HEALTHY HOMES

LEAD HAZARD REDUCTION

(INCLUDING TRANSFER OF FUNDS)

Appropriations, 2025	\$295,600,000
Committee recommendation	295,600,000

PROGRAM DESCRIPTION

Title X of the Housing and Community Development Act of 1992 (Public Law 102–550) established the Residential Lead-Based Paint Hazard Reduction Act, under which HUD is authorized to make grants to States, localities, and Tribes in order to conduct lead-based paint hazard remediation and abatement activities in private, low-income housing. Lead is a significant environmental health hazard, particularly for young children and pregnant women, and exposure can result in neurological damage, learning disabilities, and impaired growth. The healthy homes initiative, which was authorized under sections 501 and 502 of the Housing and Urban Development Act of 1970 (Public Law 91–609), provides grants to remediate hazards in housing that have been scientifically shown to negatively impact occupant health and safety.

COMMITTEE RECOMMENDATION

The Committee recommends \$295,600,000 for the lead hazard reduction account, which is equal to the fiscal year 2025 enacted level.

Unobligated Balances.—The Committee acknowledges the significant progress HUD has made in recent years to reduce unobligated balances for lead hazard reduction grants, and does not accept the

budget proposal to eliminate funding for the program in fiscal year 2026. The Committee continues to direct the Department to provide the House and Senate Committees on Appropriations with updated reports on all unobligated balances for each program following each funding competition award announcement.

Lead Hazard Reduction Grants.—The Committee recommendation provides \$155,600,000 for lead hazard reduction grants. Within this amount, \$105,000,000 is set aside for jurisdictions with the highest lead-based paint abatement needs, which is equal to the fiscal year 2025 enacted level.

The Committee directs the Department to continue to conduct outreach and improve the NOFOs to encourage more grantees to apply and make efficient use of lead hazard reduction grant funds. The Committee directs the Department to include in such outreach smaller and rural communities, and nonprofit organizations and community development financial institutions [CDFIs] interested in being co-applicants. The Committee directs the Department to brief the House and Senate Committees on Appropriations within 180 days of enactment of this act on such outreach, major participation barriers identified, whether those barriers are administrative or statutory in nature, and how CDFI lending capabilities can be leveraged to increase the pace at which low-income communities can address lead paint hazards in high-risk communities. The Committee directs the Secretary to provide maximum flexibility within statutory limits to extend grant periods of performance to allow grantees more time to reach lead hazard reduction grant benchmarks and to make more housing lead-safe.

Lead Interagency Coordination.—The Committee reminds HUD of an outstanding requirement from Senate Report 118–70 to brief the House and Senate Committees on Appropriations on its data sharing needs with the Environmental Protection Agency related to lead service line inventories.

Lead Risk Assessment.—The Committee reminds Office of Lead Hazard Control and Healthy Homes and Office of Public and Indian Housing of the outstanding requirement from Public Law 118–42 to jointly engage with PHAs and other stakeholders to understand why so few applications were submitted for the lead risk assessment demonstration and brief the House and Senate Committees on Appropriations on the findings of this engagement.

Aging-in-Place.—The Committee recommendation includes \$30,000,000 within the healthy homes initiative for aging-in-place home modification grants in order to enable low-income seniors (persons who are 62 years of age or older) to remain in their homes through low-cost, high-impact home modifications. The intended beneficiaries of these grants are low-income seniors living in homes that are not receiving project-based rental assistance, and HUD shall ensure the use of funds appropriated will reflect that intent.

The Committee recommendation includes language to streamline the environmental review process for these low-cost interventions and directs HUD to take several other common-sense actions to improve the impact of these grants. HUD is directed to adjust the current \$5,000 cap on the cost of home modifications per housing unit to account for annual changes in the cost of labor, materials and supplies. In designing the NOFO for this program, the Com-

mittee continues to encourage the use of successful models of low-barrier, participant-led, holistic approaches to aging-in-place. However, the Committee is concerned that the Department's required use of occupational therapists in the program services model is not practical nor necessary for all communities, and excludes other successful models that have helped form the Committee's appreciation for the value of these investments, including the State of Maine's community aging-in-place grant program. Thus, the Committee directs the Department to accept without additional justification alternative program services models that do not require occupational therapists for grants awarded with fiscal year 2026 funds or balances remaining from prior years. Applicants that propose an alternative model shall not be disadvantaged during the application and selection process on that basis. The Committee continues to direct HUD to track the outcomes of seniors whose homes have been modified in order to better understand the effectiveness of this funding in reducing at-home falls, hospitalizations, and emergency response calls, as well as improving independence and tenure in home over time. The Committee also encourages HUD to support research and technical studies on housing technologies that enable aging-in-place strategies within the amounts available for healthy homes technical studies.

Weatherization Assistance Program.—The Committee reminds the Department of its responsibility to continue collecting information on how many units benefit from this coordinated execution of HUD lead-based paint hazard control grants and the Department of Energy weatherization assistance program, to quantify how this coordination has reduced costs for hardware and labor, and to provide this information to the House and Senate Committees on Appropriations after the end of each grant cycle. The Committee looks forward to receiving the first such report in the near future and encourages the Department to highlight best practices in coordination that can be integrated into grant management practices.

Streamlining Environmental Review Processes.—The Committee has provided limited flexibilities related to environmental reviews for the aging-in-place home modification grant program. To more comprehensively examine the costs and benefits of current environmental review processes for the programs funded in this account, the Committee directs HUD to conduct an analysis and provide a report to the House and Senate Committees on Appropriations within 120 days of enactment of this act that examines the history of grants awarded under this section in order to provide recommendations for statutory authority to ease some of the environmental review requirements of these programs, including but not limited to considerations of coastal zone management, endangered species protection, farmland protection, flood plain management, radon, noise control, off-site contamination, wetlands for existing structures, and public comment and objection periods, to improve project delivery and eliminate administrative burdens that are not cost effective.

OFFICE OF INSPECTOR GENERAL

Appropriations, 2025	\$152,924,000
Committee recommendation	146,000,000

PROGRAM DESCRIPTION

The Office of Inspector General conducts independent investigations, audits, and evaluations not only to prevent and detect fraud, waste, and abuse, but also to promote efficiency and effectiveness in the programs and operations of the Department of Housing and Urban Development. This appropriation will finance all salaries and related expenses associated with the operation of the Office of Inspector General.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$146,000,000 for the Office of Inspector General, which is \$6,924,000 less than the fiscal year 2025 enacted level.

Audit Reports.—The Committee expects the Office of Inspector General to continue providing copies of all audit reports to the Committee immediately after they are issued and to make the Committee aware immediately of any review which recommends significant budgetary savings.

Contracting Audits of Annual Financial Statements.—The Committee directs the Office of the Inspector General to continue to procure and rely upon the services of an independent external auditor, or auditors, to audit the financial statements of the Department, including the financial statements of the FHA and Ginnie Mae.

REAC Inspections.—The Committee directs the Office of Inspector General to conduct a review of all HUD-assisted properties with REAC scores of 60–70 over the past year, including how many had exigent health and safety deficiencies, how those properties compare to those with failing scores, the adequacy of HUD oversight and management of those inspections and properties, and the impact of HUD staffing reductions and contract cancellations on the oversight of these properties. The Committee directs the Office of Inspector General to provide this report to the House and Senate Committees on Appropriations within 180 days of the enactment of this act.

GENERAL PROVISIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

(INCLUDING RESCISSIONS)

(INCLUDING TRANSFER OF FUNDS)

Section 201 splits overpayments evenly between the Treasury and State HFAs.

Section 202 prohibits funds from being used to investigate or prosecute lawful activities under the Fair Housing Act.

Section 203 requires any grant or cooperative agreement to be made on a competitive basis, unless otherwise provided, in accordance with section 102 of the Department of Housing and Urban Development Reform Act of 1989.

Section 204 relates to the availability of funds for services and facilities for government-sponsored enterprises and others subject to the Government Corporation Control Act and the Housing Act.

Section 205 prohibits the use of funds in excess of the budget estimates, unless provided otherwise.

Section 206 relates to the expenditure of funds for corporations and agencies subject to the Government Corporation Control Act.

Section 207 exempts Ginnie Mae from certain requirements of the Federal Credit Reform Act of 1990.

Section 208 authorizes HUD to transfer debt and use agreements from an obsolete project to a viable project, provided that no additional costs are incurred and other conditions are met.

Section 209 sets forth certain requirements for section 8 eligibility and includes consideration for persons with disabilities.

Section 210 distributes Native American housing block grants to the same Alaska Native recipients as in fiscal year 2005.

Section 211 instructs HUD on managing and disposing of any multifamily property that is owned or held by HUD.

Section 212 allows PHAs that own and operate 400 or fewer units of public housing to be exempt from asset management requirements.

Section 213 restricts the Secretary from imposing any requirements or guidelines relating to asset management that restrict or limit the use of capital funds for central office costs, up to the limits established in law.

Section 214 requires that no employee of the Department be designated as an allotment holder unless the Chief Financial Officer determines that such employee has received certain training.

Section 215 requires the Secretary to notify the public of notices of funding opportunity and awards for competitively awarded funds, and establishes how such notification may occur.

Section 216 requires attorney fees for programmatic litigation to be paid from the individual program office and Office of General Counsel salaries and expenses appropriations.

Section 217 allows the Secretary to transfer up to 10 percent of funds or \$5,000,000, whichever is less, appropriated under the headings "Administrative Support Offices" or "Program Offices" to any other office funded under such headings.

Section 218 requires HUD to take certain actions against owners receiving rental subsidies that do not maintain safe properties.

Section 219 places a salary and bonus limit on public housing agency officials and employees.

Section 220 requires the Secretary to notify the House and Senate Committees on Appropriations at least 3 full business days before grant awards are announced, modified, or terminated, and requires such notification to include state and congressional district information.

Section 221 prohibits funds for HUD financing of mortgages for properties that have been subject to eminent domain.

Section 222 prohibits the use of funds to terminate the status of a unit of general local government as a metropolitan city with respect to grants under section 106 of the Housing and Community Development Act of 1974.

Section 223 allows funding for research, evaluation, and statistical purposes that is unexpended at the time of completion of the contract, grant, or cooperative agreement to be re-obligated for additional research.

Section 224 prohibits funds for financial awards for employees subject to administrative discipline.

Section 225 allows program income as an eligible match for continuum of care funds.

Section 226 permits HUD to provide 1 year transition grants under the continuum of care program.

Section 227 maintains current promise zone designations and agreements.

Section 228 addresses the establishment of reserves for public housing agencies designated as MTW agencies.

Section 229 prohibits funds from being used to make certain eligibility limitations as part of a notice of funding opportunity for competitive grant awards under the public housing fund.

Section 230 addresses the manner in which HUD may make adjustments for formula allocation corrections.

Section 231 allows for limited transfers of salaries and expenses funding to the information technology fund.

Section 232 states that the Secretary must comply with specified process requirements when revising any annual contributions contract.

Section 233 governs the process for the selection of performance-based contract administrators.

Section 234 clarifies the use of funds for the family self-sufficiency program.

Section 235 allows the Secretary to waive or specify alternatives for certain requirements for the mainstream and family unification voucher programs.

Section 236 requires the Secretary to enforce the Fair Housing Act and prohibits the use of funds to direct a grantee to undertake specific changes to existing zoning laws as part of carrying out rules related to affirmatively furthering fair housing.

Section 237 applies whistleblower protections to funded contracts, consistent with 41 U.S.C. 4712.

Section 238 allows for the forgiveness or restructuring of certain loans made under section 201 of the Housing and Community Development Amendments of 1978.

Section 239 extends the expenditure period for certain previously appropriated funds for housing for persons with disabilities.

Section 240 allows the Office of Housing to provide direct support to small properties and owners converting assistance under the rental assistance demonstration.

Section 241 prohibits the closure or relocation of any field or regional office, unless expressly approved, and requires the Secretary to maintain one field office in each State.

Section 242 requires the Secretary to conduct all rulemaking in accordance with 24 CFR part 10 and Executive Order 12866 as amended.

Section 243 the Secretary to submit certain information to the House and Senate Committees on Appropriations.

Section 244 requires that foregone increases to tenant rent payments due to resident participation in the jobs-plus program be factored into rental assistance renewal eligibility within the appropriate account.

Section 245 clarifies the participation of Tribes and TDHEs in the continuum of care program.

Section 246 amends the Housing and Community Development Act of 1992 to expand program service areas for the section 184 and section 184A loan guarantee programs.

Section 247 amends the Housing and Community Development Act of 1992 to permit the section 184 and section 184A loan guarantee programs to guarantee mortgages with lengths of up to 40 years.

Section 248 amends the Housing and Community Development Act of 1974 to permit additional activities to be undertaken by Tribes.

Section 249 rescinds certain unobligated balances.

Section 250 rescinds and reappropriates unobligated funds for fair housing activities.

TITLE III
INDEPENDENT AGENCIES

ACCESS BOARD

SALARIES AND EXPENSES

Appropriations, 2025	\$9,955,000
Committee recommendation	9,955,000

PROGRAM DESCRIPTION

The Access Board is responsible for developing design guidelines for the build environment, transit vehicles, information communications technology, and medical diagnostic equipment under the Americans with Disabilities Act of 1990 (Public Law 101–336) and other laws. The Access Board also enforces the Architectural Barriers Act, ensuring accessibility to a wide range of federally funded facilities, including national parks, post offices, social security offices, and prisons. In addition, the Access Board provides training and technical assistance on its guidelines and standards to Federal agencies, public and private organizations, individuals, and businesses.

COMMITTEE RECOMMENDATION

The Committee recommends \$9,955,000 for the operations of the Access Board. This level of funding is equal to the fiscal year 2025 enacted level.

FEDERAL MARITIME COMMISSION

SALARIES AND EXPENSES

Appropriations, 2025	\$40,000,000
Committee recommendation	40,000,000

PROGRAM DESCRIPTION

The Federal Maritime Commission [FMC] is an independent regulatory agency, which administers the Shipping Act of 1984 (Public Law 98–237), as amended by the Ocean Shipping Reform Act of 1998 (Public Law 105–258); section 19 of the Merchant Marine Act of 1920 (41 Stat. 998); the Foreign Shipping Practices Act of 1988 (Public Law 100–418); Public Law 89–777; and the Ocean Shipping Reform Act of 2022 (OSRA 2022, Public Law 117–146).

The FMC’s mission is to foster a fair, efficient, and reliable international ocean transportation system and to protect the public from unfair and deceptive practices. To accomplish this mission, the FMC regulates the international waterborne commerce of the United States. In addition, the FMC has responsibility for licensing

and bonding ocean transportation intermediaries and for ensuring that vessel owners or operators establish financial responsibility to pay judgments for death or injury to passengers, or nonperformance of a cruise, on voyages from United States ports.

COMMITTEE RECOMMENDATION

The Committee recommends \$40,000,000 for the salaries and expenses of the FMC for fiscal year 2026, which is equal to the fiscal year 2025 enacted level.

NATIONAL RAILROAD PASSENGER CORPORATION

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 2025	\$29,240,000
Committee recommendation	29,240,000

PROGRAM DESCRIPTION

The Office of Inspector General for Amtrak was created by the Inspector General Act Amendment of 1988 (Public Law 100–504). The act recognized Amtrak as a “designated Federal entity” and required the railroad to establish an independent and objective unit to conduct and supervise audits and investigations relating to the programs and operations of Amtrak; recommend policies designed to promote economy, efficiency, and effectiveness in Amtrak, and prevent and detect fraud and abuse; and to provide a means for keeping the Amtrak leadership and the Congress fully informed about problems in Amtrak operations and the corporation’s progress in taking corrective action.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$29,240,000 for the Amtrak Office of Inspector General. This funding level is equal to the fiscal year 2025 enacted level. The Committee retains language that requires the Amtrak Office of Inspector General to submit a budget request in similar format and substance to those submitted by other executive agencies in the Federal Government.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 2025	\$145,000,000
Committee recommendation	145,000,000

PROGRAM DESCRIPTION

Initially established along with the Department of Transportation, the National Transportation Safety Board [NTSB] commenced operations on April 1, 1967, as an independent Federal agency. The Board is charged by Congress with investigating every civil aviation accident in the United States, as well as significant accidents in the other modes of transportation—railroad, highway, marine, and pipeline—and issuing safety recommendations aimed at preventing future accidents. Although it has always operated

independently, NTSB relied on the DOT for funding and administrative support until the Independent Safety Board Act of 1974 (Public Law 93–633) severed all ties between the two organizations starting in 1975.

In addition to its investigatory duties, NTSB is responsible for maintaining the Government's database of civil aviation accidents and also conducts special studies of transportation safety issues of national significance. Furthermore, in accordance with the provisions of international treaties, NTSB supplies investigators to serve as U.S. accredited representatives for aviation accidents overseas involving U.S. registered aircraft, or involving aircraft or major components of U.S. manufacture. NTSB also serves as the "court of appeals" for any airman, mechanic, or mariner whenever certificate action is taken by the FAA or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA.

COMMITTEE RECOMMENDATION

The Committee recommends \$145,000,000 for the NTSB, which is equal to the fiscal year 2025 enacted level. The Committee remains concerned with private companies that have voluntarily signed a party agreement with the NTSB, who have the privilege of receiving investigative information (as defined in 59 CFR 831.13) from the NTSB during the investigation, but have repeatedly violated the terms of such agreement. The Committee fully supports the use of the party system in NTSB's investigations, and directs the NTSB to notify other entities party to an investigation if any entity with party status violates the terms of the party agreement.

NEIGHBORHOOD REINVESTMENT CORPORATION

PAYMENT TO THE NEIGHBORHOOD REINVESTMENT CORPORATION

Appropriations, 2025	\$158,000,000
Committee recommendation	158,000,000

PROGRAM DESCRIPTION

The Neighborhood Reinvestment Corporation was created by the Neighborhood Reinvestment Corporation Act (Title VI of the Housing and Community Development Amendments of 1978, Public Law 95–557) and operates under the trade name "NeighborWorks America". NeighborWorks provides financial, technical, and training assistance to community-based organizations that work in partnership with community residents, the private sector, and local governments to promote community revitalization and affordable housing opportunities. These partnership-based organizations are independent, tax-exempt, non-profit entities, collectively known as the "NeighborWorks Network." The NeighborWorks Network consists of nearly 250 local and regional organizations that serve individuals, families, and communities in every State, the District of Columbia, and Puerto Rico.

COMMITTEE RECOMMENDATION

The Committee recommends \$158,000,000 for NeighborWorks, which is equal to the fiscal year 2025 enacted level. The Committee directs NeighborWorks to provide at least three days' advance no-

tice to the House and Senate Committees on Appropriations prior to the announcement of any grant exceeding \$50,000 that is awarded to a NeighborWorks Network organization. The Committee notes that awarding formula grant funds in multiple installments, as NeighborWorks has done in fiscal year 2025, adds inefficiency and delays to what are intended to be flexible funds. As such, the Committee directs NeighborWorks to notify network organizations of their full formula grant award no later than the latter of 60 days after enactment of this act or March 1, 2026 and to expeditiously disburse those amounts.

Rural Areas.—The Committee commends NeighborWorks’ efforts to build capacity in rural areas and urges NeighborWorks to continue those initiatives.

Multilingual Training Courses.—NeighborWorks is encouraged to continue to develop and offer new professional development and certification training courses and translated materials to meet the needs of the Network and support its work on minority homeownership.

Shared Equity Homeownership.—The Committee directs NeighborWorks to work with affiliated organizations with extensive experience in offering shared equity homeownership opportunities as technical assistance providers and to continue to develop and enhance professional development offerings around shared equity housing.

Policies and Procedures.—The Committee acknowledges that, as of January 2025, all 10 of the recommendations from the GAO–23–105944 report have been closed, which includes enhancing policies, procedures, and internal controls related to procurement, whistleblowers, conflicts of interest, and audits, among others. The Committee stresses the importance of implementing these recommendations to ensure any future reports of wrongdoing are managed with objectivity and independence, and appreciates that NeighborWorks has committed the resources and staff needed to maintain these policies and procedures.

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

	Appropriation	Crediting offsetting collections
Appropriations, 2025	\$47,452,000	\$1,250,000
Committee recommendation	40,799,000	1,250,000

PROGRAM DESCRIPTION

The Surface Transportation Board [STB] was created by the Interstate Commerce Commission Termination Act of 1995 (Public Law 104–88). The Board is a five-member, bipartisan, decisionally independent adjudicatory body responsible for the regulation of the rail and pipeline industries and certain non-licensing regulations of motor carriers and water carriers.

