



Committee: House Appropriations Subcommittees on Interior, Environment & Related Agencies; Transportation, Housing and Urban Development & Related Agencies

Event: [Subcommittee Markup of Fiscal Year 2027 Interior, Environment & Related Agencies Bill and Fiscal Year 2027 Transportation, Housing & Urban Development & Related Agencies Bill](#)

Date: May 21, 2026

Executive Summary:

- On [Fiscal Year \(FY\) 2027 Interior, Environment & Related Agencies Appropriations](#): Members voiced support for the bill's increased funding for Indigenous communities. Democratic members expressed strong opposition and concern regarding funding cuts included in the bill, including significant cuts to the Environmental Protection Agency (EPA), contrasting rising energy costs and shrinking environmental protections with ongoing efforts by President **Donald Trump** to secure funding for architectural and aesthetic projects. Republican members pointed to the bill's support for the administration's American energy dominance agenda and reduction of regulatory burdens for developers. **The bill was reported to the full Committee in a 7-5 vote.**
- On [FY2027 Transportation, Housing & Urban Development & Related Agencies \(THUD\) Appropriations](#): Republican members of the Subcommittee expressed support for the bill, arguing that it reduces government spending while making targeted investments in necessary infrastructure, maritime, and aviation priorities. Democrats expressed widespread opposition to the bill, criticizing funding cuts for affordable housing programs and public transit programs, amid ongoing affordability challenges. **The bill was reported to the full Committee in a 9-7 vote.**

Interior Appropriations – Member Toplines:¹

[Subcommittee Chair Michael Simpson \(R-ID-02\)](#): Simpson highlighted the bill's commitment to natural resource development, American energy dominance, and Tribal relations, noting that it provides \$38.9 billion for Tribal communities and emphasizing that Congress should not balance the budget on the backs of Tribes. He voiced support for the administration's goal of streamlining wildfire response efforts. Simpson described the bill as making fiscally responsible cuts to programs, including reductions to the EPA that he argued would still allow the agency to fulfill its statutory responsibilities. He also emphasized support for onshore and offshore oil and gas development and domestic mineral production, framing the bill as a counter to the Biden administration's opposition to mineral development and as a step toward unleashing American energy and mineral dominance.

¹ Opening statements for Reps. McCollum and Zinke were not available at the time of this memo's distribution.

[Subcommittee Ranking Member Chellie Pingree \(D-ME-01\)](#): Pingree criticized the bill as a partisan play to cut critical programs. She argued that the proposed EPA cuts would cripple the agency's ability to hold polluters accountable and protect the environment, while also expressing disappointment over cuts to state water infrastructure funding. Pingree highlighted the President's funding requests for the White House Ballroom, Trump National Golf Club, Washington Arch, and Lincoln Memorial Reflecting Pool, arguing that Republicans were prioritizing the President's "pet projects" amid broader funding cuts. She argued that the bill does nothing to address rising energy costs while adding fees on offshore wind development. Pingree also voiced opposition to policies she said undermine the *Endangered Species Act* and broader environmental protections.

[Full Committee Chair Tom Cole \(R-OK-04\)](#): Cole emphasized the importance of the bill and the programs it funds, particularly highlighting increased funding for Tribal communities and programs. He described the legislation as taking a conservative and common-sense approach to federal resource usage, arguing that it reduces regulatory burdens while promoting American energy dominance.

[Full Committee Ranking Member Rosa DeLauro \(D-CT-03\)](#): DeLauro expressed strong opposition to the bill, arguing that it prioritizes corporate polluters over everyday Americans. She criticized the legislation for failing to address rising energy costs while funding the President's "aesthetic projects." DeLauro also raised concerns about rolling back protections on PFAS or "forever chemicals" in drinking water, and pointed to what she characterized as the gutting of EPA enforcement mechanisms. She argued that the proposed cuts to water infrastructure funding would increase costs for everyday Americans, and she argued that the introduction of offshore wind inspection fees would hinder new energy development and raise energy costs for ratepayers.

Rep. Betty McCollum (D-MN-04): McCollum expressed support for the bill's increased funding for Indigenous communities. However, she criticized the aforementioned funding cuts and policy riders included in the bill, voicing strong opposition to the legislation overall. McCollum specifically highlighted the 20 percent budget cut to the EPA's Office of International Programs and Trade, arguing that this could hinder efforts to mitigate invasive species issues. She also argued that funding for the Department of the Interior's Payments in Lieu of Taxes program should be addressed in a tax package rather than appropriations, and she indicated interest in offering language to remove the provision. McCollum also advocated for expanded buffalo grazing on public lands.

Rep. Ryan Zinke (R-MT-01): Zinke pointed to the *Taylor Grazing Act* as the more appropriate legislative vehicle for addressing proposals related to buffalo grazing on public lands.

THUD Appropriations – Member Toplines:²

[Subcommittee Chair Steve Womack \(R-AR-03\)](#): Womack highlighted overall spending reductions included in the FY27 THUD bill. He noted the funding is intended to support a

² Recorded statements for Reps. Quigley, Watson Coleman, and Torres were not available at the time of this memo's distribution.

number of President Trump's maritime and aviation priorities, including funding to hire more air traffic controllers, and to support infrastructure development for the 2028 Olympic Games in Los Angeles. He also highlighted that the bill includes \$64.5 billion for highway programs and rail infrastructure, arguing the overall legislation prioritizes core infrastructure needs.

[Subcommittee Ranking Member Jim Clyburn \(D-SC-06\)](#): Clyburn emphasized the ongoing affordability crisis across the country, noting that 76 percent of Americans see the cost of living as their largest concern. He argued that the proposed legislation would diminish housing assistance programs, eliminate new affordable housing production, and harm renters and average American families. He also criticized cuts to *Fair Housing Act* enforcement. On transportation, he argued that the legislation eliminates public transportation improvement projects. He contended that the Trump administration has irresponsibly used taxpayer dollars to support the President's interests to the detriment of everyday Americans, and he urged his colleagues to vote no on the legislation.

[Full Committee Chair Cole](#): Cole argued that the THUD bill is about "building a stronger America." He argued that targeted investments in surface infrastructure development, support for budget authorities to rebuild critical systems, and improvements to national connectivity are critical to American greatness.

[Full Committee Ranking Member DeLauro](#): DeLauro argued that the legislation before the Subcommittee would exacerbate ongoing affordability issues for everyday Americans. She argued the bill would slash funding for lead exposure programs, homelessness assistance grant funding, and affordable housing programs, and she urged her colleagues to vote no.

Rep. Mike Quigley (D-IL-05): Quigley argued that Congress must also look at how the President's tariffs have increased everyday living expenses for Americans, noting that energy costs have also driven much of the affordability crisis. He argued that Congress must prioritize funding building permanent housing solutions for American families.

Rep. Bonnie Watson Coleman (D-NJ-12): Watson Coleman expressed opposition to the THUD bill, noting that it cuts vital affordable housing assistance programs and reduces funding for necessary rail improvements. She urged her colleagues to vote no on this bill.

Rep. Norma Torres (D-CA-25): Torres emphasized that freighters in her district need greater assistance programs to meet rising fuel and living costs, arguing that these workers are on the forefront of the affordability crisis driven by high gas prices.