

# United States Senate

WASHINGTON, DC 20510

May 12, 2026

The Honorable John Thune  
Majority Leader  
United States Senate  
Washington D.C. 20510

The Honorable Charles Schumer  
Minority Leader  
United States Senate  
Washington, D.C. 20510

The Honorable Susan Collins  
Chair  
U.S. Senate Committee on Appropriations  
Washington, D.C. 20510

The Honorable Patty Murray  
Vice-Chair  
U.S. Senate Committee on Appropriations  
Washington, D.C. 20510

The Honorable Cindy Hyde-Smith  
Chair  
Subcommittee on Transportation, Housing,  
and Urban Development  
U.S. Senate Committee on Appropriations  
Washington, D.C. 20510

The Honorable Kirsten Gillibrand  
Ranking Member  
Subcommittee on Transportation, Housing,  
and Urban Development  
U.S. Senate Committee on Appropriations  
Washington, D.C. 20510

Dear Leader Thune, Leader Schumer, Chair Collins, Vice-Chair Murray, Chair Hyde-Smith, and Ranking Member Gillibrand:

The Bipartisan Infrastructure Law (BIL) made critical, historic infrastructure investments through advance appropriations funding to reduce the cost of shipping goods, support economic development, and improve safety. As you consider the Fiscal Year 2027 Transportation, Housing, and Urban Development Appropriations Bill, we urge you to support investments in our country's entire transportation system. BIL provided \$36.8 billion a year in advance funding for transportation programs over five years. The BIL has funded over 60,000 projects in every state to upgrade bridges, local roads, ports, railroads, public transportation, and airports. With the advance appropriations from the BIL expiring at the end of FY 2026, we must ensure that these programs continue to receive robust funding, at least at BIL levels, or risk cutting transportation investments to the lowest level in a decade when accounting for inflation.

According to the American Society of Civil Engineers, if Congress reverts to pre-BIL funding levels for infrastructure, it would cost the average American family more than \$700 per year. This is the result of worsening congestion, increased vehicle repairs, lost economic productivity, and other negative impacts caused by underinvestment.<sup>1</sup> Reverting to pre-BIL funding levels also jeopardizes approximately 237,000 American jobs by 2033.<sup>2</sup> Even if Congress continues current levels of funding, the United States will still face a \$1.2 trillion surface transportation infrastructure investment gap over a decade (2024-2033). Large transportation projects require long-term funding certainty. Drastic fluctuations in federal

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<sup>1</sup> American Society of Civil Engineers, *Bridging the Gap: Economic Impacts of Infrastructure Investment 2024-2043* (2024) [https://www.asce.org/publications-and-news/civil-engineering-source/article/2024/05/13/snapback-to-pre-ijja-infrastructure-investment-levels-could-cost-us-\\$637-billion-new-asce-economic-study-finds](https://www.asce.org/publications-and-news/civil-engineering-source/article/2024/05/13/snapback-to-pre-ijja-infrastructure-investment-levels-could-cost-us-$637-billion-new-asce-economic-study-finds)

<sup>2</sup> Ibid.

funding make it difficult for states, localities, and businesses to plan, leading to delays and increasing project costs.

Programs not funded through the Highway Trust Fund are most at risk of devastating cuts in FY 2027. For example, assuming the following sample of programs receive the same amount of funding in the FY 2027 appropriations bill as they did in FY 2026, then:

- The Port Infrastructure Development Program would see an 81 percent reduction in funding, despite significant demand for the program. In the last round of grant awards, 127 eligible projects seeking \$2.3 billion were left unfunded.
- The MEGA grant program would have no funding, despite 80 percent of eligible applicants' projects left unfunded in the last round of grant awards. For the combined FY25-26 Notice of Funding Opportunity, 82 eligible projects, requesting \$21.2 billion were left unfunded.
- The Safe Streets and Roads for All Grant Program would have no funding, despite having supported nearly 2,000 communities' planning and demonstration projects to identify improvements to save lives on their roads. In the last round of grant awards, 593 eligible projects requesting \$3.3 billion – more than three times the amount of funding available – were left unfunded.
- The Bridge Formula Program would have no funding, despite the over 41,000 bridges listed in poor condition on DOT's national inventory. States will see an immediate \$5.5 billion reduction in their ability to replace, rehabilitate, and construct highway bridges.
- The Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program would see an 88 percent reduction, limiting its ability to support Amtrak, short line freight railroads, and other rail projects across the country. During the last round of CRISI grant awards, 149 eligible rail projects, totaling \$4.9 billion in need, were left unfunded.
- The Capital Investment Grants program would see a 48 percent reduction in funding, despite 23 projects across the nation in the CIG program that could be ready for funding in FY27, which would significantly reduce federal support for major capital projects to improve and expand transit service.
- The Appalachian Development Highway System would see a 93 percent reduction in funding, despite the \$15.2 billion needed to complete this vital backbone of rural connectivity.

