

NATIONAL INSTITUTE OF BUILDING SCIENCES

Department of Transportation Funding Record, FY2008–Present

Shared Leadership Between NIBS and ICC, Viewed Through DOT Funding With The Irony That ICC Disregards Transportation Preemption

About NIBS

The National Institute of Building Sciences Board of Directors is comprised of up to 21 members. The **President of the United States**, with the advice and consent of the Senate, appoints six members to represent the public interest. The remaining 15 members are elected from the nation's building community and include both public interest representatives and industry voices. A majority of Board members are required by the authorizing legislation to be in the public interest category.

We were created by act of Congress in 1974 to be the nation's authoritative source of findings and recommendations that impact and improve the built environment for the American people. At the National Institute of Building Sciences (NIBS), we connect research, policy, and practical application to advance innovation in the built environment. Our mission is to create a safer, more resilient, and technologically advanced infrastructure that serves American communities and strengthens our nation's future.

From shaping industry standards to guiding digital transformation, we empower building professionals, policymakers, and owners to make informed decisions that enhance sustainability, efficiency, and resilience. We convene experts across sectors to develop solutions that ensure construction, infrastructure, and disaster preparedness keep pace with evolving challenges. Through initiatives such as the Digital Technology Council (DTC) and the Facility Management & Operations Council (FMOC), NIBS is at the forefront of advancing best practices. We help develop and refine standards, including NBIMS, NCS, and ANSI/ASHRAE/NIBS SPC 224, to support industry-wide adoption of data-centric approaches and emerging technologies. We are stewards of the Whole Building Design Guide and the SF Tool, and we keep these comprehensive resources, which guide public buildings and infrastructure, freely available to the public.

Purpose of Report

This report isolates the **U.S. Department of Transportation (DOT)** share of federal funding received by NIBS, drawn from the same prime award records reported to USASpending.gov used in this series' broader NIBS Federal Funding Report (FY2008–FY2026). It also documents the shared leadership connecting **NIBS** and **ICC**, the same individuals identified in that report.

ICC Has A Complete Disregard For Transportation Laws And Preemption

ICC is currently developing a standard called ICC/THIA Design, Construction And Regulation Of Small Residential Units And Tiny Houses For Permanent Occupancy.

For almost two years I have tried to get the ICC 1215 committee to recognize motor vehicle law. The duo nature of tiny houses on wheels must be recognized to create a legal dwelling to obtain a mortgage and to be accepted in jurisdictions. The path to compliance for tiny houses on wheels is to integrate the motor vehicle compliance path with requirements of a structure, so it meets both the requirements of the road, and for legal placement and for the structure to be recognized as real property. We also need to create provisions that allow tiny houses on wheels to be legally placed on leased land where the unit remains personal property. See More details at the end.

Shared Leadership Between NIBS and ICC

NIBS and ICC are connected through overlapping leadership — individuals who simultaneously hold, or have held, senior roles at both organizations:

Individual	ICC Role	NIBS Role
Dominic Sims	Former ICC CEO (2012–2024, counting predecessor roles from 2003)	NIBS Board of Directors , 2019–2022; 2025–2028 (Term began October 1, 2025)
John “JC” Hudgison	Chief Building Official, City of Tampa; Chair, ICC Emerging Leaders Membership Council	NIBS Board of Directors ; founding past chair, NIBS Off-Site Construction Council
Ryan M. Colker	VP, Innovation, ICC; Executive Director, Alliance for National & Community Resilience (ANCR)	Former VP at NIBS (Consultative Council, multiple councils); Chair, NIBS Off-Site Construction Council

DOT Funding to NIBS

Per USASpending.gov prime award records, NIBS has received \$1,545,414 in total DOT federal obligations since FY2008, entirely through contracts (no DOT grants recorded). This represents approximately 0.5% of NIBS's \$300,182,572 in total federal obligations across all 14 funding agencies over the same period.

Category	Amount
Contracts	\$1,545,414
Grants	\$0
TOTAL, FY2008–present	\$1,545,414

Note: the source data available for this report provides only the lifetime DOT total shown above, broken out by award type (contracts vs. grants). A fiscal-year-by-fiscal-year breakdown specific to DOT — comparable to the full multi-agency timeline in the broader NIBS Federal Funding Report — was not available in the source document and was not located via subsequent research. If award-level DOT records (individual award IDs, dates, and amounts) become available, this report should be updated to include a year-by-year table.



[ICC Wants To Use DOT Right-of-Way Without Paying The Toll](#)

ICC is currently developing a standard called [ICC/THIA Design, Construction And Regulation Of Small Residential Units And Tiny Houses For Permanent Occupancy](#). The Transportation section is promoting a trailer and asking for an exception to any compliance requirements so it is never in the NHTSA/DOT system. It does not have a VIN number, it is not labeled, or certified by the manufacturer, is not titled, and is essentially a ‘Ghost Trailer’.

The committee is also treating a small residential unit or tiny house with an integrated chassis as exempt from requirements that include VIN numbers, certification labels, and are creating an obstacle to FMVSS, FMCSA, and DOT requirements.

Chassis-based dwellings do not begin as buildings—they begin as transportable products in interstate commerce, subject to federal identification, certification, and transportation requirements before they are ever placed on land. ICC 1215 skips that legal stage entirely.

Sources

[ICC 1215 Promotes ‘Independent Carrier System’ Ghost Trailer](#)

[ICC Board Continues To Disregard Motor Vehicle Preemption](#)

[ICC 1215 Conflicts With HUD And Motor Vehicle Preemption](#)

[ICC 1215 Deceptive DOT Obstacle Preemption Conflict](#)

[ICC 1215 Tiny House Conflict With Federal Preemption](#)

[ICC 1215 Invokes DOT Denies Motor Vehicle Status](#)

[ICC 1215: Chassis Silence or Regulatory Coverup?](#)

[The Overreach Of ICCNTA In ICC1215](#)

[NHTSA Interpretation: Modular Transport](#)

[USAspending.gov](#)

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