The STB’s rail oversight activities include rate reasonableness, car service and interchange, mergers, line acquisitions, line constructions, and abandonments. The STB’s jurisdiction also includes

certain oversight of the intercity bus industry, non-energy and non-water pipelines, intercity passenger rail, rate regulation of non-contiguous domestic water transportation, and household goods carriers.

COMMITTEE RECOMMENDATION

The Committee recommends a total appropriation of \$40,799,000. This funding level is \$6,653,000 less than the fiscal year 2025 enacted level. Included in the recommendation is \$1,250,000 in fees, which will offset the appropriated funding, resulting in a final appropriation from the general fund estimated at no more than \$39,549,000.

Regulatory Proceedings.—There remains a number of pending regulatory proceedings that would reform existing regulations at the STB. The Committee continues to encourage the STB to facilitate a timely and decisive regulatory process. For example, EP 704 “Review of Commodity, Boxcar, and TOFC/COFC Exemptions,” was first issued as a proposed rulemaking in 2016. The Committee directs the STB to provide an update in writing to the House and Senate Committees on Appropriations on the status of the EP 704 proceeding within 120 days of the enactment of this act. Further, the Committee notes a board member vacancy exists and urges the administration to nominate the full complement of board members to the STB as soon as possible.

Rail Rate Evaluation.—In 2015, the Transportation Research Board of the National Academy of Sciences issued a report titled “Modernizing Freight Rail Regulation,” as authorized in section 9007 of Public Law 109–59. The report raised concerns with the methodology used to identify unusually high rail rates. Since then, the STB has taken steps to improve rate reasonableness. In 2020, the Board commissioned a study, issued in March 2022, which analyzed and evaluated alternatives to its current economic model. In December 2022, the Board issued two final rules establishing new rate reasonableness procedures which provide two streamlined approaches for shippers and railroads to resolve smaller rate disputes: final offer rate review and voluntary arbitration. However, the STB was forced to remove the final offer rate review rule in May 2025 following a decision by the Eighth Circuit Court of Appeals vacating it. The Committee directs the STB to evaluate the need to construct a new economic model of rail rates, the appropriate method for constructing such a model, and the authorization and resources that would be required to construct the model. The Committee directs the STB to provide this evaluation in writing to the House and Senate Committees on Appropriations within 1 year of enactment of this act.

Reorganization.—The Committee appreciates the STB submitting a request to the House and Senate Committees on Appropriations for approval of a reorganization plan. The proposal would reorganize its staff offices by combining the Office of Proceedings and the Office of the General Counsel into one legal office, as well as by executing the Passenger Rail program as a Passenger Rail Flex Team rather than as an office separate from other function-based offices. Based on additional information provided by the STB, the Committee understands that executing the Passenger Rail program

as a Passenger Rail Flex Team as proposed will still ensure the STB can meet its passenger rail responsibilities and requirements under the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110–432) and section 22309 of the IIJA. Therefore, the Committee approves the reprogramming request as submitted.

UNITED STATES INTERAGENCY COUNCIL ON HOMELESSNESS

OPERATING EXPENSES

Appropriations, 2025	\$4,300,000
Committee recommendation	2,000,000

PROGRAM DESCRIPTION

The United States Interagency Council on Homelessness is an independent agency created by the McKinney-Vento Homeless Assistance Act of 1987 (Public Law 100–77) to coordinate the Federal response to homelessness. USICH was authorized to review Federal programs that assist homeless persons, to take necessary actions to reduce duplication, and to recommend improvements in programs and activities conducted by Federal, State, and local governments, as well as local volunteer organizations. USICH consists of the heads of 19 Federal agencies, including the Departments of Housing and Urban Development, Health and Human Services, Veterans Affairs, Agriculture, Commerce, Defense, Education, Labor, and Transportation, the Federal Emergency Management Agency, and other entities as deemed appropriate.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$2,000,000 for USICH. This funding level is sufficient to sustain statutory staffing levels as well as operational and reporting functions. The Committee directs USICH to brief the House and Senate Committees on Appropriations within 30 days of enactment of this act on how it will staff the organization to carry out its statutory responsibilities under 42 U.S.C. 11313.

Documentation Barriers for People Experiencing Homelessness.—As noted in a 2024 GAO report [GAO–24–105435], documentation requirements can often act as a barrier to assistance, especially when homeless individuals are attempting to access assistance across multiple agencies to exit homelessness, but strategies exist to overcome those barriers. The Committee reminds USICH of the requirement in Senate Report 118–70 to brief the House and Senate Committees on Appropriations on the actions taken in fiscal years 2024 and 2025 to streamline eligibility and documentation requirements that can often act as a barrier to assistance and any actions planned for fiscal year 2026 to reduce barriers or promote best practices.

Implementation of Best Practices.—To prevent USICH from misusing Federal funds through sharing inaccurate or misleading data with Federal partners, community practitioners, and other stakeholders, the Committee continues to direct USICH to ensure best practices and evidence-based conclusions are central to any technical assistance and recommendations released by the agency.

TITLE IV
GENERAL PROVISIONS—THIS ACT

Section 401 prohibits pay and other expenses for non-Federal parties in regulatory or adjudicatory proceedings funded in this act.

Section 402 prohibits obligations beyond the current fiscal year and prohibits transfers of funds unless expressly so provided herein.

Section 403 limits expenditures for consulting services through procurement contracts where such expenditures are a matter of public record and available for public inspection.

Section 404 prohibits the use of funds for employee training unless such training bears directly upon the performance of official duties.

Section 405 authorizes the reprogramming of funds within a budget account and specifies the reprogramming procedures for agencies funded by this act.

Section 406 requires advance notification on any personnel or office relocation actions before such changes are initiated.

Section 407 requires the DOT and HUD to provide the House and Senate Committees on Appropriations certain funding and staffing reports.

Section 408 ensures that 50 percent of unobligated balances may remain available for certain purposes.

Section 409 prohibits the use of funds for eminent domain unless such taking is employed for public use.

Section 410 prohibits funds in this act to be transferred without express authority.

Section 411 prohibits the use of funds for activities not in compliance with the Buy American Act.

Section 412 prohibits funding for any person or entity convicted of violating the Buy American Act.

Section 413 prohibits funds for first-class airline accommodation in contravention of 41 CFR 301–10.122 and 41 CFR 301–10.123.

Section 414 restricts the number of employees that agencies funded in this act may send to international conferences.

Section 415 prohibits the Surface Transportation Board from charging filing fees for rate or practice complaints that are greater than the fees authorized for district court civil suits.

Section 416 prohibits funds from being used to maintain or establish computer networks unless such networks block the viewing, downloading, or exchange of pornography.

Section 417 prohibits funds from denying an Inspector General timely access to any records, documents, or other materials available to the department or agency over which that Inspector General has responsibilities, or to prevent or impede that Inspector General's access.

Section 418 prohibits funds from being used to pay awards or fees for contractors with poor performance.

Section 419 protects employment rights of Federal employees who return to their civilian jobs after assignment with the Armed Forces.

Section 420 prohibits funds from being used for the approval of a new foreign air carrier permit or exemption application if that approval would contravene United States law or article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement and specifies that nothing in this section shall prohibit, restrict, or preclude the Secretary of DOT from granting a permit or exemption where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Treaty and the U.S. law.

Section 421 makes technical edits to certain CDS.

Section 422 makes technical edits to certain CDS.

Section 423 requires each Department and agency funded in this act to maintain certain information on a publicly accessible website.

Section 424 provides specifications for the contents of the fiscal year 2027 congressional budget justifications.

Section 425 requires the Departments and agencies funded under this act to submit a report to the House and Senate Committees on Appropriations regarding staffing levels for all political and Presidential appointees.

Section 426 places certain conditions on discretionary awards.

Section 427 extends the period of availability of funds for the U.S. Interagency Council on Homelessness.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports accompanying general appropriations bills identify each recommended amendment which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session.

The Committee is filing an original bill, which is not covered under this rule, but reports this information in the spirit of full disclosure.

The Committee recommends funding for the following programs or activities which currently lack authorization for fiscal year 2025:

TITLE I—DEPARTMENT OF TRANSPORTATION

Maritime Administration
Pipeline Safety Programs in the Pipeline and Hazardous Materials
Safety Administration

TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rental Assistance Programs
Indian Housing Block Grants
Indian Housing Loan Guarantee Fund
Native Hawaiian Housing Block Grant
Housing Opportunities for Persons with AIDS
Community Development Fund
Community Development Loan Guarantee
Home Investment Partnerships Program
Choice Neighborhoods Initiatives
Self-Help Homeownership Opportunity Program
Homeless Assistance
Housing for the Elderly
Housing for Persons with Disabilities
FHA General and Special Risk Program Account
Ginnie Mae Mortgage Backed Securities Loan Guarantee Program
Account
Policy Development and Research
Fair Housing Activities, Fair Housing Program
Lead Hazard Reduction Program
Salaries and Expenses

TITLE III—RELATED AGENCIES

Access Board
Neighborhood Reinvestment Corporation
Surface Transportation Board

COMPLIANCE WITH PARAGRAPH 7(c), RULE XXVI OF THE
STANDING RULES OF THE SENATE

Pursuant to paragraph 7(c) of rule XXVI, on July 24, 2025, the Committee ordered favorably reported a bill (S. 2465) making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2026, and for other purposes, provided, that the bill be subject to amendment and that any amendment increasing budget authority be offset by a reduction of equal or greater budget authority, and provided that the Chair of the Committee or the Chair of the Subcommittee reporting the original bill be authorized to offer the substance of the original bill as a Committee amendment in the nature of a substitute to the House companion measure, by a recorded vote of 27–1, a quorum being present. The vote was as follows:

Yeas
Chair Collins
Mr. McConnell
Ms. Murkowski
Mr. Graham
Mr. Moran
Mr. Hoeven
Mr. Boozman
Mrs. Capito
Mr. Kennedy
Mrs. Hyde-Smith
Mr. Hagerty
Mr. Mullin
Mrs. Fischer
Mr. Rounds
Mrs. Murray
Mr. Durbin
Mr. Reed
Mrs. Shaheen
Mr. Merkley
Mr. Coons
Mr. Schatz
Ms. Baldwin
Mr. Van Hollen
Mr. Heinrich
Mr. Peters
Mrs. Gillibrand
Mr. Ossoff

Nays
Mr. Murphy

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI, OF THE
STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include “(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by

stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the Committee.”

In compliance with this rule, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

TITLE 12—BANKS AND BANKING

CHAPTER 13—NATIONAL HOUSING

SUBCHAPTER II—MORTGAGE INSURANCE

§ 1715z–13a. Loan guarantees for Indian housing

[(a) Authority]

To provide access to sources of private financing to Indian families, Indian housing authorities, and Indian tribes, who otherwise could not acquire housing financing because of the unique legal status of Indian lands, the Secretary may guarantee not to exceed 100 percent of the unpaid principal and interest due on any loan eligible under subsection (b) made to an Indian family, Indian housing authority, or Indian tribe.】

(a) AUTHORITY.—To provide access to sources of private financing to Indian families, Indian housing authorities, and Indian tribes, who otherwise could not acquire housing financing because of the unique legal status of Indian lands and the unique nature of tribal economies; and to expand homeownership opportunities to Indian families, Indian housing authorities and Indian Tribes on fee simple lands, the Secretary may guarantee not to exceed 100 percent of the unpaid principal and interest due on any loan eligible under subsection (b) made to an Indian family, Indian housing authority, or Indian Tribe on trust land and fee simple land.

(b) Eligible loans

Loans guaranteed pursuant to this section shall meet the following requirements:

(1) Eligible borrowers

The loans shall be made only to borrowers who are Indian families, Indian housing authorities, or Indian tribes.

[(2) Eligible housing]

The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing and are located on trust land or land located in an Indian or Alaska Native area.】

(2) *ELIGIBLE HOUSING.*—*The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing.*

* * * * *

[(5) Terms

The loan shall—

(A) be made for a term not exceeding 30 years;】

(5) *TERMS.*—*The loan shall—*

(A) be made for a term not exceeding 30 years, except as determined by the Secretary, when there is a loan modification under subsection (h)(1)(B), the loan shall not exceed 40 years;

* * * * *

§ 1715z–13b. Loan guarantees for Native Hawaiian housing

(a) Definitions

* * * * *

(b) Authority

To provide access to sources of private financing to Native Hawaiian families who otherwise could not acquire housing financing because of the unique legal status of the Hawaiian Home Lands or as a result of a lack of access to private financial markets, *and to expand homeownership opportunities to Native Hawaiian families who are eligible to receive a homestead under the Hawaiian Homes Commission Act, 1920 (42 Stat. 108) on fee simple lands in the State of Hawaii*, the Secretary may guarantee an amount not to exceed 100 percent of the unpaid principal and interest that is due on an eligible loan under subsection (c).

(c) Eligible loans

Under this section, a loan is an eligible loan if that loan meets the following requirements:

(1) Eligible borrowers

The loan is made only to a borrower who is—

* * * * *

[(2) Eligible housing

(A) In general

The loan will be used to construct, acquire, or rehabilitate not more than 4-family dwellings that are standard housing and are located on Hawaiian Home Lands for which a housing plan described in subparagraph (B) applies.

(B) Housing plan

A housing plan described in this subparagraph is a housing plan that—

(i) has been submitted and approved by the Secretary under section 4223 of title 25; and

(ii) provides for the use of loan guarantees under this section to provide affordable homeownership housing on Hawaiian Home Lands.】

(2) *ELIGIBLE HOUSING.—The loan shall be used to construct, acquire, refinance, or rehabilitate 1- to 4-family dwellings that are standard housing.*

* * * * *

【(5) Terms

The loan shall—

(A) be made for a term not exceeding 30 years;】

(5) *TERMS.—The loan shall—*

(A) be made for a term not exceeding 30 years; except, as determined by the Secretary, when there is a loan modification under subsection (i)(1)(B) the term of the loan shall not exceed 40 years;

TITLE 42—THE PUBLIC HEALTH AND WELFARE

CHAPTER 69—COMMUNITY DEVELOPMENT

§ 5305. Activities eligible for assistance

(h) Prohibition on use of assistance for employment relocation activities

Notwithstanding any other provision of law, no amount from a grant under section 5306 of this title made in fiscal year 1999 or any succeeding fiscal year may be used to assist directly in the relocation of any industrial or commercial plant, facility, or operation, from 1 area to another area, if the relocation is likely to result in a significant loss of employment in the labor market area from which the relocation occurs.

(j) *SPECIAL ACTIVITIES BY INDIAN TRIBES.—Indian Tribes receiving grants under section 5306(a)(1) of this title (section 106(a)(1) of this Act) shall be authorized to carry out activities described in subsection (a)(15) directly.*

TITLE 49—TRANSPORTATION

SUBTITLE III—GENERAL AND INTERMODAL PROGRAMS

CHAPTER 53—PUBLIC TRANSPORTATION

§ 5323. General provisions

(a) INTERESTS IN PROPERTY.—

* * * * *

(q) 【CORRIDOR PRESERVATION】 *REAL PROPERTY INTERESTS.—*

(1) *IN GENERAL.—The Secretary may assist a recipient in acquiring 【right-of-way】 real property interests before the completion of the environmental reviews for any project that may*

use the *acquired* **right-of-way** *real property interests* if the acquisition is otherwise permitted under Federal law.

(2) ENVIRONMENTAL REVIEWS.—**Right-of-way** *Real property interests* acquired under this subsection may not be developed in anticipation of the project until all required environmental reviews for the project have been completed.

BUDGETARY IMPACT OF BILL

PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO
SEC. 308(A), PUBLIC LAW 93-344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation ¹	Amount in bill	Committee allocation ¹	Amount in bill
Comparison of amounts in the bill with the subcommittee allocation for 2026: Subcommittee on Transportation and Housing and Urban Development, and Related Agencies:				
Mandatory				
Discretionary		100,226		² 211,588
Defense		400		411
Non-defense		99,826		211,177
Projection of outlays associated with the recommendation:				
2026				³ 79,247
2027				51,416
2028				19,980
2029				9,175
2030 and future years				15,993
Financial assistance to State and local governments for 2026	NA	49,901	NA	³ 49,736

¹ As of the date that this bill was reported, there is no section 302(a) allocation to the Committee on Appropriations for fiscal year 2026.

² Includes outlays from prior-year budget authority.

³ Excludes outlays from prior-year budget authority.

NA: Not applicable.

DISCLOSURE OF CONGRESSIONALLY DIRECTED SPENDING ITEMS

The Constitution vests in the Congress the power of the purse. The Committee believes strongly that Congress should make the decisions on how to allocate the people's money. As defined in Rule XLIV of the Standing Rules of the Senate, the term congressionally directed spending item means a provision or report language included primarily at the request of a Senator, providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, loan authority, or other expenditure with or to an entity, or targeted to a specific State, locality or congressional district, other than through a statutory or administrative, formula-driven, or competitive award process.

For each item, a Member is required to provide a certification that neither the Member nor the Member's immediate family has a pecuniary interest in such congressionally directed spending item. Such certifications are available to the public on the website of the Senate Committee on Appropriations (<https://www.appropriations.senate.gov/congressionally-directed-spending-requests>). Following is a list of congressionally directed spending items included in the Senate recommendation discussed in this explanatory statement, along with the name of each Senator who submitted a request to the Committee of jurisdiction for each item so identified. Neither the Committee recommendation nor this report contains any limited tax benefits or limited tariff benefits as defined in rule XLIV.

