



H.R. 9170, the THUD Appropriations Act, 2027

Public Transit Funding

June 5, 2026

| | FY 2026 IIJA Authorized (P.L. 117-58) | FY 2026 THUD Appropriations Act (P.L. 119-75) | FY 2027 House THUD Appropriations Act (H.R. 9170) | H.R. 9170 Increase/(Decrease) from FY 2026 THUD Appropriations Act | H.R. 9170 Increase/(Decrease) from FY 2026 THUD Appropriations Act |
|--|--|---|--|---|---|
| Total Funding | \$22,292,000,000 | \$21,105,119,368 | \$16,529,870,200 | (\$4,575,249,168) | -22% |
| Contract Authority | \$14,642,000,000 | \$14,642,000,000 | \$14,642,000,000 | \$0 | 0% |
| § 5305 Planning | \$202,441,512 | \$202,441,512 | \$202,441,512 | \$0 | 0% |
| § 5307 and § 5336 Urbanized Area Formula Grants | \$7,025,844,743 | \$7,050,844,743 | \$7,025,844,743 | (\$25,000,000) | 0% |
| § 5310 Seniors and Individuals with Disabilities Grants | \$407,023,583 | \$407,023,583 | \$407,023,583 | \$0 | 0% |
| § 5311 Rural Formula Grants | \$959,639,810 | \$959,639,810 | \$959,639,810 | \$0 | 0% |
| § 5312 Public Transportation Innovation | \$40,390,337 | \$40,390,337 | \$40,390,337 | \$0 | 0% |
| § 5312(h) Low or No Emission Vehicle Component Assessment | \$5,481,842 | \$5,481,842 | \$5,481,842 | \$0 | 0% |
| § 5312(i) Transit Cooperative Research Program | \$7,212,560 | \$7,212,560 | \$7,212,560 | \$0 | 0% |
| § 5314 Technical Assistance and Workforce Development | \$12,982,608 | \$12,982,608 | \$12,982,608 | \$0 | 0% |
| § 5314(c) National Transit Institute | \$7,212,560 | \$7,212,560 | \$7,212,560 | \$0 | 0% |
| § 5318 Bus Testing Facility | \$5,481,842 | \$6,981,842 | \$6,981,842 | \$0 | 0% |
| § 5334 FTA Administration | \$147,441,654 | \$147,441,654 | \$147,441,654 | \$0 | 0% |
| § 5335 National Transit Database | \$5,770,048 | \$5,770,048 | \$5,770,048 | \$0 | 0% |
| § 5337 State of Good Repair Grants | \$3,850,496,668 | \$3,850,496,668 | \$3,850,496,668 | \$0 | 0% |
| § 5337(f) Competitive Grants for Rail Vehicle Replacement | \$300,000,000 | \$300,000,000 | \$300,000,000 | \$0 | 0% |
| § 5339 Buses and Bus Facilities Grants | \$1,152,557,380 | \$1,152,557,380 | \$1,152,557,380 | \$0 | 0% |
| § 5339(a) Bus Formula Grants | \$662,198,464 | \$662,198,464 | \$662,198,464 | \$0 | 0% |
| § 5339(b&c) Bus Competitive Grants | \$490,358,916 | \$490,358,916 | \$490,358,916 | \$0 | 0% |
| § 5339(c) Low or No Emission Bus Competitive Grants | \$78,457,427 | \$78,457,427 | \$78,457,427 | \$0 | 0% |
| § 5340 Growing and High Density States | \$812,455,901 | \$812,455,901 | \$812,455,901 | \$0 | 0% |
| § 5340(c) Growing States | \$430,601,628 | \$430,601,628 | \$430,601,628 | \$0 | 0% |
| § 5340(d) High Density States | \$381,854,274 | \$381,854,274 | \$381,854,274 | \$0 | 0% |
| § 3006(b) of FAST Act Coordinated Access and Mobility | \$5,048,792 | \$5,048,792 | \$5,048,792 | \$0 | 0% |
| § 20005(b) of MAP-21 Pilot Program for TOD Planning | \$14,425,121 | \$14,425,121 | \$14,425,121 | \$0 | 0% |
| General Fund | \$3,400,000,000 | \$2,263,490,368 | \$1,897,870,200 | (\$365,620,168) | -16% |
| § 5309 Fixed-Guideway Capital Investment Grants (CIG) | \$3,000,000,000 | \$1,700,000,000 | \$737,193,000 | (\$962,807,000) | -57% |
| § 5019 of IIJA Act WMATA | \$150,000,000 | \$150,000,000 | \$150,000,000 | \$0 | 0% |
| Electric or Low-Emitting Ferry Competitive Grants | \$50,000,000 | | | \$0 | N/A |
| Rural Communities Essential Ferry Service | \$200,000,000 | \$20,000,000 | | (\$20,000,000) | -100% |
| § 5314 Technical Assistance and Training | | \$7,500,000 | \$7,500,000 | \$0 | 0% |
| Community Project Funding/Congressionally Directed | | \$147,923,390 | \$86,677,200 | (\$61,246,190) | -41% |
| § 5312 Public Transportation Research | | \$2,000,000 | | (\$2,000,000) | -100% |
| § 5339(b) Bus Driver Protection Barriers | | | \$10,000,000 | \$10,000,000 | N/A |
| Transit Safety | | \$15,000,000 | | (\$15,000,000) | -100% |
| National Capital Region Major Events | | | \$30,000,000 | \$30,000,000 | N/A |
| 2026 FIFA World Cup | | \$100,250,212 | | (\$100,250,212) | -100% |
| 2028 Olympic and Paralympic Games | | \$94,316,766 | \$875,000,000 | \$780,683,234 | 828% |
| Advance Appropriations | \$4,250,000,000 | \$4,250,000,000 | \$0 | (\$4,250,000,000) | -100% |
| § 5309 Fixed-Guideway CIG Grants | \$1,600,000,000 | \$1,600,000,000 | \$0 | (\$1,600,000,000) | -100% |
| § 5309(d) New Starts Grants | \$880,000,000 | \$734,900,000 | \$0 | (\$734,900,000) | -100% |
| § 5309(e) Core Capacity Grants | \$320,000,000 | | \$0 | \$0 | N/A |
| § 5309(h) Small Starts Grants | \$240,000,000 | \$849,500,000 | \$0 | (\$849,500,000) | -100% |
| § 3005(b) of FAST Act Expedited Project Delivery CIG Grants | \$160,000,000 | | \$0 | \$0 | N/A |
| § 5310 Seniors and Individuals with Disabilities Grants | \$50,000,000 | \$50,000,000 | \$0 | (\$50,000,000) | -100% |
| § 5337(c&d) Fixed Guideway State of Good Repair Grants | \$950,000,000 | \$950,000,000 | \$0 | (\$950,000,000) | -100% |
| § 5339(c) Low or No Emission Bus Competitive Grants | \$1,050,000,000 | \$1,050,000,000 | \$0 | (\$1,050,000,000) | -100% |
| All Stations Accessibility Program (ASAP) Competitive Grants | \$350,000,000 | \$350,000,000 | \$0 | (\$350,000,000) | -100% |
| Electric or Low-Emitting Ferry Competitive Grants | \$50,000,000 | \$50,000,000 | \$0 | (\$50,000,000) | -100% |
| Rural Communities Essential Ferry Service | \$200,000,000 | \$200,000,000 | \$0 | (\$200,000,000) | -100% |
| Transfers from IIJA Advance Appropriations | | (\$50,371,000) | (\$10,000,000) | | |