Clearly, the demand and need for these programs remains high. As you consider Fiscal Year 2027 funding, we urge you to ensure robust funding is available for the whole transportation system. Reducing funding available for transportation programs by treating BIL as a one-time infusion will increase costs, cost us American jobs, and set our country back. We urge you to ensure that transportation infrastructure investments remain at least at BIL levels in the FY 2027 Appropriations bill.

Sincerely,



Maria Cantwell  
United States Senator



Angela D. Alsobrooks  
United States Senator



Tammy Baldwin  
United States Senator



Michael F. Bennet  
United States Senator



Richard Blumenthal  
United States Senator



Lisa Blunt Rochester  
United States Senator



Cory A. Booker  
United States Senator



Christopher A. Coons  
United States Senator



Catherine Cortez Masto  
United States Senator



Tammy Duckworth  
United States Senator



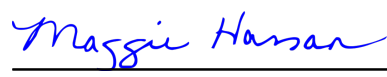
Richard J. Durbin  
United States Senator



John Fetterman  
United States Senator



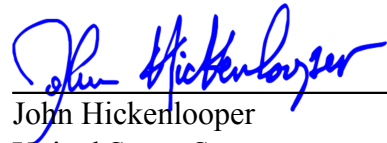
Ruben Gallego  
United States Senator



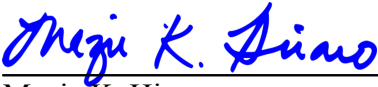
Margaret Wood Hassan  
United States Senator



Martin Heinrich  
United States Senator



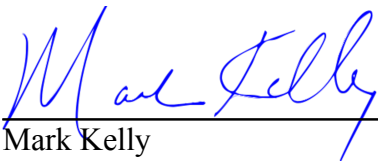
John Hickenlooper  
United States Senator



Mazie K. Hirono  
United States Senator



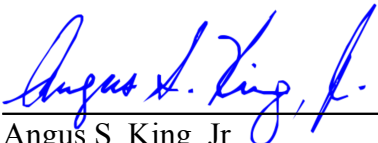
Tim Kaine  
United States Senator



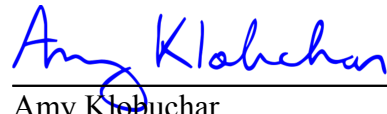
Mark Kelly  
United States Senator



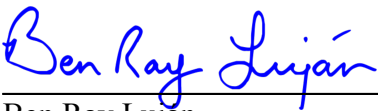
Andy Kim  
United States Senator



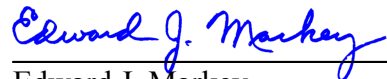
Angus S. King, Jr.  
United States Senator



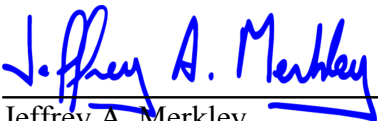
Amy Klobuchar  
United States Senator



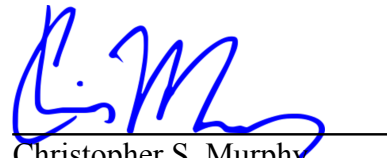
Ben Ray Lujan  
United States Senator



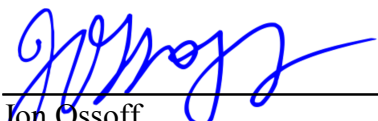
Edward J. Markey  
United States Senator



Jeffrey A. Merkley  
United States Senator



Christopher S. Murphy  
United States Senator



Jon Ossoff  
United States Senator



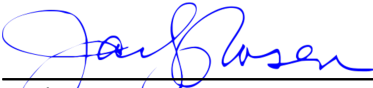
Alex Padilla  
United States Senator



Gary C. Peters  
United States Senator



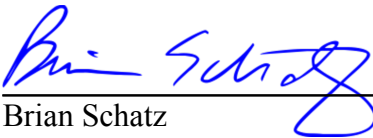
Jack Reed  
United States Senator



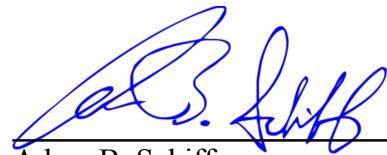
Jacky Rosen  
United States Senator



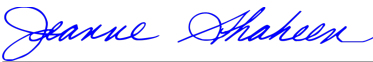
Bernard Sanders  
United States Senator



Brian Schatz  
United States Senator



Adam B. Schiff  
United States Senator



Jeanne Shaheen  
United States Senator



Elissa Slotkin  
United States Senator



Tina Smith  
United States Senator



Chris Van Hollen  
United States Senator



Mark R. Warner  
United States Senator



Raphael Warnock  
United States Senator



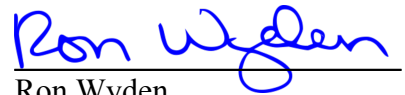
Elizabeth Warren  
United States Senator



Peter Welch  
United States Senator

A handwritten signature in blue ink, appearing to read "Sheldon Whitehouse", written over a horizontal line.

Sheldon Whitehouse  
United States Senator

A handwritten signature in blue ink, appearing to read "Ron Wyden", written over a horizontal line.

Ron Wyden  
United States Senator