CONGRESSIONALLY DIRECTED SPENDING

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Transportation Planning, Research, and Development.	Salina Airport Authority	Salina Airport Advanced Aviation & Engineering Research Operations.	KS	\$1,000,000	Moran
Department of Transportation	Transportation Planning, Research, and Development.	Elizabethtown Regional Airport (EKX)	Runway Reconfiguration Study	KY	250,000	McConnell
Department of Transportation	Transportation Planning, Research, and Development.	Lee County	Tupelo VHF Omnidirectional Range Relocation.	MS	3,000,000	Hyde-Smith
Department of Transportation	Transportation Planning, Research, and Development.	Greene County Board of Supervisors	Airport Planning and Development	MS	500,000	Hyde-Smith, Wicker
Department of Transportation	Transportation Planning, Research, and Development.	East Orange, New Jersey	Freeway Drive Overbuild Planning Project.	NI	3,397,000	Booker
Department of Transportation	Transportation Planning, Research, and Development.	Puget Sound Regional Council	Regional Mobility Forecast: Connections to Transportation, Housing and Jobs for the Puget Sound.	WA	500,000	Cantwell, Murray
Department of Transportation	Transportation Planning, Research, and Development.	Pacific Northwest Economic Region Foundation.	Build Northwest Export Accelerator	WA	1,000,000	Cantwell, Murray
Department of Transportation	Grants-in-Aid for Airports	Wasilla Airport (IYS)	Runway Improvements	AK	3,000,000	Murkowski
Department of Transportation	Grants-in-Aid for Airports	Perry County Airport/Vaiden Field (A08).	Airport Improvements	AL	400,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Evergreen Airport (GZH)	Infrastructure Improvements	AL	1,000,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Enterprise Airport (EDN)	Runway Extension and Refurbishment.	AL	2,355,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Mobile Airport (MOB)	Airfield Tarmac Improvements	AL	3,000,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Chilton County Airport (OZA)	Runway Extension	AL	3,850,000	Britt
Department of Transportation	Grants-in-Aid for Airports	HL Sonny Callahan Airport (COF)	Airport Improvements	AL	500,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Gulf Shores International Airport (GUF).	Airport Safety Improvements	AL	150,000	Britt
Department of Transportation	Grants-in-Aid for Airports	Montgomery Regional Airport (MGM)	Runway Rehabilitation	AL	1,145,000	Britt, Tuberville
Department of Transportation	Grants-in-Aid for Airports	Bessemer Airport (EXY)	Aircraft Ramp and Apron Project	AL	4,000,000	Britt, Tuberville
Department of Transportation	Grants-in-Aid for Airports	Fort Smith Regional Airport (FSM)	Inclement Weather Storage Building	AR	4,100,000	Boozman
Department of Transportation	Grants-in-Aid for Airports	Molokai Airport (MKK)	Runway and Taxiway Reliability Project.	HI	1,000,000	Hirono, Schatz
Department of Transportation	Grants-in-Aid for Airports	MidAmerica St. Louis Airport (BLV)	Federal Inspection Area Upgrades	IL	4,000,000	Duckworth
Department of Transportation	Grants-in-Aid for Airports	Miami County (Paola) Airport (K81)	Runway Extension	KS	1,800,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Ottawa Municipal Airport (OWI)	Taxiway Reconstruction	KS	2,613,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Freeman Field Airport (3IC)	Runway Rehabilitation	KS	4,038,000	Moran

Department of Transportation	Grants-in-Aid for Airports	Topeka Regional Airport/Forbes Field (FOE).	North Apron Rehabilitation	MS	5,986,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Kearney County Airport (3KX)	Runway Expansion	KS	11,250,000	Moran
Department of Transportation	Grants-in-Aid for Airports	Barkeley Regional Airport (PAH)	Airfield Lighting Rehabilitation	KY	3,100,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Blue Grass Airport (LEX)	Air Traffic Control Tower Relocation Enabling Projects.	KY	5,400,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Cincinnati-Northern Kentucky International Airport (CVG).	Taxiway Reconstruction	KY	7,500,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Elizabethtown Regional Airport (EKK)	Runway Reconfiguration	KY	9,000,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Louisville Muhammad Ali International Airport (SDF).	Federal Inspection Service Facility	KY	9,600,000	McConnell
Department of Transportation	Grants-in-Aid for Airports	Chennault International Airport (CWF).	Hangar and Apron Development Project.	LA	1,700,000	Cassidy, Kennedy
Department of Transportation	Grants-in-Aid for Airports	Acadiana Regional Airport (ARA)	East Side Development	LA	6,600,000	Kennedy
Department of Transportation	Grants-in-Aid for Airports	Chippewa County International Airport (CIU).	Airport Fire Station Improvement	MI	750,000	Peters
Department of Transportation	Grants-in-Aid for Airports	Gerald R. Ford International Airport (GRR).	Federal Inspection Station	MI	800,000	Peters, Slotkin
Department of Transportation	Grants-in-Aid for Airports	John Bell Williams Airport (JWW)	Hinds Community College Aviation Training Expansion.	MS	1,993,000	Hyde-Smith
Department of Transportation	Grants-in-Aid for Airports	Brookhaven Lincoln County Airport (IR7).	Fixed Base Operator Facility	MS	2,500,000	Hyde-Smith
Department of Transportation	Grants-in-Aid for Airports	Golden Triangle Regional Airport (GTR).	Terminal Baggage Claim Expansion	MS	1,000,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Gulfport-Biloxi Regional Airport (GPT)	Passenger Boarding Bridge Replacement.	MS	1,000,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Meridian Regional Airport (MEI)	Terminal Building	MS	1,000,000	Hyde-Smith, Wicker
Department of Transportation	Grants-in-Aid for Airports	Bozenan Yellowstone International Airport (BZN).	Apron Construction	MT	4,000,000	Sheely
Department of Transportation	Grants-in-Aid for Airports	Brenner Field Airport (FNB)	Taxiway Relocation	NE	600,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Nebraska City Municipal Airport (AFK).	Airport Improvements	NE	3,440,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Hastings Municipal Airport (HSI)	Electrical Improvements	NE	4,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Blair Executive Airport (BTA)	Runway Improvements	NE	5,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Alliance Municipal Airport (AIA)	Airport Improvements	NE	6,000,000	Fischer
Department of Transportation	Grants-in-Aid for Airports	Raton Municipal Airport/Crews Field (RTN).	Apron Reconstruction	NM	2,073,000	Heinrich
Department of Transportation	Grants-in-Aid for Airports	Angel Fire Airport (AXX)	Snow Removal Equipment	NM	412,000	Luján
Department of Transportation	Grants-in-Aid for Airports	OKC Will Rogers International Airport (OKC).	Rehabilitation of Terminal Access Road.	OK	5,000,000	Mullin

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Grants-in-Aid for Airports	Ponca City Regional Airport (PNC)	Airport Terminal	OK	7,800,000	Mullin
Department of Transportation	Grants-in-Aid for Airports	Johnstown-Cambria County Airport (JST)	Hanger Site	PA	1,984,000	McCormick
Department of Transportation	Grants-in-Aid for Airports	DuBois Regional Airport (DUJ)	Pavement Rehabilitation and Reconstruction.	PA	4,190,000	McCormick
Department of Transportation	Grants-in-Aid for Airports	Lancaster Airport (LNS)	Airport Improvements	PA	5,000,000	McCormick
Department of Transportation	Grants-in-Aid for Airports	Columbia Metropolitan Airport (CAE)	Improvements Project	SC	2,239,000	Graham
Department of Transportation	Grants-in-Aid for Airports	Greenville-Spartanburg Airport (GSP)	Rehabilitation Project	SC	25,000,000	Graham
Department of Transportation	Grants-in-Aid for Airports	Rapid City Regional Airport (RAP)	Airline Concourse Project	SD	20,000,000	Rounds, Thune
Department of Transportation	Grants-in-Aid for Airports	Sioux Falls Regional Airport Authority (FSJ)	Concourse Expansion Project	SD	30,000,000	Rounds, Thune
Department of Transportation	Grants-in-Aid for Airports	Provo Airport (PVU)	Airport Improvements	UT	3,500,000	Curtis
Department of Transportation	Grants-in-Aid for Airports	Greenbrier County Airport (LWB)	Terminal Renovation	WV	8,000,000	Capito
Department of Transportation	Grants-in-Aid for Airports	Yeager Airport (CRW)	Terminal Modernization Project	WV	25,000,000	Capito, Justice
Department of Transportation	Highway Infrastructure Programs	AK	Marydale Avenue Improvements	AK	2,387,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AK	Fairbanks Road Reconstruction	AK	5,000,000	Murkowski
Department of Transportation	Highway Infrastructure Programs	AL	Lawrence County Bridge Study	AL	100,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Cleburne County Bridge Replacement	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Hale County Road 21 Project	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Mooresville Road Widening, Planning, and Design.	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Depot Street Bridge Replacement	AL	1,020,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	City of Southside State Highway 77	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	North Coosa River Bridge Project.	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	CR 64 Improvements	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Sparkman Drive Bridge	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Deerfoot Parkway Extension	AL	4,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Boll Weevil Circle Project	AL	15,680,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	Swayback Bridge	AL	2,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AL	County Road 9 Project	AL	1,000,000	Britt
Department of Transportation	Highway Infrastructure Programs	AR	North Little Rock Main Street Viaduct Bridge.	AR	2,000,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AR	I-49	AR	15,800,000	Boozman
Department of Transportation	Highway Infrastructure Programs	AZ	Duncan Main St. and High St. Improvements.	AZ	1,900,000	Gallego, Kelly

Department of Transportation	Highway Infrastructure Programs	AZ	Douglas Commercial Land Port of Entry Connector Road.	AZ	20,000,000	Gallego, Kelly
Department of Transportation	Highway Infrastructure Programs	CA	Tenderloin Neighborhood Pedestrian Safety Signal Upgrades.	CA	1,500,000	Padilla
Department of Transportation	Highway Infrastructure Programs	CA	Oakland Ferry Terminal Modernization Project.	CA	1,980,000	Padilla
Department of Transportation	Highway Infrastructure Programs	CA	Grangeville Boulevard Grade Separation Project.	CA	2,000,000	Padilla
Department of Transportation	Highway Infrastructure Programs	CO	City of Federal Heights—North Pecos Street Culvert Replacement.	CO	1,250,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CO	Mesa County E Road Improvements	CO	1,500,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CO	Town of Parachute—US 6 / 1st Street Safety Enhancements, Repairs, and Revitalization.	CO	3,000,000	Bennet, Hickenlooper
Department of Transportation	Highway Infrastructure Programs	CT	Maple Avenue in Hartford	CT	1,000,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	CT	Washington Boulevard in Stamford	CT	2,500,000	Blumenthal, Murphy
Department of Transportation	Highway Infrastructure Programs	DE	Washington Street Separated Bike Lane.	DE	2,000,000	Blunt Rochester
Department of Transportation	Highway Infrastructure Programs	DE	Georgetown to Lewes Trail—US 9 Pedestrian Bridge and Approaches.	DE	1,400,000	Blunt Rochester, Coons
Department of Transportation	Highway Infrastructure Programs	GA	City of Riverdale—Sidewalk Connectivity Improvements.	GA	1,000,000	Ossoff
Department of Transportation	Highway Infrastructure Programs	GA	City of Atlanta—Peachtree Street Streetscape.	GA	1,200,000	Ossoff
Department of Transportation	Highway Infrastructure Programs	GA	City of Stone Mountain—Main and Mimosa Intersection Improvement.	GA	1,781,000	Ossoff
Department of Transportation	Highway Infrastructure Programs	GA	City of Clarkston—Clarkston Greenway Trail Phase I.	GA	2,000,000	Ossoff
Department of Transportation	Highway Infrastructure Programs	GA	City of Atlanta—Bellline Southside Trail Pedestrian Bridge Over Interstate 20.	GA	2,000,000	Ossoff, Warnock
Department of Transportation	Highway Infrastructure Programs	GA	Factory Shoals Pedestrian Bridge Over I-20.	GA	2,000,000	Warnock
Department of Transportation	Highway Infrastructure Programs	HI	Waimea to Kekaha Shared Use Path	HI	2,300,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	HI	North South Collector Road Shared Use Path.	HI	2,500,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	HI	Kamehameha Highway Shared Use Path.	HI	6,980,000	Hirono, Schatz
Department of Transportation	Highway Infrastructure Programs	HI	Daniel K. Inouye Highway Extension	HI	7,250,000	Hirono, Schatz

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	IL	Sycamore Street Bridge Replacement	IL	1,500,000	Duckworth
Department of Transportation	Highway Infrastructure Programs	IL	Town of Normal—Trail Extension	IL	1,900,000	Durbin
Department of Transportation	Highway Infrastructure Programs	KS	Massoni Bridge Replacement	KS	2,376,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Arkansas River Crossing and 95th Street	KS	3,000,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	Buhler Road Bridge and Roadway Improvements	KS	5,962,000	Moran
Department of Transportation	Highway Infrastructure Programs	KS	235th Street Road Improvement	KS	6,200,000	Moran
Department of Transportation	Highway Infrastructure Programs	KY	I-69 Ohio River Crossing	KY	10,000,000	McConnell
Department of Transportation	Highway Infrastructure Programs	KY	Hal Rogers Parkway Improvement	KY	20,000,000	McConnell
Department of Transportation	Highway Infrastructure Programs	LA	Burbank Drive Safety Improvement	LA	2,000,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	Livingston Parish Browns Road Improvement Project	LA	5,000,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	Johnston Street Safety Mitigation and Enhancements	LA	7,500,000	Cassidy
Department of Transportation	Highway Infrastructure Programs	LA	Ascension Parish Airline Highway Raising Project	LA	5,000,000	Cassidy, Kennedy
Department of Transportation	Highway Infrastructure Programs	LA	Tangipahoa Parish Airport Road and Highway 3158 Roundabout Project	LA	5,000,000	Cassidy, Kennedy
Department of Transportation	Highway Infrastructure Programs	LA	US 190 Widening Project	LA	5,000,000	Cassidy, Kennedy
Department of Transportation	Highway Infrastructure Programs	LA	Topsy Bel Road Bridge Replacement	LA	3,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	LA	Millhaven Interchange Mega-Project	LA	7,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	LA	St. Bernard Transportation Corridor	LA	10,000,000	Kennedy
Department of Transportation	Highway Infrastructure Programs	MD	Town of Easton—Rails To Trails Expansion	MD	411,000	Alsobrooks, Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Cheverly MD 201 Bike Trail	MD	650,000	Alsobrooks, Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Thompson Creek Connector Road & Trail Extension	MD	1,416,000	Alsobrooks, Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Sidewalks for All: The Downtown Frederick Streetscape Project	MD	2,478,000	Alsobrooks, Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Revitalize Hanover Street: Bridging Futures Transforming South Baltimore Neighborhoods	MD	500,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	MD	Baltimore Regional Trail Hub	MD	3,000,000	Van Hollen
Department of Transportation	Highway Infrastructure Programs	ME	Jackman US Route 201 Rehabilitation	ME	2,450,000	Collins, King

Department of Transportation	Highway Infrastructure Programs	ME	ME	Androscoggin State Route 4 Safety Improvements.	ME	5,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	ME	Bucksport Main Street Safety Improvements.	ME	7,200,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	ME	Route 26-100 Roundabout Construction.	ME	9,600,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	ME	Madrid to Rangeley State Route 4 Rehabilitation.	ME	10,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	ME	ME	Deer Isle State Route 15 Causeway Improvements.	ME	12,000,000	Collins, King
Department of Transportation	Highway Infrastructure Programs	MI	MI	Reconstruction of Mound Road from 8 Mile to I-696.	MI	750,000	Peters
Department of Transportation	Highway Infrastructure Programs	MI	MI	Saginaw Road Bridge Reconstruction Project.	MI	955,000	Peters
Department of Transportation	Highway Infrastructure Programs	MI	MI	Red Run Park Bridge Installation Project.	MI	1,000,000	Peters
Department of Transportation	Highway Infrastructure Programs	MI	MI	City of Mt. Pleasant Mill and Overlay—Preston and Bradley.	MI	500,000	Slotkin
Department of Transportation	Highway Infrastructure Programs	MI	MI	Detroit/Wayne County Port Authority—Detroit Windsor Tunnel Roadway Column Rehabilitation and Infrastructure Upgrades.	MI	1,613,000	Slotkin
Department of Transportation	Highway Infrastructure Programs	MN	MN	City of Bloomington—Normandale Boulevard Sidewalk and Trail Improvements.	MN	600,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MN	MN	City of Saint Paul Reconstruction of Randolph Avenue Bridge.	MN	2,102,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MN	MN	Highway 23 Coalition Wilmar Bypass Project.	MN	3,000,000	Klobuchar, Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Jackson Multi-use Connection	MS	640,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	CR 306 Rehabilitation	MS	1,048,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Desoto County I-55 Improvements	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Jackson County US 90 Improvements	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	MS 19 Neshoba County	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Starkville Eastern Connections	MS	2,000,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Wright Road Bridge Project	MS	3,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Deerbrook Road Improvements	MS	4,500,000	Hyde-Smith
Department of Transportation	Highway Infrastructure Programs	MS	MS	Edwards Street Reconstruction	MS	1,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	Highway 80 East Widening Project	MS	1,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	MS	Deteaux Road Widening Project	MS	1,500,000	Hyde-Smith, Wicker

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	MS	US Highway 80 Improvements	MS	1,500,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	Canal Street Bridge Replacement Project.	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	Lake Okhissa Access and Utilities Project.	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	Texas Flat Road Reconstruction	MS	2,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	MS	Star Landing Road	MS	7,000,000	Hyde-Smith, Wicker
Department of Transportation	Highway Infrastructure Programs	Crow Tribe of Montana	BIA 91 Highway Reconstruction	MT	4,000,000	Sheehy
Department of Transportation	Highway Infrastructure Programs	MT	Noxon Bridge	MT	10,000,000	Sheehy
Department of Transportation	Highway Infrastructure Programs	NE	Village of Exeter Paving Project	NE	700,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Village of Adams Pavement Project	NE	880,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Brown County Bridge Repahs and Replacement.	NE	897,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Stromsburg 9th Street Reconstruction.	NE	2,275,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Garfield County Asphalt Project	NE	3,200,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Fairbury Highway 136 Improvements	NE	4,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Gage County Hickory Road Improvements.	NE	4,733,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Chadron North on Highway 385	NE	6,000,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Garden County Bridge Replacement	NE	5,200,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Sheridan County Road Rehabilitation	NE	3,434,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NE	Omaha Urban Core Renewal	NE	3,500,000	Fischer
Department of Transportation	Highway Infrastructure Programs	NJ	County of Atlantic—Intersection Improvements to Wrangleboro Road (CR 575) and Tilton Road (CR 563).	NJ	350,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	County of Cumberland—Extension of Nabb Avenue.	NJ	1,000,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	County of Middlesex, New Jersey—Veterans Memorial Bridge Safety Enhancements, CR-535.	NJ	1,200,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	City of Newark—Safe Gateway Pedestrianization and Safety Improvements Project.	NJ	1,500,000	Booker
Department of Transportation	Highway Infrastructure Programs	NJ	Pleasantville Pedestrian Bridge	NJ	1,500,000	Booker

Department of Transportation	Highway Infrastructure Programs	NJ	Hudson County—JFK Boulevard Roadway and Pedestrian Safety Improvements.	NJ	1,500,000	Booker, Kim
Department of Transportation	Highway Infrastructure Programs	NM	City of Bloomfield—East Blanco Road.	NM	1,210,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	NM	Ports-to-Plains Corridor Interstate Planning—Raton I-27 / I-25—Interchange Alignment Study.	NM	1,600,000	Heinrich, Luján
Department of Transportation	Highway Infrastructure Programs	Navajo Division of Transportation	N321 Environmental Assessment and Roadway Improvements.	NM	519,000	Luján
Department of Transportation	Highway Infrastructure Programs	NM	City of Bloomfield—Solar & Electric Vehicle Charging Infrastructure.	NM	600,000	Luján
Department of Transportation	Highway Infrastructure Programs	NV	US 50A Fernley Cottonwood Roundabout.	NV	2,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	City of Henderson—Via Nobila Interchange Project.	NV	5,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NV	Tahoe Transportation District—Sand Harbor Multi-Use Trail Project.	NV	5,000,000	Cortez Masto, Rosen
Department of Transportation	Highway Infrastructure Programs	NY	City of Poughkeepsie—Washington Street Bridge Reconstruction.	NY	3,400,000	Gillibrand
Department of Transportation	Highway Infrastructure Programs	NY	County of Chautauqua Industrial Development Agency—Ripley Interstate Industrial Park Left-Hand Turn Lane.	NY	650,000	Gillibrand, Schumer
Department of Transportation	Highway Infrastructure Programs	NY	Safe & Accessible Flatbush & Foxhall.	NY	1,000,000	Schumer
Department of Transportation	Highway Infrastructure Programs	NY	Village of New Square—Road Infrastructure Improvements.	NY	1,000,000	Schumer
Department of Transportation	Highway Infrastructure Programs	OH	Wooster Beall Avenue Safety Improvement Project.	OH	3,750,000	Husted
Department of Transportation	Highway Infrastructure Programs	OH	Brice Road Corridor Redevelopment & Multimodal Enhancements.	OH	2,000,000	Moreno
Department of Transportation	Highway Infrastructure Programs	OK	Oklahoma City Congestion Relief	OK	10,000,000	Mullin
Department of Transportation	Highway Infrastructure Programs	OK	I-40 Bridge Replacement	OK	35,200,000	Mullin
Department of Transportation	Highway Infrastructure Programs	OR	Feather Drive Bridge Replacement	OR	1,787,000	Merkley, Wyden
Department of Transportation	Highway Infrastructure Programs	PA	Pedestrian Bridges for the Connelville Urban Passage.	PA	500,000	Fetterman
Department of Transportation	Highway Infrastructure Programs	PA	Improvements of Falls Creek Streets and Sidewalks.	PA	1,150,000	Fetterman

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Highway Infrastructure Programs	PA	Johnstown Dellwood Street Bridge Project.	PA	806,000	McCormick
Department of Transportation	Highway Infrastructure Programs	PA	Carbon County Bridge Replacement	PA	1,119,000	McCormick
Department of Transportation	Highway Infrastructure Programs	PA	Country Club Road Bridge Replacement.	PA	1,901,000	McCormick
Department of Transportation	Highway Infrastructure Programs	RI	Town of Barrington—Massasoit Avenue Sidewalk.	RI	800,000	Reed
Department of Transportation	Highway Infrastructure Programs	RI	Town of Scituate—Drainage Infrastructure Improvements.	RI	970,000	Reed
Department of Transportation	Highway Infrastructure Programs	RI	Pell Bridge Ramps Beautification	RI	1,000,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Blackstone Bikeway Segment 8B-2	RI	2,200,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	City of East Providence—Traffic Signal Improvements.	RI	4,200,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	RI	Woonasquackett River Greenway—Esmond Village Park.	RI	4,400,000	Reed, Whitehouse
Department of Transportation	Highway Infrastructure Programs	SC	Clemson Intersection Improvement Project.	SC	4,300,000	Graham
Department of Transportation	Highway Infrastructure Programs	SC	Airport Connector Road Project	SC	20,500,000	Graham
Department of Transportation	Highway Infrastructure Programs	SD	Box Elder Regional Transportation Improvement Project.	SD	4,000,000	Rounds
Department of Transportation	Highway Infrastructure Programs	SD	SD44 Bridge Replacement and Improvement.	SD	25,000,000	Rounds, Thune
Department of Transportation	Highway Infrastructure Programs	UT	SR-224 Pedestrian Overpass at Kimball Junction.	UT	1,396,000	Curtis
Department of Transportation	Highway Infrastructure Programs	UT	North Shore Freeway Development	UT	2,000,000	Curtis
Department of Transportation	Highway Infrastructure Programs	VA	Newport News—Citywide Signal System Upgrade.	VA	1,000,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Fall Line Trail Segment 4A	VA	1,454,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	City of Suffolk—Townpoint Sidewalk	VA	1,500,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	VA	Shelton Shop Road Widening and Safety Improvements.	VA	1,500,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	National Park Service	Appalachian National Scenic Trail McAfee Knob Trailhead Parking and Transit Access Improvements.	VA	6,304,000	Kaine, Warner
Department of Transportation	Highway Infrastructure Programs	WA	Ceres Hill Bridge Rehabilitation	WA	3,350,000	Cantwell

Department of Transportation	Highway Infrastructure Programs	WA	Port Orchard Bay Street Re-Construction.	WA	3,554,000	Cantwell
Department of Transportation	Highway Infrastructure Programs	The Kalispel Tribe of Indians	Dike Road Emergency Access and Flood Control.	WA	717,000	Cantwell, Murray
Department of Transportation	Highway Infrastructure Programs	WA	Clinton Passenger-Only Ferry Dock Replacement.	WA	1,900,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	City of Washougal—Rail Crossing Project.	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Columbia Heights Road Safety Improvement Project, Phase II.	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	South Royle Road Corridor Improvements Project.	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Vancouver Heights Infrastructure Phase II.	WA	2,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Portland Avenue Freight Improvement Program.	WA	2,500,000	Murray
Department of Transportation	Highway Infrastructure Programs	WA	Wenatchi Landing Interchange	WA	3,000,000	Murray
Department of Transportation	Highway Infrastructure Programs	WV	Sutton Elk River Trail Improvements	WV	2,240,000	Capito, Justice
Department of Transportation	Highway Infrastructure Programs	WV	Corridor H Parsons to Davis	WV	4,000,000	Justice
Department of Transportation	Highway Infrastructure Programs	WV	WV Route 2 Improvements	WV	5,000,000	Justice
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Alabama Port Authority	Port Railroad Expansion	AL	2,000,000	Britt
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Southeast Arkansas Economic Development District, Inc..	Port of Yellow Bend Rail Improvements.	AR	5,000,000	Boozman
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Port of Fort Smith	Transload Yard	AR	8,100,000	Boozman
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	San Joaquin Regional Rail Commission.	Modesto & Empire Terminal Railroad	CA	1,934,000	Padilla
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	San Diego Association of Governments.	Positive Train Control Installation. Sorrento to Miramar Double Track Project.	CA	2,000,000	Schiff
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Colorado Department of Transportation.	Fort Collins and Loveland Station Planning Study.	CO	900,000	Bennet, Hickenlooper
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Pittsburgh	Rehabilitation of Pittsburgh Industrial Park Rail Lines.	KS	2,000,000	Moran
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Jefferson Parish	Westbank Rail Alignment Project	LA	8,000,000	Cassidy, Kennedy
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Detroit	Michigan Central Intermodal Passenger Station.	MI	3,000,000	Peters, Slotkin
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	City of Brookhaven	Railroad Safety Fencing	MS	641,000	Hyde-Smith

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Mississippi Department of Transportation.	Tupelo Rail Improvements	MS	10,000,000	Wicker
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Palmetto Railways	Lowcountry Region Rail Bridge and Track Rehabilitation Program.	SC	5,449,000	Graham
Department of Transportation	Consolidated Rail Infrastructure and Safety Improvements.	Port of Benton	White Bluffs Rail Modernization and Intermodal Facility Project.	WA	2,500,000	Cantwell
Department of Transportation	Transit Infrastructure Grants	Inter-Island Ferry Authority	Lifesaving Equipment Upgrade	AK	1,575,000	Murkowski
Department of Transportation	Transit Infrastructure Grants	Peninsula Corridor Joint Powers Board.	South County Service Wi-Fi Project ..	CA	1,100,000	Padilla
Department of Transportation	Transit Infrastructure Grants	North County Transit District	SPRINTER Platform and Track Enhancement Project.	CA	1,200,000	Padilla
Department of Transportation	Transit Infrastructure Grants	Colorado Department of Transportation.	Gunnison Valley RTA Bus Expansion Project.	CO	1,508,000	Bennet, Hickenlooper
Department of Transportation	Transit Infrastructure Grants	City of New London	Water Street Garage and Transit Station in New London.	CT	3,500,000	Blumenthal, Murphy
Department of Transportation	Transit Infrastructure Grants	Illinois Department of Transportation	Station Improvements	IL	134,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Bloomington Normal Public Transit System (dba Connect Transit).	Transportation Center Pedestrian Access Improvements.	IL	1,600,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Chicago Transit Authority	Track Reconstruction Design	IL	2,000,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Illinois Department of Transportation	Transit Improvements	IL	3,711,000	Durbin
Department of Transportation	Transit Infrastructure Grants	Maryland Transit Administration	Southern Maryland Rapid Transit	MD	5,000,000	Alsobrooks, Van Hollen
Department of Transportation	Transit Infrastructure Grants	Interurban Transit Partnership	The Rapid's Collision Avoidance and Pedestrian Alert System Project.	MI	750,000	Peters
Department of Transportation	Transit Infrastructure Grants	Regional Transit Authority of Southeast Michigan.	Woodward Avenue Dedicated Transit Lanes.	MI	2,600,000	Peters
Department of Transportation	Transit Infrastructure Grants	Ann Arbor Area Transportation Authority (AAATA).	Ypsilanti Transit Center Safety and Security Improvements.	MI	750,000	Peters, Slotkin
Department of Transportation	Transit Infrastructure Grants	City of Gulfport	Memorial Hospital Gulfport/Coast Transit Authority Intermodal Center.	MS	2,029,000	Hyde-Smith
Department of Transportation	Transit Infrastructure Grants	Borough of Carteret	Carteret Ferry Building Project	NJ	3,500,000	Booker, Kim
Department of Transportation	Transit Infrastructure Grants	Regional Transportation Commission of Southern Nevada.	Transit Infrastructure Safety Improvements.	NV	3,000,000	Cortez Masto, Rosen
Department of Transportation	Transit Infrastructure Grants	Town of Ramapo	Town of Ramapo—Ready Transit	NY	500,000	Schumer
Department of Transportation	Transit Infrastructure Grants	Rockland County	Village of Kaser—Bus Transit	NY	1,000,000	Schumer

Department of Transportation	Transit Infrastructure Grants	Rogue Valley Transportation District	Zero Emission Paratransit Vehicles and Charging Improvements.	OR	2,000,000	Merkley, Wyden
Department of Transportation	Transit Infrastructure Grants	Rhode Island Public Transit Authority.	Passenger and Operations Technology Improvements.	RI	1,000,000	Reed, Whitehouse
Department of Transportation	Transit Infrastructure Grants	Rhode Island Public Transit Authority.	RIPTA Bus Purchases	RI	3,000,000	Reed, Whitehouse
Department of Transportation	Transit Infrastructure Grants	Utah Transit Authority	Olympics-Ready Light Rail Vehicle Replacement.	UT	4,000,000	Curtis
Department of Transportation	Transit Infrastructure Grants	Community Transit	Swift Gold Line Bus Rapid Transit Expansion Service between Everett and Arlington.	WA	3,000,000	Murray
Department of Transportation	Transit Infrastructure Grants	Central Puget Sound Regional Transit Authority.	Link Reliability Improvements	WA	4,000,000	Murray
Department of Transportation	Transit Infrastructure Grants	West Virginia University Research Corporation.	Personal Rapid Transit Guideway Rehabilitation Project.	WV	6,400,000	Capito, Justice
Department of Transportation	Port Infrastructure Development Program.	City of Seldovia	Jakolof Bay Dock Replacement	AK	482,000	Murkowski
Department of Transportation	Port Infrastructure Development Program.	Diamond State Port Corporation	Port Wilmington Dock/Pile Wharf Repairs.	DE	2,000,000	Blunt Rochester, Coons
Department of Transportation	Port Infrastructure Development Program.	Hawaii Department of Transportation	Port Improvements to Support Farmers.	HI	2,400,000	Hirono, Schatz
Department of Transportation	Port Infrastructure Development Program.	Lake Charles Harbor & Terminal District.	Lake Charles Harbor & Terminal District Improvements.	LA	5,000,000	Cassidy, Kennedy
Department of Transportation	Port Infrastructure Development Program.	Port of Monroe	Strategic Cargo Infrastructure Project.	MI	3,600,000	Peters
Department of Transportation	Port Infrastructure Development Program.	The Northwest Seaport Alliance	Terminal 18 Shore Power Expansion Project.	WA	8,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Native Village of Unalakleet	Housing for Victims of Violent Crimes.	AK	255,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Anchorage Neighborhood Housing Services dba NeighborWorks Alaska.	Fire Alarm System Upgrade	AK	287,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Catholic Social Services	Shelter Safety and Accessibility Improvements.	AK	320,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Northwest Arctic Borough School	Teacher Housing Renovations	AK	330,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Yukon Koyukuk School District	Minto Teacher Housing	AK	608,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Fairbanks Youth Advocates	The Door Youth Shelter	AK	700,000	Murkowski

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Anchorage Community Land Trust	Nonprofit Hub & Service Center Re-pairs.	AK	750,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Cordova Family Resource Center	Cordova Shelter	AK	750,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Helping Ourselves Prevent Emergencies (HOPE).	Building Acquisition	AK	900,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Borough of Haines	Early Childhood Education Building	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Saint Paul	Fire Station Renovations	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Fairbanks Neighborhood Housing Services Inc.	Cowles Street Affordable Housing	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Sitkans Against Family Violence	Domestic Violence Shelter	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Southeast Alaska Independent Living, Inc..	SE Alaska Disability Resource Center	AK	1,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Native Village of Diomed	Teacher Housing Renovation	AK	1,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Thorne Bay	Thorne Bay EMS Hall	AK	1,574,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Covenant House Alaska	Dena'ina House	AK	1,600,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Angoon	Angoon Harbor Access Improvements	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Kake Tribal Corporation	Dock Replacement	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Ketchikan Indian Community	KIC S'eena'a Hit Navigation Center ..	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	North Star Council on Aging	Rehabilitation of MLH Manor	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Petersburg Borough	Banana Point Breakwater Improvements.	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	South Naknek Village Council	Affordable Housing Construction	AK	2,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Yakutat Borough	Forest Highway Housing Project	AK	2,000,000	Murkowski

Department of Housing and Urban Development.	Community Development Fund	Central Council of the Tlingit & Haida Indian Tribes.	Village Public Safety Officer Quarters Project.	AK	2,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Nome	Rural Teacher and Police Housing ..	AK	4,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Denali Commission	Emmonak Women's Shelter	AK	4,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Nulato Village	Waterfront Transportation Infrastructure Development.	AK	4,000,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	Sunshine Station Child Care Center	New Childcare Center	AK	4,500,000	Murkowski
Department of Housing and Urban Development.	Community Development Fund	City of Abbeville	Public Safety Firefighting Equipment	AL	1,500,000	Britt
Department of Housing and Urban Development.	Community Development Fund	University of Alabama in Huntsville	Artificial Intelligence Research Infrastructure.	AL	10,000,000	Britt
Department of Housing and Urban Development.	Community Development Fund	City of Talladega	Accessibility Infrastructure	AL	300,000	Britt
Department of Housing and Urban Development.	Community Development Fund	Southern Arkansas University Tech ..	Technology Innovation Center	AR	15,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	University of Arkansas Pulaski Technical College.	Project LIFT	AR	20,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	University of Arkansas Division of Agriculture.	University of Arkansas Food Safety, Science, and Research.	AR	30,000,000	Boozman
Department of Housing and Urban Development.	Community Development Fund	Graham County	Graham County Affordable Housing	AZ	345,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	City of Avondale	Avondale Heat Mitigation	AZ	639,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	City of Phoenix	Phoenix Emergency Shelter	AZ	830,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	Fort Thomas Unified School District 7	Mt. Turnbull Elementary School Teacher Housing.	AZ	900,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	City of Phoenix	Veterans Center Renovation Project	AZ	1,000,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	Dishchii'bikoh Community School	Cibecue Teacher Housing Construction.	AZ	1,275,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	Apache County	Ganado School Bus Loop Reconstruction.	AZ	2,155,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	City of Flagstaff	Flagstaff Shelter	AZ	2,500,000	Gallego, Kelly
Department of Housing and Urban Development.	Community Development Fund	Arizona Department of Housing	Spanish Trail Village Transitional Housing.	AZ	3,000,000	Gallego, Kelly

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Los Angeles House of Ruth	Sister Cedars Senior Housing	CA	815,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	City of San Diego	San Diego Homeless Shelter	CA	1,000,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	The People Concern	The Village Renovation Project	CA	1,000,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	City of El Cerrito	Community HousingWorks Development.	CA	3,000,000	Padilla
Department of Housing and Urban Development.	Community Development Fund	County of Del Norte	Veterans Memorial Hall Improvements Project.	CA	1,500,000	Padilla, Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Salinas	Salinas Firefighter Training Tower Facility.	CA	2,000,000	Padilla, Schiff
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Kern County ..	Life & Workforce Readiness Center ..	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Central California Food Bank	Construction of Central California Food Bank's Volunteer Center.	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Jurupa Valley	School of Nursing Building	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Montclair	Community Park	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Fresno Housing	Downtown Fresno Affordable Housing Development.	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Larkin Street Youth Services	Capital Improvements to Benefit Youth Experiencing Homelessness.	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Neighborhood Housing Services of Los Angeles County	Restore the Legacy LA Coalition	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Yosemite Community College District	Construction of a Regional Fire Training Center.	CA	1,000,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Burbank Library	Burbank Central Library	CA	1,500,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	City of Imperial	Community Regional Park Project	CA	1,500,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Merced Community College District ..	Project FIRE (First-Responder Instruction and Regional Education) Training Facility.	CA	1,500,000	Schiff

Department of Housing and Urban Development.	Community Development Fund	County of Los Angeles Department of Parks and Recreation.	Charles White Park Community Resilience Project.	CA	1,682,000	Schiff
Department of Housing and Urban Development.	Community Development Fund	Eagle County Government	Housing Energy Independence Project.	CO	585,000	Bennet
Department of Housing and Urban Development.	Community Development Fund	Weld Food Bank	Food Rescue and Distribution Project	CO	400,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	La Puente Home, Inc.	PALs Childcare Facility	CO	750,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Food Bank of the Rockies	Food Bank Delivery Vehicles and Equipment.	CO	920,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Commun Denver Inc.	Loretto Heights Community Center ..	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	TEENS, Inc.	Nederland Early Childhood Education Center.	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	We Fortify	Colorado Springs Affordable Housing for Teachers.	CO	1,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Saguache County	Energy Independence Project	CO	1,041,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Northwest Colorado Innovation Center.	Northwest Colorado Innovation Center Building.	CO	1,050,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	City of Steamboat Springs	Childcare and Workforce Housing Site Work Project.	CO	1,300,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Paradox Community Trust	Ouray County Affordable Housing Neighborhood.	CO	1,462,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Harrison School District 2	Bricker Community Schoolyard Project.	CO	1,500,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	CARE Communities	Heartside Hill Early Childhood Education & Community Center.	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	City and County of Denver	Shelter and Mental Health Project ..	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Dream Centers of Colorado Springs	Dream Centers Early Care and Education Center.	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	La Plata Economic Development Alliance.	Bayfield Early Childcare Center	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Town of Carbondale	Carbondale Affordable Housing	CO	2,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Town of Fraser	St. Louis Landing Community Housing and Early Childhood Education Center.	CO	2,000,000	Bennet, Hickenlooper

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Urban Peak	Housing for Youth Experiencing Homelessness.	CO	3,078,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	NeighborWorks Southern Colorado	Pikes Peak Park Affordable Home-ownership Project.	CO	3,743,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	The Colorado Coalition for the Homeless.	Renaissance at Civic Center Apartments.	CO	5,000,000	Bennet, Hickenlooper
Department of Housing and Urban Development.	Community Development Fund	Neighborhood Housing Services of Waterbury dba NEST.	Property Acquisition	CT	250,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	American Legion Post 17	Facility Renovations	CT	400,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Thames Valley Council for Community Action Inc..	Expansion of Early Childhood Education Center in New London.	CT	450,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Northeastern Connecticut Community Development Corporation.	Renovations to Senior Low-Income Housing Facility.	CT	484,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	H.O.P.E., Inc.	Affordable Housing Renovations	CT	500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Keeping North Stonington Affordable, Inc..	Main Street Housing	CT	500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Goshen Housing Trust, Inc.	Accessible Affordable Housing	CT	550,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Rivera Memorial Foundation, Inc.	Rehabilitation Project	CT	600,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	The Housing Collective	Fairfield County Coordinated Access Network Housing Stability Program.	CT	600,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Ledge Light Health District	The Place for Community Wellbeing	CT	675,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Warren Affordable Housing Corporation.	Affordable Housing	CT	800,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mercy Learning Center of Bridgeport, Inc..	HVAC System Replacement	CT	877,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Forge City Works	Culinary Training Center	CT	900,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Hilliard-Jones-Cookson American Legion Post 66.	Building Renovations	CT	1,000,000	Blumenthal, Murphy

Department of Housing and Urban Development.	Community Development Fund	St. Vincent de Paul Middletown, Inc.	Construction of St. Vincent's Commons.	CT	1,000,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Housing Authority of the City of Norwalk.	Construction of Affordable Housing ..	CT	1,020,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	San Juan Center, Inc.	Construction of El Pocito Dulce Residences.	CT	1,050,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Curtis Home	Campus Renovation	CT	1,100,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	The Cornerstone Foundation, Inc.	Facility Renovations	CT	1,332,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Mercy Housing and Shelter Corporation.	Facility Improvements	CT	1,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	United Way of Greater New Haven ..	State & Chapel Affordable Housing ..	CT	1,500,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	National Veterans Council for Legal Redress Inc..	Veterans Living Community Initiative	CT	1,862,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	New Britain Museum of American Art.	Facilities Reinvestment	CT	2,611,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Beulah Land Development Corporation.	Dixwell Redevelopment Affordable Housing Initiative.	CT	2,638,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Community Health Resources	Affordable Supportive Housing	CT	2,740,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	New Britain Housing Authority	Redevelopment of Public Housing	CT	4,325,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	HOPE Partnership	Construction of the William F. Palmer Site.	CT	1,406,000	Blumenthal, Murphy
Department of Housing and Urban Development.	Community Development Fund	Capital City Transformation Alliance, Inc..	Downtown Redevelopment Project	DE	500,000	Blunt Rochester
Department of Housing and Urban Development.	Community Development Fund	Children's Beach House	Capital Improvements	DE	500,000	Blunt Rochester
Department of Housing and Urban Development.	Community Development Fund	Police Athletic League of Wilmington	Wilmington Education Resource Center.	DE	3,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Delaware HIV Services, Inc.	Delaware Housing Assistance Program.	DE	300,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	St. Anthony's Housing for the Elderly, Corp.	Capital Improvements	DE	600,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Children And Families First Delaware, Inc..	Seaford House Renovation and Expansion.	DE	632,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of New Castle County.	Empowerment through Affordable Housing.	DE	1,000,000	Blunt Rochester, Coons

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Latin American Community Center ...	Early Learning Center	DE	1,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	New Castle County	New Castle County Hope Center Capital Improvements.	DE	2,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Todmorden Foundation	Affordable Housing Development and Preservation.	DE	2,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Delaware Affordable Housing Group, Inc.	Affordable Housing Renovation and Development.	DE	2,500,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Interfaith Community Housing of Delaware, Inc.	Affordable Housing Development and Revitalization.	DE	2,500,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	West End Neighborhood House, Inc.	Neighborhood and Housing Development.	DE	3,000,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	REACH Riverside Development Corporation.	Affordable Housing Development	DE	5,284,000	Blunt Rochester, Coons
Department of Housing and Urban Development.	Community Development Fund	Green Beret Project	Capital Improvements and Expansion.	DE	300,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Wilmington Neighborhood Land Bank	Affordable Housing Acquisition and Rehabilitation.	DE	500,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Better Homes of Seaford	Affordable Housing Development	DE	716,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Milford Housing Development Corporation.	Affordable Housing Development	DE	750,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Sussex County Habitat for Humanity	Southern Delaware Affordable Housing Development.	DE	1,000,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Central Delaware Habitat for Humanity, Inc.	Affordable Housing in Central Delaware.	DE	1,008,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Friendship House, Inc.	Housing Development and Renovations.	DE	1,585,000	Coons
Department of Housing and Urban Development.	Community Development Fund	YMCA of Delaware	Capital Improvements	DE	1,915,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Ministry of Caring, Inc.	Affordable Housing Development and Renovations.	DE	2,000,000	Coons
Department of Housing and Urban Development.	Community Development Fund	NeighborGood Partners	Affordable Housing Development	DE	2,000,000	Coons
Department of Housing and Urban Development.	Community Development Fund	Community Education Building Corporation.	Capital Improvements	DE	5,000,000	Coons

Department of Housing and Urban Development.	Community Development Fund	City of Valdosta	Burn Building Training Facility	GA	845,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Atlanta Braves Foundation	Hank Aaron Academy at Southside Park.	GA	1,000,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Hall County	New Homes Construction in Hall County.	GA	1,005,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Baldwin County	Affordable Housing Development	GA	1,312,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	City of Chickamauga	Historic Downtown Chickamauga Blight Remediation.	GA	1,450,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Atlanta Technical College Foundation, Inc..	Center for Transportation and Logistics.	GA	1,500,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	The Housing Authority of the City of Atlanta.	Bowen Homes Chivers Street Plaza & Community Transformation.	GA	1,500,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Hancock County Board of Commissioners.	Recreational Park Renovation	GA	1,750,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Salvation Army of Gainesville	Homeless Resource Center Upgrades	GA	1,800,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Ser Familia	A Place for Familia: Renovations to Expand Programming.	GA	1,894,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Rockdale County Board of Commissioners.	Senior Center Satellite Project	GA	1,900,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Fulton County Government	Senior Centers Modernization	GA	2,015,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Cobb & Douglas Public Health	South Cobb Integrated Health Campus.	GA	3,000,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Unified Government of Athens-Clarke County.	Howard Park and Community Center Expansion.	GA	3,491,000	Ossoff
Department of Housing and Urban Development.	Community Development Fund	Georgia College and State University	GCSU Bobcat Business Incubator: Library Renovation.	GA	360,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Atlanta Public Schools	Atlanta Community Schoolyards	GA	700,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity North Central Georgia.	Affordable Homes in the City of Holly Springs.	GA	830,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	YMCA of Metropolitan Atlanta, Inc. ..	Upgrading YMCA Facilities	GA	1,039,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	City of LaGrange	Ladder Truck for LaGrange Fire Department.	GA	1,150,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Chatham County	East Savannah Early Childhood Learning Center.	GA	1,678,000	Ossoff, Warnock

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Augusta/CSRA Habitat for Humanity	Building Affordable Homes in Turpin Hill.	GA	1,850,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Butler Street Community Development Corporation, Inc.	John Lewis Memorial Park	GA	2,000,000	Ossoff, Warnock
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Club of Baldwin and Jones Counties, Inc.	Facility Revitalization	GA	100,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Atlanta Land Trust, Inc.	Expanding Affordable Homeownership and Access to Economic Development.	GA	1,000,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	City of Albany	Albany Medical District Housing	GA	1,000,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Rainbow Village, Inc.	Rainbow Village Phase II	GA	1,100,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Chatham County	Chatham County Workforce Housing	GA	1,120,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	MicroLife Institute, Inc.	Downtown Lyons Affordable Workforce Housing.	GA	1,232,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	City of Savannah	Housing Acquisition Initiative	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Stephen Siller Tunnel to Towers Foundation.	Atlanta Veterans Village	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Valdosta-Lowndes County Habitat for Humanity, Inc.	Building Bridges to Affordable Housing.	GA	1,500,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Columbus Housing Initiative, Inc. ...	Elliott's Walk	GA	1,800,000	Warnock
Department of Housing and Urban Development.	Community Development Fund	Hawaii Foodbank, Inc.	Hawaii Foodbank Waipahu Facility ...	HI	1,600,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Dynamic Community Solutions	Pūhonia O Wai'anae Village Infrastructure.	HI	1,987,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	County of Kauai	Kilauea Town Expansion Project	HI	2,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Palama Settlement	Palama Settlement Revitalization Project.	HI	3,000,000	Hirono, Schatz
Department of Housing and Urban Development.	Community Development Fund	Child and Family Service	Mauī Family Strengthening and Resilience Center.	HI	5,000,000	Hirono, Schatz

Department of Housing and Urban Development.	Community Development Fund	Hope Services Hawaii	Mountain View Supportive Housing ..	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Lanakila Pacific	Lanakila Pacific Air Conditioning Replacement.	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Young Women's Christian Association of Oahu.	Kaneohe Transitional Housing	HI	1,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Girl Scouts of Hawaii	Camp Pi'iholo Renovations	HI	1,120,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Statewide Office on Homelessness and Housing Solutions.	Expanding Crisis, Outreach, Response and Engagement (CORE) Homeless Services Program.	HI	1,200,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	County of Hawaii	Kukuiola Supportive Housing	HI	1,892,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	City and County of Honolulu	Honolulu Low-Income Housing Improvements.	HI	2,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	The Food Basket, Inc.	Commercial Building for Hilo Farmers.	HI	2,000,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Parents And Children Together	PACT Community Hub Property Improvements.	HI	2,011,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	Helping Hands Hawai'i	Facility Renovation	HI	2,088,000	Schatz
Department of Housing and Urban Development.	Community Development Fund	BEDS Plus, Inc.	Triage Transitional Shelter	IL	650,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Chicago	True Value Boys & Girls Club Accessibility Upgrades.	IL	750,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	People for Community Recovery	Hazel Johnson Job Training and Community Center.	IL	900,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Illinois Facilities Fund	Home First Housing	IL	1,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	The Outlet Mentoring Program	Outlet Mentoring Program Center	IL	1,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Volunteers of America Illinois	Hope Manor Village Joliet Housing Expansion.	IL	1,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	North Lawndale Catalyst Impact Initiative, Inc..	North Lawndale Community Revitalization with Economic Empowerment Hub.	IL	1,600,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	City of Carbondale	Homeless Center Facility Development.	IL	2,000,000	Duckworth
Department of Housing and Urban Development.	Community Development Fund	Lincoln Presidential Foundation	Facility Improvements	IL	450,000	Durbin

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Board of Trustees of Southern Illinois University.	Facilities Improvements and Technology Upgrades.	IL	500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Chicago	Capital Improvements	IL	500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Carbondale Community Arts, Inc.	Economic Hub Project	IL	693,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Artspace 304.	Equipment Upgrades	IL	722,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Full Circle Communities	Supportive Housing Development	IL	750,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	City of North Chicago	Fire Truck	IL	861,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	North Lawndale Employment Network	Workforce Accelerator Program	IL	1,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	City of Hamilton	Food Security Project	IL	2,500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Illinois Institute of Technology	Construction of the National Institute for Advanced Manufacturing.	IL	2,500,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	State of Illinois	Land Remediation	IL	3,000,000	Durbin
Department of Housing and Urban Development.	Community Development Fund	Mennonite Housing Rehabilitation Services, Inc..	Wichita Affordable Housing Rehabilitation.	KS	825,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Kansas State Historical Society	John Brown Memorial Park & Visitors Center.	KS	2,000,000	Moran
Department of Housing and Urban Development.	Community Development Fund	McPherson Housing Coalition	McPherson Affordable Housing Development.	KS	2,000,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Cerebral Palsy Research Foundation of Kansas Inc.	The Timbers Housing Renovation Project.	KS	2,500,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Prairie Band Potawatomi Nation	Head Start Facility	KS	4,968,000	Moran
Department of Housing and Urban Development.	Community Development Fund	Somerset-Pulaski Economic Development Authority.	Barnesburg Road Bridge Construction.	KY	1,450,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	City of Covington	Riverfront Podium and Land Bridge Infrastructure.	KY	4,500,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Owensboro Family YMCA	Owensboro and Daviess County Community Childcare Center.	KY	6,600,000	McConnell

Department of Housing and Urban Development.	Community Development Fund	Louisville-Jefferson County Metro Government.	Belvedere Transformation	KY	7,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	McCreary County Heritage Foundation.	Historic Stearns Revitalization	KY	11,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	Barren County	Cave City Area Agriculture Exposition Center.	KY	20,000,000	McConnell
Department of Housing and Urban Development.	Community Development Fund	University of New Orleans	Shea Penland Coastal Research Educational Facility Upgrades.	LA	1,500,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	City of Monroe	Benoit Community Center Improvements.	LA	4,500,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	City of Baton Rouge-Parish of East Baton Rouge.	Canal Retrofit Project	LA	5,000,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	Nicholls State University	Engineering Workforce Development Center.	LA	6,500,000	Cassidy
Department of Housing and Urban Development.	Community Development Fund	Second Harvest Food Bank of Greater New Orleans and Acadiana.	Second Harvest Food Bank	LA	2,000,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Terrebonne Churches United Food Bank.	Food Bank Improvements	LA	2,500,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	City of Abbeville	Riverfront Revitalization	LA	4,500,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	England Airport	Aviation Career and Education (ACE) Initiative Building Construction.	LA	4,500,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Lafayette Consolidated Government	Lafayette Emergency Operations Center.	LA	5,000,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	Lincoln Parish Police Jury	Rough Edge Road Interchange	LA	7,000,000	Kennedy
Department of Housing and Urban Development.	Community Development Fund	St. Francis House	Shelter Renovations	MA	200,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Revitalize Community Development Corporation.	Healthy Homes for Low-Income Families.	MA	250,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Centerboard	Young Parent Living Program	MA	373,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	La Colaborativa	Chelsea Apprenticeship Institute	MA	750,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	UTEC, Inc.	UTEC Workforce Development Infrastructure.	MA	773,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Cape & Islands Veterans Outreach Center, Inc..	Veterans Affordable Housing—Pitchers Way Hyannis.	MA	853,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	City of Leominster	Leominster Senior Center Renovation	MA	893,000	Markey, Warren

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Boston Housing Authority	Fairmount Modernization	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	FamilyAid Boston, Inc.	FamilyAid's West Newton Family Navigation Center.	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	South Shore Young Men's Christian Association.	Germanatown Food Pantry Expansion	MA	1,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Mashpee Wampanag Tribe	Plaza Del Sol Transitional Housing Project.	MA	1,152,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Easterseals Massachusetts, Inc.	The Bridge Center	MA	1,393,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	2Life Communities Development, Inc.	Treehouse at Olmsted Village Community Center.	MA	1,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Dorchester, Inc..	Marr-McLaughlin Campus Revitalization Project.	MA	1,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Lawrence CommunityWorks	Marriner Mill Community Service Facility.	MA	1,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Waltham Boys & Girls Club, Inc.	Kitchen Project for Childhood Food Insecurity.	MA	1,524,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	St. Mary's Center for Women and Children.	Permanent Supportive Housing for Families Exiting Homelessness in Dorchester.	MA	2,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Breaktime United, Inc.	The Hub for Solving Young Adult Homelessness.	MA	2,107,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Louis D. Brown Peace Institute	Louis D. Brown Peace Institute Construction.	MA	2,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	People Incorporated	Expansion of People Incorporated Early Education Center.	MA	2,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Victory Programs	Residential Facility	MA	2,600,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Children's Services of Roxbury, Inc.	Center for Family Well-being	MA	2,909,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	CitySpace Inc.	Restoration of Easthampton Old Town Hall.	MA	3,500,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	Peace Properties, Inc.	Ayer Commons Affordable Housing Development.	MA	4,000,000	Markey, Warren

Department of Housing and Urban Development.	Community Development Fund	Hope for Youth and Families Inc.	Youth Arts Center	MA	5,000,000	Markey, Warren
Department of Housing and Urban Development.	Community Development Fund	YWCA of Western Massachusetts	Facilities Renovation, Infrastructure Upgrades, and Equipment.	MA	1,223,000	Warren
Department of Housing and Urban Development.	Community Development Fund	San Mar Children's Home, Inc. dba San Mar Family and Community Services, Inc..	Housing for Transitional Age Youth ..	MD	867,000	Alsobrooks
Department of Housing and Urban Development.	Community Development Fund	The Arc Prince George's County	Affordable Housing Rehabilitation	MD	1,840,000	Alsobrooks
Department of Housing and Urban Development.	Community Development Fund	City of Greenbelt	Greenbelt Springhill Lake Recreation Center Expansion.	MD	250,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	City of Aberdeen	Aberdeen Activity Center Outdoor Recreation Improvements.	MD	300,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Maryland Deaf Community Center ...	Community Center Renovations	MD	500,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	The Arc Baltimore	Home and Building Renovations and Accessible Vehicles.	MD	644,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Baltimore Museum of Industry	Echoes from the Key Bridge Facility	MD	730,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Frederick County	Taney Avenue Senior Center and Senior Affordable Housing.	MD	1,000,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Montgomery Housing Partnership, Inc..	Anherst Affordable Housing Redevelopment.	MD	1,000,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	The Chimes Foundation, Inc.	Chimes Home Safety and Accessibility Renovation.	MD	1,000,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Latin American Youth Center	LAYC Prince George's County Site Renovation.	MD	1,500,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Meals on Wheels of Central Maryland, Inc..	Capital Improvements	MD	1,500,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Howard County Housing Commission	Artists Flats Apartments	MD	2,000,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Ivy Community Charities of Prince George's County, Inc..	Ivy Village Incubator for Nonprofit Excellence.	MD	2,000,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Sanctuary AP3 Co.	The Sanctuary Garden	MD	2,000,000	Alsobrooks, Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Robert W. Johnson Community Center.	Community Center Revitalization Project.	MD	500,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	AfriThrive Inc.	Community Food Center Renovation	MD	800,000	Van Hollen

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Cedar Lane Senior Living Community III Inc..	Cedar Lane Senior Living Community Development.	MD	1,500,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Parity Baltimore Incorporated	Parity Homes Strategic Acquisition Fund.	MD	1,524,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Baltimore County Public Library	Essex Branch Construction	MD	2,000,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Easterseals DC MD VA, Inc.	Easterseals Hagerstown Child Development Center.	MD	2,000,000	Van Hollen
Department of Housing and Urban Development.	Community Development Fund	Brooks Historical Society	Pilley House Restoration	ME	100,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Eagle Lake	Fire Department Substation	ME	150,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Patriarchs Club	Harmony Facility Construction	ME	230,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Rumford Center Village Improvement Society.	Meeting House Restoration	ME	232,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Millinocket Historical Society	ADA Compliance Upgrades	ME	580,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Winter Harbor Historical Society	Facility Restoration	ME	1,150,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Aroostook Agency on Aging	Aroostook Agency on Aging Facility Renovation.	ME	1,370,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Island Falls	Fire and Ambulance Department	ME	1,603,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Mars Hill	Community Center Renovation	ME	2,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Stacyville	Fire Station	ME	2,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Down East Community Hospital	Down East Community Hospital Workforce Housing.	ME	2,190,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Dixmont	Fire and Rescue Station	ME	2,332,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Lincoln Memorial Public Library	Lincoln Memorial Library Expansion	ME	2,400,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Northern Forest Center Inc	Maine Woods Housing Initiative	ME	2,500,000	Collins

Department of Housing and Urban Development.	Community Development Fund	Sanford Housing Authority Development Corporation.	York County Workforce and Senior Housing.	ME	2,500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Brownville	Brownville Fire Station	ME	2,770,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Passamaquoddy Tribe at Indian Township.	Indian Township Passamaquoddy Housing Initiative.	ME	2,985,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Rumford	Childcare and Community Center	ME	3,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of North Berwick	Fire and Rescue Station	ME	3,400,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Kenduskeag	Kenduskeag Fire Station	ME	3,500,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Town of Easton	Fire Station	ME	3,600,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Sanford	Public Safety Facilities	ME	5,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	City of Auburn	Auburn Area Infrastructure for Workforce Housing.	ME	8,000,000	Collins
Department of Housing and Urban Development.	Community Development Fund	Community Care	Shaw House Youth Shelter Renovation.	ME	848,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	University of Maine at Fort Kent	Computer Training Facility	ME	885,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	SeniorsPlus	Older Adult Education and Nutrition Facility.	ME	1,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Town of Kittery	Community Center Renovation	ME	1,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Town of Van Buren	Small Business Incubator and Community Hub.	ME	1,737,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Quoddy Tides Foundation	Masonic Hall Rehabilitation	ME	2,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Wesley Volunteer Fire Department, Inc..	Volunteer Fire Station	ME	2,520,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Clubs of Southern Maine.	Boys & Girls Club Expansion	ME	3,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Maine MILL	Maine MILL Renovation	ME	3,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Town of Monson	Fire Station	ME	3,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Town of Lincoln	Lincoln Technology Park	ME	4,000,000	Collins, King

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Town of East Millinocket	Paper Mill Cleanup and Rehabilitation.	ME	5,000,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	York County Community College	Workforce and Student Housing	ME	6,500,000	Collins, King
Department of Housing and Urban Development.	Community Development Fund	Youth and Family Outreach	Childcare Facility Expansion	ME	500,000	King
Department of Housing and Urban Development.	Community Development Fund	The Chapman House	Affordable Housing	ME	1,317,000	King
Department of Housing and Urban Development.	Community Development Fund	YWCA Central Maine	Childcare Facility Expansion	ME	1,689,000	King
Department of Housing and Urban Development.	Community Development Fund	Avesta Housing Development Corporation.	Williston Immanuel Affordable Housing.	ME	2,000,000	King
Department of Housing and Urban Development.	Community Development Fund	Dignity First	Homeful Village Infrastructure	ME	2,000,000	King
Department of Housing and Urban Development.	Community Development Fund	City of Albion	Early Learning STEM Center	MI	500,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Detroit Housing and Revitalization Department.	Archdale Senior Affordable Housing	MI	500,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Grand Traverse Band of Ottawa and Chippewa Indians.	Housing Facility to Support Substance Abuse Recovery.	MI	574,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Southfield	Garner Street Housing Development	MI	1,200,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Flint	Flint Eastside Market and Residential Units Project.	MI	2,000,000	Peters
Department of Housing and Urban Development.	Community Development Fund	Downriver Community Conference	Ecorse Creek Bridge and Culvert Replacement.	MI	2,500,000	Peters
Department of Housing and Urban Development.	Community Development Fund	City of Bay City	Fire Station Clean-Up	MI	959,000	Peters, Slotkin
Department of Housing and Urban Development.	Community Development Fund	City of Flint	Berston Field House Expansion and Renovation Project.	MI	6,320,000	Peters, Slotkin
Department of Housing and Urban Development.	Community Development Fund	Community Housing Network	Lincoln Avenue Lofts	MI	500,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Marquette County	Short Term Emergency Recuperative Care Shelter and Long Term Housing Initiative.	MI	750,000	Slotkin

Department of Housing and Urban Development.	Community Development Fund	South Oakland Shelter dba Light-house MI.	Lighthouse Campus Redevelopment and Expansion.	MI	1,000,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Communities First, Inc.	Mixed Use Development	MI	2,000,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	City of Ecorse	Ecorse Creek Connector Trail and Revitalization Project.	MI	2,538,000	Slotkin
Department of Housing and Urban Development.	Community Development Fund	Housing and Redevelopment Authority of Sleepy Eye.	Ross Park Apartments Parking & Community Home Project.	MN	222,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Morrison County.	Partnership with Little Falls School District.	MN	234,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Northwoods Battered Women's Shelter.	Shelter Expansion	MN	300,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Central Minnesota Habitat for Humanity.	Westwood Development	MN	450,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Otter Tail County Housing and Redevelopment Authority.	New York Mills Affordable Senior Housing Project.	MN	600,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Accessible Space, Inc.	Rehabilitation for Affordable Housing Sites in Greater Minnesota.	MN	700,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Family Freedom Center	Business Incubator in Central Hill-side Duluth.	MN	835,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Sandstone Economic Development Authority.	Sandstone School Workforce Housing	MN	850,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Alexandria Housing and Redevelopment Authority.	Woodhill Townhomes	MN	966,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Red Wing Housing and Redevelopment Authority.	Haven of Hope Shelter Project	MN	977,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	YouthLink	YouthLink Building Roof Replacement.	MN	989,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	One Roof Community Housing	New Model- Reentry Housing	MN	1,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Little Earth Residents' Association ..	Akins Pejuta Hub	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Minneapolis Public Housing Authority	Missing Middle Construction Project	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Saint Paul Public Housing Agency ..	Seal Hi-Rise Modernization	MN	2,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	City of Madison	Westview Housing Development	MN	2,370,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Greater Bemidji	Bemidji Rail Corridor Redevelopment	MN	2,500,000	Klobuchar, Smith

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	City of Albert Lea	Blazing Star Remediation	MN	2,600,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Central Minnesota Housing Partnership, Inc..	Hilltop Square Apartments	MN	3,000,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Women's Advocates	Expanding Capacity at the Nation's First Domestic Violence Shelter.	MN	3,500,000	Klobuchar, Smith
Department of Housing and Urban Development.	Community Development Fund	Town of Monticello	Police Department Improvements	MS	121,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Town of Cary	Fire Station Improvements	MS	600,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Mississippi's Toughest Kids Foundation.	Facility Improvements	MS	775,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	East Central Community College	Veteran Center Building Construction	MS	800,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	East Leflore Water and Sewer District.	Water Storage Project	MS	1,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Greenwood-Leflore-Carroll Economic Development Foundation.	Building Revitalization Project	MS	2,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	City of Vicksburg	Floodwall Closure System Improvements.	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Mississippi Food Network	Food Storage Facility Enhancements	MS	3,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Forrest County Agricultural High School.	Career and Technical Education Expansion Project.	MS	5,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Gulf Coast Center for Nonviolence, Inc..	Family Justice Center Expansion	MS	5,000,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	University of Mississippi Medical Center.	Site Preparation and Critical Infrastructure Support.	MS	8,500,000	Hyde-Smith
Department of Housing and Urban Development.	Community Development Fund	Forrest-Lamar Alliance	Infrastructure Improvements	MS	1,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Lee County Board of Supervisors	Learning Center	MS	1,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	SR1 College Preparatory and STEM Academy.	Learning Center	MS	1,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	Pearl River Community College	Road Infrastructure Project	MS	2,000,000	Hyde-Smith, Wicker

Department of Housing and Urban Development.	Community Development Fund	Mississippi Department of Archives and History.	Vicksburg National Military Park Improvements.	MS	3,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	University of Mississippi	Innovation and Entrepreneurial Fusion Center.	MS	10,000,000	Hyde-Smith, Wicker
Department of Housing and Urban Development.	Community Development Fund	The Servant Center, Inc.	Servant House Project	NC	247,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	City of Hickory	Fire Station Upgrades	NC	1,383,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	YMCA of Southeastern North Carolina, Inc..	Midtown YMCA Expansion Project	NC	1,500,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Gaston County Family YMCA	Stowe Family YMCA Expansion Project.	NC	2,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Henderson County	EMS Substations Expansion	NC	2,500,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Winston-Salem Industries for the Blind, Inc. dba IFB Solutions.	Infrastructure and Facility Improvements.	NC	3,200,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	City of Mebane	Force Main Wastewater Improvements.	NC	4,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	YMCA of Greater Charlotte	The Johnston Family YMCA Infrastructure Project.	NC	5,000,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Lenoir County Government	Water and Sewer Infrastructure Extension.	NC	5,182,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Central Carolina Community College	EMS/Fire Training Facility	NC	5,779,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	Town of Canton	Fire Department	NC	5,799,000	Tillis
Department of Housing and Urban Development.	Community Development Fund	City of Friend	Friend Volunteer Fire and Rescue Department.	NE	1,300,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	Village of Clatonia	Fire Hall	NE	1,310,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	City of Plattsmouth	Aerial Fire Truck	NE	1,800,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	City of South Sioux City	Aerial Fire Truck and Fire Equipment	NE	2,500,000	Fischer
Department of Housing and Urban Development.	Community Development Fund	Southwestern Community Services, Inc..	Keene Eastside Housing	NH	198,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Cross New Hampshire Adventure Trail.	Twin State Rails-to-Trails Project	NH	250,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Avesta Housing Development Corporation.	Rural NH Affordable Housing Preservation Project.	NH	335,000	Shaheen

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Gather	Expanding Food Access Across the Seacoast.	NH	345,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	School Administrative Unit #18	Franklin High School Revitalization Project.	NH	461,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	St. Joseph Community Services	Meals on Wheels of Hillsborough County: Community Nutrition Center Project.	NH	686,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	SNHS Management Corps	Community Action Partnership Hillsborough and Rockingham Opportunity Center.	NH	688,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Laconia Housing Redevelopment Authority—Union Avenue Limited Partnership.	Laconia Affordable Housing Expansion.	NH	750,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Affordable Housing, Education and Development Inc..	North Country Main Street Revitalization.	NH	1,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Bridges: Domestic & Sexual Violence Support Services, Inc..	Emergency Housing Program	NH	1,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Families in Transition	Affordable Housing and Shelter Security Improvement Plan.	NH	1,060,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Sullivan County	Regional Childcare Enhancement Project.	NH	1,600,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Our Place, Inc.	Supportive Housing for Adults with Disabilities.	NH	1,950,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Mark Stebbins Community Center ...	Mark Stebbins Community Center Project.	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Monadnock Affordable Housing Corporation.	Monadnock Affordable Housing Project.	NH	2,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	NeighborWorks Southern New Hampshire.	Pearl Street Apartments Manchester	NH	2,212,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Marguerite's Place	Nashua Transitional Housing, Child Care and Family Resource Center.	NH	2,500,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	Salem Housing Authority	Salem Area Housing Development ...	NH	3,000,000	Shaheen
Department of Housing and Urban Development.	Community Development Fund	HABcore, Inc.	Ocean County Homeless Shelter Vans.	NU	150,000	Booker

Department of Housing and Urban Development.	Community Development Fund	HomeWorks Trenton, Inc.	Facilities Upgrades	NU	150,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Township of Piscataway	Electric Bus for Senior Center	NU	256,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Veterans of Foreign Wars Department of New Jersey. Trust for Public Land	Veteran Outreach Initiative	NU	267,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Newark Community Street Team	Sowing Seeds for Change	NU	287,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Revive South Jersey	Trauma Recovery Center	NU	359,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Warren County Habitat for Humanity	Operation HOPE	NU	500,000	Booker
Department of Housing and Urban Development.	Community Development Fund	United Advocacy Group, Inc.	Affordable Housing Construction and Critical Home Repair.	NU	500,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Covenant House New Jersey	Nonprofit Innovation Corridor	NU	800,000	Booker
Department of Housing and Urban Development.	Community Development Fund	City of Plainfield	Redevelopment and Affordable Housing Project.	NU	1,000,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Community Food Bank of New Jersey Inc..	Mitt Campbell Field Detention Basin Improvements and Flood Reduction Project.	NU	2,000,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Hunterdon County	Renovation of Warehouse	NU	2,000,000	Booker
Department of Housing and Urban Development.	Community Development Fund	Township of West Milford	Senior Center Expansion & ADA Upgrades.	NU	100,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	County of Bergen	West Milford Senior Bus	NU	116,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Sussex County	Bergen HEARTS Facility Improvements.	NU	185,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Winslow Township	Transportation Enhancement Project	NU	250,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Lunch Break	Senior Bus Improvement Project	NU	300,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Gloucester County Habitat for Humanity.	Family Promise Apartments	NU	400,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	County of Bergen	Home Builds for Habitat	NU	500,000	Booker, Kim
			Conklin Youth Improvements Project	NU		

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Old Bridge Township	Food Bank Building Improvements ...	NI	500,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Township of Woodbridge	Supportive Housing Facility	NI	800,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	North Hudson Regional Fire & Rescue.	Facility Rehabilitation	NI	1,410,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Township of Edison	Minnie B. Veal Senior Services Expansion Project.	NI	2,915,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	City of Perth Amboy	Second Street Park Rehabilitation Project.	NI	3,000,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	City of Paterson	Paterson Homeless Hub Project	NI	3,200,000	Booker, Kim
Department of Housing and Urban Development.	Community Development Fund	Newark Housing Authority	Cottage Place	NI	900,000	Kim
Department of Housing and Urban Development.	Community Development Fund	County of Passaic	River Street Storm Water Management.	NI	1,200,000	Kim
Department of Housing and Urban Development.	Community Development Fund	City of Wildwood	ADA Access and Security Improvements.	NI	2,185,000	Kim
Department of Housing and Urban Development.	Community Development Fund	Mesilla Valley Community of Hope ...	Amador Crossing Apartments	NM	200,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Deming Silver Linings	Emergency Housing and Support	NM	440,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Northern Rio Grande National Heritage Area.	Affordable Housing Pilot Project	NM	692,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Albuquerque Housing Authority	Albuquerque Public Housing Upgrades.	NM	850,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Serenity Mesa Youth Recovery Center	Facility Expansion	NM	1,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Club of San Juan County.	Aztec Club Capital Improvements ...	NM	1,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	DreamTree Project, Inc.	Taos (NEST) Navigating Emergency Support Together Renovations.	NM	1,500,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	City of Socorro	Waterline Replacement	NM	2,300,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Anthony Water and Sanitation District.	Wastewater Treatment Plant Improvements.	NM	2,500,000	Heinrich

Department of Housing and Urban Development.	Community Development Fund	Homewise, Inc.	New Homes for New Mexico	NM	4,000,000	Heinrich
Department of Housing and Urban Development.	Community Development Fund	Cuidando Los Niños	Facility Expansion	NM	700,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Pueblo of Acoma Housing Authority	Cedar Hills Affordable Housing	NM	1,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Tierra Del Sol Housing Corporation	Vado New Horizons Development	NM	1,500,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Pueblo of Jemez	Hazard Remediation and Pueblo Revitalization	NM	1,512,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Town of Mountainair	Downtown Mountainair Roadway Improvements	NM	1,800,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	City of Albuquerque	Modernization of the Westside Emergency Housing Shelter	NM	2,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	City of Albuquerque	Senior Stability Site	NM	2,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Santa Fe County	Trauma-Informed Housing Project	NM	2,500,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Pueblo of Acoma Senior Center	Senior Home Improvements	NM	2,900,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	La Cosecha Community Supported Agriculture	Raíces Sagradas Eco-Wellness and Food Hub	NM	3,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Youth Development, Inc.	Early Childhood Development Center	NM	3,000,000	Heinrich, Luján
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Espanola Valley & Los Alamos	Affordable Home Construction	NM	300,000	Luján
Department of Housing and Urban Development.	Community Development Fund	City of Lordsburg	Special Events Center Refurbish	NM	500,000	Luján
Department of Housing and Urban Development.	Community Development Fund	McKinley County	Red Rock Facility Improvements	NM	500,000	Luján
Department of Housing and Urban Development.	Community Development Fund	San Joaquin del Rio de Chama Land Grant	Community Center Renovations and Upgrades	NM	605,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Village of Mosquero	Housing Project	NM	620,000	Luján
Department of Housing and Urban Development.	Community Development Fund	City of Las Cruces	Innovation & Industrial Park Improvements	NM	850,000	Luján
Department of Housing and Urban Development.	Community Development Fund	Region 9 Education Cooperative	Early Childhood Center	NM	1,000,000	Luján
Department of Housing and Urban Development.	Community Development Fund	County of Bernalillo	Affordable Housing Development	NM	1,500,000	Luján

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Lander County	Assisted Living Center	NV	250,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Lyon County	Mound House Community Center	NV	600,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	Elko County	Specialty Court Housing Program	NV	635,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	City of Las Vegas	Homelessness Prevention and Diversion Program	NV	1,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	City of Las Vegas	Historic Westside Community Land Trust Affordable Housing	NV	1,850,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	City of North Las Vegas	Library Expansion	NV	2,500,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	City of Reno	Community Center Wellness Project	NV	3,000,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	City of West Wendover	Community Center	NV	7,796,000	Cortez Masto, Rosen
Department of Housing and Urban Development.	Community Development Fund	The Viscardi Center, Inc.	Community Program Hub	NY	400,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	United Way of Long Island	Training Academy Construction	NY	750,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Uptown Grand Central Corp.	125th Street Community Plaza	NY	1,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Asian Americans for Equality	Affordable Housing Development	NY	1,166,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Moshulu-Monterfore Community Center, Inc.	Facility Renovations	NY	1,371,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	BronxWorks, Inc.	McLaughlin Center Capital Renovations Project	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	City of Rochester	Rochester Public Market	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Multi-Craft Apprenticeship Preparation Program	Workforce Development Facility	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	New York City Department of Housing Preservation & Development.	NYC Neighborhood Internet Network	NY	2,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	Catholic Charities of Staten Island, Inc..	Community Center Renovation	NY	2,500,000	Gillibrand

Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity New York City and Westchester.	Affordable Housing Project	NY	3,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	New York Public Library	K-12 Learning Center	NY	3,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	YMCA of Long Island	Patchogue Renovation and Expansion.	NY	3,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	New York School for the Deaf	Career and Technical Education Facility.	NY	5,000,000	Gillibrand
Department of Housing and Urban Development.	Community Development Fund	FeedMore Western New York, Inc.	Consolidated Facility	NY	500,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Lake Champlain—Lake George Regional Planning Board.	Adirondack Workforce Housing Modular Facility Plan.	NY	750,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New-York Historical Society	Classroom Space Additions	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Regional Food Bank of Northeastern New York, Inc.	Facilities Expansion	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Roundabout Theatre Company, Inc. ..	ADA Accessibility Improvements	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Town of Babylon	Blighted Property Acquisition and Demolition for Visionary Renewal of Downtown Copiague.	NY	1,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New York City Housing Authority	NYCHA Building Line Initiative—Douglass I & II Houses.	NY	1,663,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Chinese-American Association.	BCA Complex	NY	2,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Variety Boys & Girls Club of Queens	Creation of Community Center	NY	2,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Fifth Avenue Committee, Inc.	Community Facility Enhancements ..	NY	3,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	India Home, Inc.	Jamaica Affordable Housing Project	NY	5,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New York City Housing Authority	NYCHA Building Line Initiative—Patterson Houses.	NY	5,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	New York City Housing Authority	NYCHA Building Line Initiative—Red Hook East Houses.	NY	5,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	RiseBoro Community Partnership Inc.	Affordable Housing Rehabilitation ...	NY	5,000,000	Gillibrand, Schumer
Department of Housing and Urban Development.	Community Development Fund	Food Bank For New York City	Warehouse Renovations	NY	6,000,000	Gillibrand, Schumer

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	East Harlem El Barrio Community Land Trust.	Building Rehabilitation	NY	500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	National Comedy Center Operator Inc..	Comedy Center Capital Improvements.	NY	500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	New Immigrant Community Empowerment.	NICE Station—Community & Training Center.	NY	500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	UnionDocs, Inc.	Elevator and HVAC for UnionDocs Headquarters.	NY	500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	The Joyce Theater Foundation, Inc. ...	New York Center for Creativity & Dance.	NY	650,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Ridgewood Nepalese Society Inc.	Community and Cultural Center Renovation and Expansion.	NY	900,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Institute of Arts and Sciences.	Fire Alarm System	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Brooklyn Queens Conservatory of Music.	BKGM Campus Expansion & Renovation.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Bukharan Heritage Society, Inc.	Bukharan Jewish Museum and Community Facility Expansion.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Camp HASC, Inc.	Dining Facility Renovation	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Center for New Jewish Culture Inc. ..	Community Center Improvements	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Fordham University	Fordham Road Community Center	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Fund for Public Housing, Inc. dba Public Housing Community Fund.	Active Living at NYCHA: Creating Vibrant Intergenerational Spaces for Health and Wellness.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Greater Allen Development Corporation.	Affordable Mixed-Use Housing	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Metropolitan Opera Association, Inc.	Elevator Modernization for ADA Accessibility.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	National Federation of Filipino American Associations.	Community Center Expansion	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	New York Shakespeare Festival dba The Public Theater.	ADA Improvements	NY	1,000,000	Schumer

Department of Housing and Urban Development.	Community Development Fund	Rochester Broadway Theatre League	West Herr Performing Arts Center ADA Improvements.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	The Research Foundation for the State University of New York—Binghamton University.	Koffman Southern Tier Incubator Expansion for Manufacturing.	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Town of North Hempstead	Town Dock Revitalization Project	NY	1,000,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Machine Gila	Dining Hall at Camp Gila	NY	1,500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	The Metropolitan Museum of Art	83rd Street ADA Accessible Entrance	NY	1,500,000	Schumer
Department of Housing and Urban Development.	Community Development Fund	Franklin Township & Conesville Village Joint Recreation Board.	Muskingum River Access Project	OH	247,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Stark State College	CDL Instruction Center	OH	875,000	Husted
Department of Housing and Urban Development.	Community Development Fund	City of Chillicothe	May Lou Patton Park Infrastructure Revitalization.	OH	1,500,000	Husted
Department of Housing and Urban Development.	Community Development Fund	City of Portsmouth	Chillicothe Street Housing Project	OH	1,500,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Vinton County Visitors Center	Capital Improvements	OH	5,000,000	Husted
Department of Housing and Urban Development.	Community Development Fund	Columbus State Community College	Ohio Center for Advanced Technology	OH	9,500,000	Husted, Moreno
Department of Housing and Urban Development.	Community Development Fund	Downtown Toledo Development Corporation.	ConnectToledo Farmer's Market Renovation and Relocation.	OH	2,000,000	Moreno
Department of Housing and Urban Development.	Community Development Fund	Inola Public Schools	Inola Early Childhood Development and Preschool Facility.	OK	4,000,000	Mullin
Department of Housing and Urban Development.	Community Development Fund	Linn-Benton Community College Foundation.	Periwinkle Child Development Center	OR	105,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Sumpter	Sumpter Community Center Safety Improvements.	OR	173,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Medford	Santos Center Discovery Preschool Expansion.	OR	500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Wallowa Resources	Affordable Workforce Housing in Wallowa County.	OR	500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Farworker Housing Development Corporation.	Affordable Housing	OR	536,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Bridge Meadows	Intergenerational Housing Project	OR	750,000	Merkley, Wyden

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Corvallis Neighborhood Housing Services, Inc. dba DevNW.	Affordable Housing Construction in Linn County.	OR	752,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Bend-Redmond Habitat for Humanity	Supporting Affordable Homeownership in Central Oregon.	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Portland	Clara Vista Redevelopment	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity Portland Metro East dba Habitat for Humanity Portland Region.	Affordable Housing Construction in Multnomah County.	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Northwest Community Housing Foundation.	Zig Zag Workforce Housing	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Yamhill County Affordable Housing Corporation.	McMinnville Housing Rehabilitation	OR	1,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Oregon Center for Creative Learning	Early Childhood and Interactive Learning Center.	OR	1,200,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	John Day School District #3	Grant Early Learning Center	OR	1,450,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Albina Vision Trust, Inc.	Affordable Housing Land Acquisition	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Columbia Gorge Education Service District.	The Dalles Early Learning Center	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Network for Oregon Affordable Housing.	Affordable Homeownership Loan Program.	OR	1,500,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	McKenzie Community Land Trust	Affordable Housing in Blue River	OR	1,700,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.	Low-Income Multifamily Housing Project.	OR	1,914,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Big River Community Land Trust	Hood River Affordable Housing Project.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Redmond	Cinder Hollow Affordable Housing Project.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Confederated Tribes of Grand Ronde	Tumwata Village Project	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Corvallis Daytime Drop-in Center	Homeless Services Navigation Center	OR	2,000,000	Merkley, Wyden

Department of Housing and Urban Development.	Community Development Fund	Marion Polk Food Share	Food Bank Warehouse and Meals on Wheels Kitchen.	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Umpqua Community College	Affordable Housing for Students	OR	2,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Community Warehouse	Furniture Bank Expansion	OR	2,200,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Everyone Village	Affordable Housing Construction in Lane County.	OR	2,465,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	The Klamath Tribes	Tribal Housing	OR	2,820,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Meals on Wheels People	Eastside Resource Center	OR	3,000,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	Port of Portland	Mass Timber and Housing Innovation Campus Infrastructure Project.	OR	3,200,000	Merkley, Wyden
Department of Housing and Urban Development.	Community Development Fund	City of Warren	Community Park Improvement Project.	PA	250,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Garden of Health Inc.	Improvements to Garden of Health's Hatfield Farm.	PA	350,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Launch of Philadelphia, Inc.	Improvements for Launch Community Education Facility.	PA	450,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	ACTION-Housing, Inc.	Affordable Housing Conversion in Downtown Pittsburgh.	PA	500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Scranton Neighborhood Housing Services Inc. dba NeighborWorks Northeastern Pennsylvania.	Whole Home Repair Initiative for Seniors—Lackawanna, Luzerne, Wayne, Pike, Monroe Counties.	PA	522,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Dauphin County Redevelopment Authority.	Low-Income Housing Development Initiative.	PA	650,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Common Roots	Revitalizing Upper Water Street in Meadville.	PA	750,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Lancaster Area Habitat for Humanity	Affordable Housing Construction	PA	750,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Nueva Esperanza, Inc.	Esperanza Stable Affordable Rental Housing Trust Project.	PA	750,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Steel Rivers Council of Governments	Blight Remediation in the Mon Valley.	PA	750,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Women's Community Revitalization Project.	Linda Lockman-King Apartments in West Philadelphia.	PA	950,000	Fetterman

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Amani Christian Community Development Corporation.	Blight Remediation and Site Preparation in the Carrick Neighborhood of Pittsburgh.	PA	954,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	The Young Women's Christian Association of York.	Enhancing Victims and Survivors Facilities.	PA	958,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Broad Street Ministry	Kitchen Renovations	PA	970,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	The Caring Cupboard, Inc.	Community Center Construction in Lebanon County.	PA	1,000,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Erie County Community Land Bank ..	Erie County Cornerstone Community Land Trust Affordable Housing Program.	PA	1,100,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	State College Community Land Trust, Inc.	Expansion of Forever Affordable Homes in State College.	PA	1,500,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Berks County.	Blight Remediation in Reading	PA	1,610,000	Fetterman
Department of Housing and Urban Development.	Community Development Fund	Central Falls Foundation	Food Access	RI	150,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Community Care Alliance	Facilities and Equipment	RI	200,000	Reed
Department of Housing and Urban Development.	Community Development Fund	West Warwick Public Library	West Warwick Public Library Facility	RI	300,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Community Action Partnership of Providence County.	CAPP Housing Improvements	RI	441,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Aldersbridge Communities	Aldersbridge at East Point	RI	500,000	Reed
Department of Housing and Urban Development.	Community Development Fund	West Elmwood Housing Development Corporation.	Affordable Housing	RI	500,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Meals on Wheels of RI, Inc.	Facility Renovation	RI	600,000	Reed
Department of Housing and Urban Development.	Community Development Fund	YWCA Rhode Island	Veterans Community Center	RI	600,000	Reed
Department of Housing and Urban Development.	Community Development Fund	NeighborWorks Blackstone River Valley.	Affordable Housing	RI	975,000	Reed
Department of Housing and Urban Development.	Community Development Fund	City of Newport	Senior Center Modernization Project	RI	1,000,000	Reed

Department of Housing and Urban Development.	Community Development Fund	Town of South Kingstown	Affordable Housing Initiative	RI	5,000,000	Reed
Department of Housing and Urban Development.	Community Development Fund	Fuerza Laboral	Building Upgrades for Child Care Center and Incubator.	RI	500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Trinity Repertory Company	Access for All	RI	525,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Providence	Federal Hill House Improvements	RI	1,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Providence	West End Community Center Project	RI	1,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Central Falls	Jenks Park and Cogswell Tower Restoration.	RI	1,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Sojourner House	Woonsocket Office and Drop-In Center Acquisition and Renovation.	RI	1,275,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Crossroads Rhode Island	Crossroads—Warwick Housing	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Oineville Housing Corporation dba ONE Neighborhood Builders	Affordable Housing Development	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Oineville Housing Corporation dba ONE Neighborhood Builders	ONB Cumberland Affordable Housing	RI	2,000,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	City of Pawtucket	Veterans Memorial Park Pool Renovations.	RI	2,500,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	United Way of Rhode Island	United Way Facility Renovation	RI	3,400,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Tower Street Center, Inc.	Tower Street Community Center	RI	4,475,000	Reed, Whitehouse
Department of Housing and Urban Development.	Community Development Fund	Town of Pageland	Public Safety Facility	SC	5,512,000	Graham
Department of Housing and Urban Development.	Community Development Fund	University of South Carolina	Veterans and Military Center of Excellence.	SC	10,000,000	Graham
Department of Housing and Urban Development.	Community Development Fund	University of South Carolina	Facility Improvements	SC	12,611,000	Graham
Department of Housing and Urban Development.	Community Development Fund	Magdalene Dakota	Women's Rehabilitation Facility	SD	829,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Crow Creek Housing Authority	Crow Creek Housing Development	SD	3,000,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Douglas School District #51-1	Douglas Elementary School	SD	42,000,000	Rounds
Department of Housing and Urban Development.	Community Development Fund	Utah Valley University	Utah Lake Research Center Feasibility Project.	UT	4,000,000	Curtis

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity Powhatan	Ballsville Road Neighborhood	VA	500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Staunton Redevelopment and Housing Authority.	Affordable Housing in Staunton	VA	500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	SupportWorks Housing	Rady Street Apartments	VA	500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Hampton Roads Ecumenical Lodgings & Provisions, Inc.	Affordable Housing	VA	700,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Norfolk	Affordable Housing Development	VA	1,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Chesapeake	Myers Road Sidewalk Extension	VA	1,150,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Affordable Homes & Communities	Affordable Housing and Community Center.	VA	1,175,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Young Men's Christian Association of Central Virginia.	Transform the Downtown YMCA	VA	1,423,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Feed More	Project Nourish	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Foodbank of Southeastern Virginia and Eastern Shore.	New Facility	VA	1,500,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Economic Development Authority of Floyd County.	Utilities to Support Affordable Workforce Housing.	VA	1,520,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	City of Danville	Cunningham and Hughes Neighborhood Development Center.	VA	1,742,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Action in Community Through Service.	Rebuilding Westend Domestic Violence Shelter.	VA	1,780,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Alexandria Redevelopment Housing Authority.	Ladrey Apartments	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Harrisonburg Redevelopment & Housing Authority.	Lineweaver Annex Renovation of Permanent Supportive Housing Project.	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	People Incorporated of Virginia	Manassas Veterans Housing and Post Center.	VA	2,000,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Hopkins House—A Center for Children and their Families.	Samuel Madden Homes Success Center.	VA	2,500,000	Kaine, Warner

Department of Housing and Urban Development.	Community Development Fund	James City County	Moses Lane Comprehensive Community Development Project.	VA	925,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Town of Clifton Forge	Town of Clifton Forge All Abilities Park.	VA	2,912,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Micah Ecumenical Ministries	Jeremiah Community	VA	2,915,000	Kaine, Warner
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Shared Equity Homeownership Expansion.	VT	550,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Champlain Housing Trust	Affordable Housing for Winooski	VT	1,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Good Samaritan Haven	Complex Care Shelter at the Welcome Center.	VT	1,155,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Downstreet Housing & Community Development.	Preserving Affordable Housing and Creating Homeownership Opportunities.	VT	1,500,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Windham & Windsor Housing Trust ..	The Chalet Redevelopment	VT	3,000,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	City of Barre	The Prospect Heights Development Project.	VT	3,316,000	Sanders
Department of Housing and Urban Development.	Community Development Fund	Vermont Housing & Conservation Board.	Affordable Housing for Vermont	VT	12,000,000	Sanders, Welch
Department of Housing and Urban Development.	Community Development Fund	Vermont Office of Economic Opportunity.	Home Repair and Remediation	VT	2,000,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Brattleboro Development Credit Corporation.	Brattleboro Technology and Industrial Park.	VT	3,250,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Ascend Housing Allies Incorporated	Housing at Stonecrop Meadows	VT	5,250,000	Welch
Department of Housing and Urban Development.	Community Development Fund	Community Roots Housing	The Jefferson Affordable Housing Preservation Project.	WA	350,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Jefferson County	Workforce Housing	WA	1,500,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	YWCA Yakima	Domestic Violence Shelter	WA	1,500,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Port of Skagit County	Agricultural Innovation Center	WA	1,750,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Northeast Public Development Authority.	Childcare and Workforce Housing Project.	WA	2,000,000	Cantwell
Department of Housing and Urban Development.	Community Development Fund	Council for the Homeless	Housing Solutions Center Expansion	WA	2,500,000	Cantwell, Murray

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	City of Kelso	Catlin and Main Community Development Project.	WA	3,250,000	Cantwell, Murray
Department of Housing and Urban Development.	Community Development Fund	Community Roots Housing	The Helen V Affordable Housing Project.	WA	512,000	Murray
Department of Housing and Urban Development.	Community Development Fund	United Way of King County	Food Access and Distribution	WA	800,000	Murray
Department of Housing and Urban Development.	Community Development Fund	City of Seattle	Fort Lawton Redevelopment	WA	1,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Seattle Indian Services Commission	Native Village & Gateway Project	WA	1,500,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Bellwether Housing	Thunderbird Nest Affordable Housing Project.	WA	1,800,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Shelton Family Center dba The Youth Connection	Housing Project	WA	2,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Spokane Neighborhood Action Partners.	Broadway Senior Housing	WA	2,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Whatcom Transportation Authority	Lynden Transit Station Affordable Housing.	WA	2,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Friends of Youth	Griffin Campus Affordable Housing ..	WA	2,500,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Low Income Housing Institute	University District Transit Oriented Development.	WA	3,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Partners Inland Northwest	Resource Center	WA	3,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Children's Home Society of Washington dba Akin.	Vancouver Family Resource Center Development.	WA	3,400,000	Murray
Department of Housing and Urban Development.	Community Development Fund	OPAL Community Land Trust	Pea Patch Community Campus	WA	4,000,000	Murray
Department of Housing and Urban Development.	Community Development Fund	YMCA of Pierce and Kitsap Counties	Bremerton Early Learning Center	WA	6,200,000	Murray
Department of Housing and Urban Development.	Community Development Fund	Ozaukee Food Alliance	Mobile Pantry	WI	246,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Veterans 1st of NEW, Inc.	Veterans Cottage Court Village	WI	480,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Habitat for Humanity of Waukesha and Jefferson Counties.	College Park Workforce Housing Development.	WI	500,000	Baldwin

Department of Housing and Urban Development.	Community Development Fund	Wild Rivers Habitat for Humanity, Inc..	Affordable Housing Construction	WI	500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Acts Community Development Corporation, Inc..	Acquisition Fund	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Boys & Girls Club of the Northwoods	Facility Expansion	WI	1,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Communities of Crocus	Affordable Housing	WI	1,500,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	City of Kenosha	Affordable Housing Development	WI	3,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	YMCA of Metropolitan Milwaukee	Health Commons	WI	4,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	City of Janesville	Remediation at Former GM Facility ..	WI	5,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Green Bay Metro Fire Department ..	New Fire Station	WI	5,000,000	Baldwin
Department of Housing and Urban Development.	Community Development Fund	Community Impact Network	Childcare and Economic Opportunities in Ohio County	WV	250,000	Capito
Department of Housing and Urban Development.	Community Development Fund	City of Logan	White Coat Housing Community in Rural Appalachia.	WV	1,200,000	Capito
Department of Housing and Urban Development.	Community Development Fund	City of Hinton	New River Center Project	WV	1,919,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Wheeling Park Commission	Historic Community Building Renovations.	WV	5,642,000	Capito
Department of Housing and Urban Development.	Community Development Fund	Craig Patton Inc.	Craig-Patton House Site Accessibility Project.	WV	250,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Appalachia Service Project	Home Repair for Flooding Victims ..	WV	500,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	City of Elkins	Downtown Improvements	WV	503,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Capitol Market Inc.	Capitol Market Safety and Security ..	WV	750,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Region 4 Planning and Development Council.	Fruits of Labor Expansion	WV	966,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	West Virginia Statewide Independent Living Council.	The WV Freedom and Independence Project.	WV	1,980,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Town of Marlinton	Downtown Trailhead	WV	2,059,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Clay County Commission	911 Center Relocation	WV	4,600,000	Capito, Justice

CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount	Requestor(s)
Department of Housing and Urban Development.	Community Development Fund	City of Ronceverte	Fred Workman Bridge	WV	5,460,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	City of Charleston	Charleston Capital Sports Center	WV	7,000,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Montgomery General Healthcare Systems, Inc.	Montgomery General Hospital Revitalization.	WV	7,690,000	Capito, Justice
Department of Housing and Urban Development.	Community Development Fund	Facing Hunger Food Bank	Warehouse Distribution Center Renovation.	WV	1,103,000	Justice
Department of Housing and Urban Development.	Community Development Fund	New River Gorge Regional Development Authority.	Meadow River Corridor Improvements	WV	3,200,000	Justice

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or -) 2025 appropriation
TITLE I—DEPARTMENT OF TRANSPORTATION			
Office of the Secretary			
Salaries and expenses	191,295	185,965	-5,330
Immediate Office of the Secretary	(3,770)	(3,764)	(-6)
Immediate Office of the Deputy Secretary	(1,370)	(1,348)	(-22)
Office of the General Counsel	(32,272)	(27,780)	(-4,492)
Office of the Under Secretary of Transportation for Policy	(18,064)	(16,252)	(-3,812)
Office of Multimodal Freight Infrastructure and Policy	(2,000)	(3,970)	(+1,970)
Office of the Assistant Secretary for Budget and Programs	(22,724)	(21,505)	(-1,219)
Office of the Assistant Secretary for Governmental Affairs	(7,138)	(3,807)	(-3,331)
Office of the Assistant Secretary for Administration	(43,284)	(20,024)	(-23,260)
Office of Public Affairs and Public Engagement	(6,244)	(5,664)	(-580)
Office of the Executive Secretariat	(2,515)	(2,332)	(-183)
Office of Intelligence, Security, and Emergency Response	(15,506)	(15,484)	(-22)
Office of the Chief Information Officer	(33,879)	(16,957)	(-16,922)
Office of Tribal Government Affairs	(1,529)	(1,494)	(-35)
Working Capital Fund Shared Services		(41,644)	(+41,644)
IT Modernization		(3,940)	(+3,940)
Research and Technology	49,040	32,705	-16,335
National Infrastructure Investments	345,000	250,000	-95,000
National Surface Transportation and Innovative Finance Bureau	9,558	9,850	+292
Rural and Tribal Infrastructure Advancement	25,000	10,000	-15,000
Financial Management Capital	5,000	5,000	
Cyber Security Initiatives	49,000	60,000	+11,000
Office of Civil Rights	18,228	12,228	-6,000
Transportation Planning, Research, and Development	20,926	34,259	+13,333
Congressionally Directed Spending		(9,647)	(+9,647)
Working Capital Fund	(522,165)	(650,000)	(+127,835)
Small and Disadvantaged Business Utilization and Outreach	5,330	5,330	

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or -) 2025 appropriation
Payments to Air Carriers (Airport & Airway Trust Fund)	450,000	513,637	+ 63,637
Essential Air Service (Overflight Fees)	(161,613)	(174,363)	(+ 12,750)
Administrative Provisions			
Sec 109E Rescission		- 852	- 852
Sec 109F Rescission		- 25	- 25
Sec 109G Rescission		- 20,000	- 20,000
Total, Office of the Secretary	1,168,377	1,098,097	- 70,280
Federal Aviation Administration			
Operations			
Aviation safety	13,482,783	13,818,183	+ 335,400
Air traffic organization	(1,832,078)	(1,876,039)	(+ 43,961)
Commercial space transportation	(10,105,678)	(10,378,148)	(+ 272,470)
Finance and management	(42,018)	(41,546)	(- 472)
NextGen	(948,211)	(970,124)	(+ 21,913)
Security and hazardous materials safety	(67,818)	(67,249)	(- 569)
Staff offices	(162,155)	(161,174)	(- 981)
Facilities and Equipment (Airport & Airway Trust Fund)	(324,825)	(323,903)	(- 922)
Research, Engineering and Development (Airport & Airway Trust Fund)	3,176,250	4,000,000	+ 823,750
Grants-in-Aid for Airports (Airport and Airway Trust Fund)(Liquidation of contract authorization)	280,000	290,000	+ 10,000
(Limitation on obligations)	(4,000,000)	(4,000,000)	
Administration	(4,000,000)	(4,000,000)	
Airport cooperative research program	(152,148)	(160,000)	(+ 7,852)
Airport technology research	(15,000)	(15,000)	
Small community air service development program	(41,801)	(41,827)	(+ 26)
Grants-in-Aid for Airports (General Fund)	(10,000)	(15,000)	(+ 5,000)
	50,000	319,368	+ 269,368

Congressionally Directed Spending		(269,368)	(+ 269,368)
Total, Federal Aviation Administration	16,989,033	18,427,551	+ 1,438,518
Appropriations	(16,989,033)	(18,427,551)	(+ 1,438,518)
Limitations on obligations	(4,000,000)	(4,000,000)	.....
Total budgetary resources	(20,989,033)	(22,427,551)	(+ 1,438,518)
Federal Highway Administration			
Limitation on Administrative Expenses	(497,016)	(507,436)	(+ 10,420)
Federal-Aid Highways (Highway Trust Fund):			
(Limitation on obligations)	(61,314,171)	(62,657,106)	(+ 1,342,935)
(Liquidation of contract authorization)	(62,053,171)	(63,396,106)	(+ 1,342,935)
(Exempt contract authority)	(739,000)	(739,000)	.....
Highway Infrastructure Programs (General Fund)	340,500	581,225	+ 240,725
Congressionally Directed Spending .....	.....	(581,225)	(+ 581,225)
(Available by Transfer) .....	.....	(555,200)	(+ 555,200)
(Total Resources)	(340,500)	(1,136,425)	(+ 795,925)
Total, Federal Highway Administration	340,500	581,225	+ 240,725
Limitations on obligations	(61,314,171)	(62,657,106)	(+ 1,342,935)
Exempt contract authority	(739,000)	(739,000)	.....
Total budgetary resources	(62,393,671)	(63,977,331)	(+ 1,583,660)
Federal Motor Carrier Safety Administration			
Motor Carrier Safety Operations and Programs (Highway Trust Fund)			
(Liquidation of contract authorization)	(382,500)	(390,000)	(+ 7,500)
(Limitation on obligations)	(382,500)	(390,000)	(+ 7,500)
Motor Carrier Safety Grants (Highway Trust Fund)			
(Liquidation of contract authorization)	(526,450)	(536,600)	(+ 10,150)
(Limitation on obligations)	(526,450)	(536,600)	(+ 10,150)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with 2025 appropriation (+ or -)
Total, Federal Motor Carrier Safety Administration			
Limitations on obligations	(908,950)	(926,600)	(+ 17,650)
Total budgetary resources	(908,950)	(926,600)	(+ 17,650)
National Highway Traffic Safety Administration			
Operations and Research (General Fund)	223,000	65,000	- 158,000
(Available by Transfer)		(145,000)	(+ 145,000)
(Total Resources)	(223,000)	(210,000)	(- 13,000)
Operations and Research (Highway Trust Fund)			
(Liquidation of contract authorization)	(205,400)	(209,600)	(+ 4,200)
(Limitation on obligations)	(205,400)	(209,600)	(+ 4,200)
Subtotal, Operations and Research	428,400	274,600	- 153,800
Highway Traffic Safety Grants (Highway Trust Fund)			
(Liquidation of contract authorization)	(831,445)	(849,650)	(+ 18,205)
(Limitation on obligations)	(831,445)	(849,655)	(+ 18,210)
Highway safety programs (23 USC 402)	(385,900)	(393,400)	(+ 7,500)
National priority safety programs (23 USC 405)	(360,500)	(367,500)	(+ 7,000)
High visibility enforcement	(42,300)	(44,300)	(+ 2,000)
Administrative expenses	(42,745)	(44,455)	(+ 1,710)
Total, National Highway Traffic Safety Administration	223,000	65,000	- 158,000

Limitations on obligations	(1,036,845)	(1,059,255)	(+ 22,410)
Total budgetary resources	(1,259,845)	(1,124,255)	(- 135,590)
Federal Railroad Administration			
Safety and Operations	267,799	264,549	- 3,250
Railroad Research and Development	54,000	43,000	- 11,000
Subtotal	321,799	307,549	- 14,250
Federal-State Partnership for Intercity Passenger Rail	75,000	75,000	.....
Consolidated Rail Infrastructure and Safety Improvements	100,000	106,724	+ 6,724
Congressionally Directed Spending .....	.....	(51,524)	(+ 51,524)
(Available by transfer) .....	.....	(44,800)	(+ 44,800)
(Total Resources)	(100,000)	(151,524)	(+ 51,524)
Subtotal	175,000	181,724	+ 6,724
National Railroad Passenger Corporation:			
Northeast Corridor Grants	1,141,442	850,000	- 291,442
National Network Grants	1,286,321	1,577,000	+ 290,679
Subtotal	2,427,763	2,427,000	- 763
Administrative Provisions			
Financial Assistance Oversight and Technical Assistance (Sec 150) (by transfer)	(15,600)	.....	(- 15,600)
Rescission (Sec 156) .....	.....	- 2,182	- 2,182
Total, Federal Railroad Administration	2,924,562	2,914,091	- 10,471
Federal Transit Administration			
Transit Formula Grants (Highway Trust Fund, Mass Transit Account) (Liquidation of contract authorization)	(14,279,000)	(14,642,000)	(+ 363,000)
(Limitation on obligations)	(14,279,000)	(14,642,000)	(+ 363,000)
Transit Infrastructure Grants	45,569	140,857	+ 95,288
Congressionally Directed Spending .....	.....	(58,857)	(+ 58,857)
Technical Assistance and Training	7,500	7,500	.....
Capital Investment Grants	2,205,000	1,950,000	- 255,000
Grants to the Washington Metropolitan Area Transit Authority	150,000	150,000	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OPTIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with 2025 appropriation (+ or -)
Total, Federal Transit Administration	2,408,069	2,248,357	- 159,712
Limitations on obligations	(14,279,000)	(14,642,000)	(+ 363,000)
Great Lakes St Lawrence Seaway Development Corporation			
Operations and Maintenance (Harbor Maintenance Trust Fund)	40,288	40,624	+ 336
Maritime Administration			
Maritime Security Program	318,000	390,000	+ 72,000
Rescission		- 33,400	- 33,400
Cable Security Fleet	10,000	10,000	
Rescission		- 12,000	- 12,000
Tanker Security Program	60,000	122,400	+ 62,400
Rescission		- 77,000	- 77,000
Operations and Training	267,775	240,898	- 26,877
State Maritime Academy Operations	125,788	143,400	+ 17,612
Assistance to Small Shipyards	8,750	30,000	+ 21,250
(Total Resources)	(8,750)	(30,000)	(+ 21,250)
Ship Disposal			
Maritime Guaranteed Loan (Title XI) Program Account:	6,000	6,000	
Administrative expenses	3,000	3,940	+ 940
Subsidy	50,586		- 50,586
Rescission		- 25,000	- 25,000
Port Infrastructure Development Program	50,000	96,482	+ 46,482
Congressionally Directed Spending		(21,482)	(+ 21,482)
Total, Maritime Administration	899,899	895,720	- 4,179

Pipeline and Hazardous Materials Safety Administration			
Operational Expenses (General Fund)	31,681	31,312	— 369
Hazardous Materials Safety (General Fund)	74,556	73,660	— 896
Pipeline Safety:			
Oil Spill Liability Trust Fund			
Pipeline Safety Fund	30,000	30,000	
Liquefied Natural Gas Siting Account	180,786	180,786	
Design Review Fund	400	200	— 200
Underground Natural Gas Storage Facility Safety Account	7,000	200	+ 200
Subtotal		7,000	
Emergency Preparedness Grants:			
Limitation on emergency preparedness fund	218,186	218,186	
	(46,825)	(46,825)	
Total, Pipeline and Hazardous Materials Safety Administration	324,423	323,158	— 1,265
Limitations on obligations	(46,825)	(46,825)	
Total budgetary resources	(371,248)	(369,983)	(— 1,265)
Pipeline safety fund user fees	— 180,786	— 180,786	
Underground natural gas storage facility safety account user fees	— 7,000	— 7,000	
Liquefied natural gas siting user fees	— 400	— 200	+ 200
Design Review Fund user fees		— 200	— 200
Office of Inspector General			
Salaries and Expenses	116,452	116,452	
Total, title I, Department of Transportation	25,245,417	26,522,089	+ 1,275,672
Appropriations	(25,245,417)	(26,692,548)	(+ 1,446,131)
Rescissions		(— 170,459)	(— 170,459)
(By transfer)	(15,600)	(745,000)	(+ 729,400)
Limitations on obligations	(81,538,966)	(83,284,961)	(+ 1,745,995)
Total budgetary resources	(106,785,383)	(109,807,050)	(+ 3,021,667)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or -) 2025 appropriation
TITLE II—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT			
Management and Administration			
Executive Offices	19,400	17,500	-1,900
Administrative Support Offices	686,400	590,000	-96,400
Program Offices:			
Public and Indian Housing	286,000	250,000	-36,000
Community Planning and Development	168,514	142,000	-26,514
Housing	487,550	395,000	-92,550
Policy Development and Research	41,000	34,000	-7,000
Fair Housing and Equal Opportunity	102,900	72,000	-30,900
Lead Hazard Control and Healthy Homes	11,200	10,200	-1,000
Subtotal	1,097,164	903,200	-193,964
Information Technology Fund (Senate)		365,000	+365,000
Total, Management and Administration	1,802,964	1,875,700	+72,736
Public and Indian Housing			
Tenant-based Rental Assistance:			
Renewals	26,145,124	33,974,000	+7,828,876
Renewals (emergency)	6,000,000		-6,000,000
Tenant protection vouchers	337,000	429,709	+92,709
Administrative fees	2,770,935	2,906,000	+135,065
Sec 811 vouchers, incremental and renewals	742,941		-742,941
Sec 811 funding within renewal and fees		(809,866)	(+ 809,866)
Incremental VASH vouchers	15,000	15,000	
Incremental family unification vouchers	30,000	30,000	

Less appropriations from prior year advances	-4,000,000	-4,000,000	.....
Subtotal (available this fiscal year)	32,041,000	33,354,709	+ 1,313,709
Advance appropriations	4,000,000	4,000,000	.....
Total, Tenant-based Rental Assistance	36,041,000	37,354,709	+ 1,313,709
Public Housing Fund			
Operating Formula	8,810,784	8,397,326	- 413,458
Operating Shortfalls	(5,475,784)	(4,873,326)	(- 602,458)
Capital Formula	(25,000)	(214,000)	(+ 189,000)
Emergency Capital Needs	(3,200,000)	(3,200,000)	.....
Lead/Healthy Homes	(30,000)	(30,000)	.....
Receivership	(65,000)	(65,000)	.....
Assisted Housing Inspections and Risk Assessments	(15,000)	(15,000)	.....
Choice Neighborhoods Initiative	50,000	50,000	.....
Self-Sufficiency Programs	75,000	40,000	- 35,000
Family Self-Sufficiency	195,500	211,400	+ 15,900
Resident Opportunity and Self-Sufficiency	(140,500)	(156,400)	(+ 15,900)
Jobs-Plus Initiative	(40,000)	(45,000)	(+ 5,000)
Native American Programs	(15,000)	(10,000)	(- 5,000)
Native American Housing Block Grants, Formula	1,344,000	1,354,000	+ 10,000
Native American Housing Block Grants, Competitive	(1,111,000)	(1,111,000)	.....
Tribal HUD-VASH	(150,000)	(100,000)	(- 50,000)
Title VI Loan Program .....	.....	(10,000)	(+ 10,000)
(Limitation on guaranteed loans)	(1,000)	(1,000)	.....
Indian CDBG	(50,000)	(60,000)	(+ 10,000)
Training and Technical Assistance	(75,000)	(125,000)	(+ 50,000)
Indian Housing Loan Guarantee Fund Program Account	(7,000)	(7,000)	.....
(Limitation on guaranteed loans)	1,500	1,400	- 100
Native Hawaiian Housing Block Grant	(1,800,000)	(1,200,000)	(- 600,000)
Native Hawaiian Housing Loan Guarantee Fund Program Account (Limitation on guaranteed loans)	22,300	22,300	.....
Total, Public and Indian Housing	(28,000)	(28,000)	.....
.....			
Total, Public and Indian Housing	46,540,084	47,431,135	+ 891,051
Community Planning and Development			
Housing Opportunities for Persons with AIDS		529,000	+ 24,000
Community Development Fund:			
CDBG formula	505,000	3,100,000	- 200,000
SUPPORT for Patients and Communities	3,300,000	30,000	.....
.....	30,000		.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or -) 2025 appropriation
PRO Housing Grant Program	100,000	60,000	- 40,000
Economic Development Initiatives (Congressionally Directed Spending) .....	.....	1,351,397	+1,351,397
Subtotal	3,430,000	4,541,397	+ 1,111,397
Community Development Loan Guarantees (Section 108):			
(Limitation on guaranteed loans)	(400,000)	(400,000)	.....
HOME Investment Partnerships Program	1,250,000	1,250,000	.....
Preservation and Reinvestment Initiative for Community Enhancement	10,000	10,000	.....
Self-Help and Assisted Homeownership Opportunity Program	60,000	70,000	+ 10,000
Homeless Assistance Grants	4,051,000	4,530,000	+ 479,000
Total, Community Planning and Development	9,306,000	10,930,397	+ 1,624,397
Housing Programs			
Project-based Rental Assistance:			
Renewals	14,422,000	17,295,000	+ 2,873,000
Renewals (emergency)	2,000,000	.....	-2,000,000
Contract administrators	468,000	509,000	+ 41,000
Less appropriations from prior year advances	- 400,000	- 400,000	.....
Subtotal (available this fiscal year)	16,490,000	17,404,000	+ 914,000
Advance appropriations	400,000	400,000	.....
Total, Project-based Rental Assistance	16,890,000	17,804,000	+ 914,000
Housing for the Elderly	931,400	972,000	+ 40,600
Housing for Persons with Disabilities	256,700	265,000	+ 8,300
Housing Counseling Assistance	57,500	57,500	.....
Payment to Manufactured Housing Fees Trust Fund	14,000	14,000	.....

Offsetting collections	— 14,000	— 14,000	.....
Total, Housing Programs	18,135,600	19,098,500	+ 962,900
Federal Housing Administration			
Mutual Mortgage Insurance Program Account:			
(Limitation on guaranteed loans)	(400,000,000)	(400,000,000)	.....
(Limitation on direct loans)	(1,000)	(1,000)	.....
Offsetting receipts	— 6,094,000	— 4,741,000	+ 1,353,000
Proposed offsetting receipts (HECM)	— 190,000	.....	+ 190,000
Administrative contract expenses	150,000	160,000	+ 10,000
General and Special Risk Program Account:			
(Limitation on guaranteed loans)	(35,000,000)	(35,000,000)	.....
(Limitation on direct loans)	(1,000)	(1,000)	.....
Offsetting receipts	— 510,000	— 510,000	.....
Total, Federal Housing Administration	— 6,644,000	— 5,091,000	+ 1,553,000
Government National Mortgage Association			
Guarantees of Mortgage-backed Securities Loan			
Guarantee Program Account:			
(Limitation on guaranteed loans)	(550,000,000)	(550,000,000)	.....
Administrative expenses	54,000	56,000	+ 2,000
Offsetting receipts	— 103,000	— 114,000	— 11,000
Offsetting receipts	— 1,404,000	— 1,521,000	— 117,000
Proposed offsetting receipts (HECM)	— 56,000	.....	+ 56,000
Additional contract expenses	1,000	1,000	.....
Total, Government National Mortgage Association	— 1,508,000	— 1,578,000	— 70,000
Policy Development and Research			
Research and Technology	139,000	131,028	— 7,972
Fair Housing and Equal Opportunity			
Fair Housing Activities	86,355	86,355	.....
Office of Lead Hazard Control and Healthy Homes			
Lead Hazard Reduction	345,000	295,600	— 49,400

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with 2025 appropriation (+ or -)
Repurposing	-49,400	.....	+49,400
Information Technology Fund	383,050	.....	-383,050
Office of Inspector General	152,924	146,000	-6,924
Administrative Provisions			
Flex sub loan modification credit subsidy (Sec 238) .....	.....	3,328	+3,328
Unobligated balances rescission (Sec 249 non-emergency) .....	.....	-48,876	-48,876
Sec 249(a) and (b) rescission (emergency) .....	.....	-2,423	-2,423
Total, title II, Department of Housing and Urban Development	68,689,577	73,277,744	+4,588,167
Appropriations	(64,660,577)	(75,829,043)	(+11,168,466)
Rescissions .....	.....	(-48,876)	(-48,876)
Emergencies	(8,000,000)	(-2,423)	(-8,002,423)
Advance appropriations	(4,400,000)	(4,400,000)	.....
Offsetting receipts	(-8,357,000)	(-6,886,000)	(+1,471,000)
Offsetting collections	(-14,000)	(-14,000)	.....
(Limitation on direct loans)	(2,000)	(2,000)	.....
(Limitation on guaranteed loans)	(987,278,000)	(986,688,000)	(-590,000)
TITLE III—RELATED AGENCIES			
Access Board	9,955	9,955	.....
Federal Maritime Commission	40,000	40,000	.....
National Railroad Passenger Corporation Office of Inspector General	29,240	29,240	.....
National Transportation Safety Board	145,000	145,000	.....
Neighborhood Reinvestment Corporation	158,000	158,000	.....
Surface Transportation Board	47,452	40,799	-6,653
Offsetting collections	-1,250	-1,250	.....

Subtotal	46,202	39,549	— 6,653
United States Interagency Council on Homelessness	4,300	2,000	— 2,300
Total, title III, Related Agencies	432,697	423,744	— 8,953
OTHER APPROPRIATIONS			
INFRASTRUCTURE INVESTMENT AND JOBS ACT			
(PUBLIC LAW 117–58)			
DIVISION B			
DIVISION J—APPROPRIATIONS			
DEPARTMENT OF TRANSPORTATION			
Office of the Secretary			
National Infrastructure Investments:			
Appropriations available from prior year advances (emergency)	(2,450,000)	(2,450,000)	.....
Safe Streets and Roads for All grants:			
Appropriations available from prior year advances (emergency)	(980,000)	(980,000)	.....
National Culvert Removal, Replacement, and Restoration grants:			
Appropriations available from prior year advances (emergency)	(196,000)	(196,000)	.....
Strengthening Mobility and Revolutionizing Transportation Grant Program:			
Appropriations available from prior year advances (emergency)	(98,000)	(98,000)	.....
Operational Support:			
Appropriations available from prior year advances (emergency)	(88,000)	(88,000)	.....
Office of Inspector General:			
Appropriations available from prior year advances (emergency)	(4,000)	(4,000)	.....
Total, Office of the Secretary	3,816,000	3,816,000	.....
Federal Aviation Administration			
Facilities and Equipment:			
Appropriations available from prior year advances (emergency)	(1,000,000)	(1,000,000)	.....
Airport Infrastructure Grants:			
Appropriations available from prior year advances (emergency)	(2,999,000)	(2,999,000)	.....
Airport Terminal Program:			
Appropriations available from prior year advances (emergency)	(999,000)	(999,000)	.....

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or -) 2025 appropriation
Total, Federal Aviation Administration	4,998,000	4,998,000	.....
Highway Infrastructure Programs:			
Appropriations available from prior year advances (emergency)	(9,440,000)	(9,440,000)	.....
Total, Federal Highway Administration	9,440,000	9,440,000	.....
Federal Motor Carrier Safety Administration			
Motor Carrier Safety Operations and Programs:			
Appropriations available from prior year advances (emergency)	(10,000)	(10,000)	.....
Motor Carrier Safety Grants:			
Appropriations available from prior year advances (emergency)	(124,500)	(124,500)	.....
Total, Federal Motor Carrier Safety Administration	134,500	134,500	.....
National Highway Traffic Safety Administration			
Crash Data:			
Appropriations available from prior year advances (emergency)	(145,000)	(145,000)	.....
Vehicle Safety and Behavioral Research Programs:			
Appropriations available from prior year advances (emergency)	(40,000)	(40,000)	.....
Supplemental Highway Traffic Safety Programs:			
Appropriations available from prior year advances (emergency)	(62,000)	(62,000)	.....
Operations and Research:			
Appropriations available from prior year advances (emergency)	(75,000)	(75,000)	.....
Total, National Highway Traffic Safety Administration	322,000	322,000	.....

Federal Railroad Administration			
Consolidated Rail Infrastructure and Safety Improvements:			
Appropriations available from prior year advances (emergency)	(980,000)	(980,000)	
Northeast Corridor Grants to the National Railroad Passenger Corporation:			
Appropriations available from prior year advances (emergency)	(1,194,000)	(1,194,000)	
National Network Grants to the National Railroad Passenger Corporation:			
Appropriations available from prior year advances (emergency)	(3,184,000)	(3,184,000)	
Railroad Crossing Elimination Program:			
Appropriations available from prior year advances (emergency)	(588,000)	(588,000)	
Federal-State Partnership for Intercity Passenger Rail Grants:			
Appropriations available from prior year advances (emergency)	(7,056,000)	(7,056,000)	
Financial Oversight and Technical Assistance:			
Appropriations available from prior year advances (emergency)	(198,000)	(198,000)	
Total, Federal Railroad Administration	13,200,000	13,200,000	
Federal Transit Administration			
Transit Infrastructure Grants:			
Appropriations available from prior year advances (emergency)	(2,050,000)	(2,050,000)	
Capital Investment Grants:			
Appropriations available from prior year advances (emergency)	(1,600,000)	(1,600,000)	
All Stations Accessibility Program:			
Appropriations available from prior year advances (emergency)	(350,000)	(350,000)	
Electric or Low-emitting Ferry Program:			
Appropriations available from prior year advances (emergency)	(50,000)	(50,000)	
Ferry Service for Rural Communities (emergency):			
Appropriations available from prior year advances (emergency)	(200,000)	(200,000)	
Total, Federal Transit Administration	4,250,000	4,250,000	
Maritime Administration			
Port Infrastructure Development Program:			
Appropriations available from prior year advances (emergency)	(450,000)	(450,000)	
Total, Maritime Administration	450,000	450,000	

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 2025 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL
FOR FISCAL YEAR 2026—Continued
[In thousands of dollars]

Item	2025 appropriation	Committee recommendation	Senate Committee recommendation compared with (+ or -) 2025 appropriation
Pipeline and Hazardous Materials Safety Administration			
Natural Gas Distribution Infrastructure Safety and Modernization Grant Program:			
Appropriations available from prior year advances (emergency)	(200,000)	(200,000)	.....
Total, Pipeline and Hazardous Materials Safety Administration	200,000	200,000	.....
DISASTER RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2025 (PUBLIC LAW 118-158)			
DEPARTMENT OF TRANSPORTATION			
Federal Highway Administration			
Emergency Relief Program (emergency)	8,086,020	.....	— 8,086,020
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT			
Community Planning and Development			
Community Development Fund (emergency)	12,039,000	.....	— 12,039,000
Total, Disaster Relief Supplemental Appropriations Act, 2025	20,125,020	.....	— 20,125,020
Total, Other Appropriations	20,125,020	.....	— 20,125,020

Grand total	114,493,711	100,223,577	- 14,270,134
Appropriations	(90,340,941)	(102,946,585)	(+ 12,605,644)
Rescissions		(- 219,335)	(- 219,335)
Emergency appropriations	(28,125,020)	(- 2,423)	(- 28,127,443)
Advance appropriations	(4,400,000)	(4,400,000)	
Offsetting receipts	(- 8,357,000)	(- 6,886,000)	
Offsetting collections	(- 15,250)	(- 15,250)	(+ 1,471,000)
(by transfer)	(15,600)	(745,000)	(+ 729,400)
(Limitation on obligations)	(81,538,966)	(83,284,961)	(+ 1,745,995)
Total budgetary resources	(196,032,677)	(183,508,538)	(- 12,524,139)

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