

American Infrastructure on the **Chopping Block**

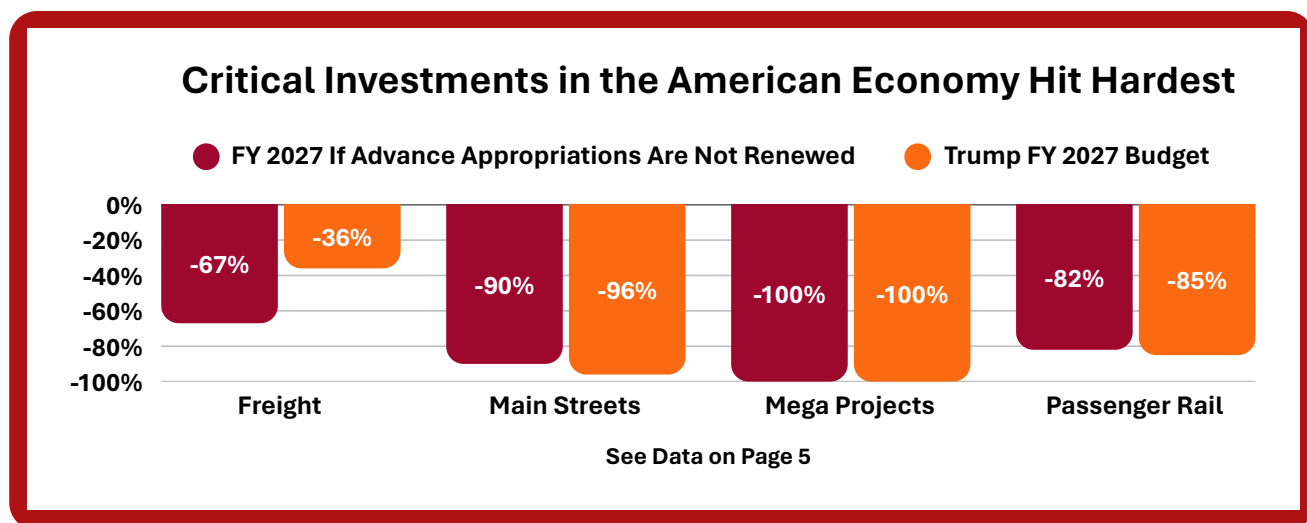
Trump Budget Defunds Transportation Ahead of Surface Reauthorization



U.S. Senate Committee on Commerce, Science, and Transportation
Sen. Maria Cantwell (D-Wash.), Ranking Member

Surface transportation programs expire on October 1, 2026. States, tribes, and local governments depend on these funds to support roads, bridges, seaports, airports, and rail. This includes \$36.8 billion in advance appropriations for transportation infrastructure that the U.S. Department of Transportation received each year for the past five years. If these funds are not renewed, transportation investments will be slashed. President Trump's budget fails to continue this stable multiyear funding and chops a **historic \$33.8 billion from the Department of Transportation in fiscal year (FY) 2027.**¹

Congress must reject these budget cuts and reauthorize a surface transportation bill that continues to provide dependable multiyear funding for the entire transportation system, not just part of it. The Trump Budget and lapsing advance appropriations hit certain programs the hardest, including investments in freight infrastructure, mega projects, main streets, passenger rail, and airports that keep people and the economy moving.



- **Freight and Mega Projects:** Instead of building big and investing in the American economy, the Trump Budget eliminates funding for the mega projects program and cuts freight funding by \$1.4 billion or 36 percent. This is despite significant need. In the last round of grant awards, 450 transportation freight supply chain projects requested \$27.9 billion from freight grant programs but were left unfunded.²
- **Main Streets:** Instead of investing in American Main Streets, the Trump Budget chops their funding by \$2.7 billion or 96 percent, including eliminating the BUILD and Safe Streets and Roads for All grant programs, despite significant demand. In the last round of awards, 1,000 projects requesting \$6.9 billion from three popular grant programs that support local economies were left unfunded.³
- **Rail:** There are 28 new passenger routes being planned across the country in need of funding that would bring service to cities and towns outside the Northeast Corridor.⁴ Instead of investing in American rail, the Trump Budget ensures only New York, Boston, and D.C. have efficient passenger rail by chopping funding by \$11.9 billion or 85 percent.

Cutting transportation infrastructure isn't savings—it's a tax on American families:

According to the American Society of Civil Engineers, if federal infrastructure funding reverts to levels from before the last surface transportation bill, the Infrastructure Investment and Jobs Act (IIJA), it would cost the average American family **\$700 per year** due to the negative impacts of things like congestion, vehicle repairs, and lost economic productivity.⁵



Expect Delays Ahead: Trump Budget Promises Future Chaos for Transportation Projects

The Trump Budget not only cuts funding, but also abandons a dependable multi-year transportation strategy for the entire system. This approach will jeopardize many transportation projects by forcing them to rely on the unpredictable and often delayed annual appropriations process. At a time when uncertainty increases construction costs by the day, forcing projects to wait for Congress to pass annual funding bills could mean shovels down for thousands of projects across the nation that are relying on federal support. This includes:

1. A short line railroad project in Nebraska to improve the movement of energy products that ensures over 400,000 customers have electricity.⁶
2. A Main Street improvement project on the Texas-Arkansas border that would support \$80 million that local businesses have invested in the community.⁷
3. A port improvement project in Mississippi to develop 282 acres to allow the port to accommodate larger vessels that can move cargo more efficiently.⁸

Federal Funds Wanted: Texarkana's Main Street



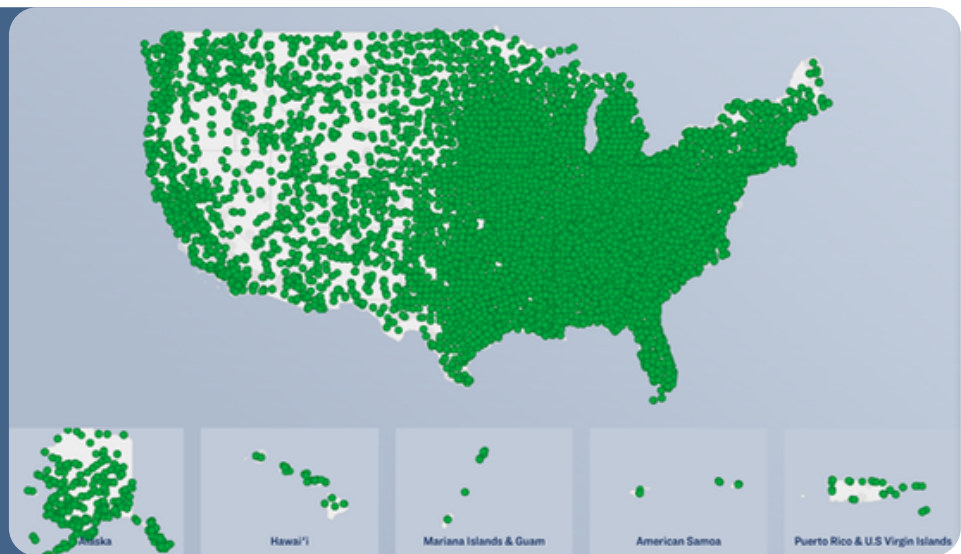
What Works? Multiyear Funding for the Entire Transportation System

Current Law:

Thousands of Transportation Projects Are Being Built Across the Nation

The last surface transportation bill, or the IIJA, provided \$567 billion in predictable multiyear funding for the entire transportation system. Those dollars are currently supporting the construction of over **62,000 transportation projects** across all 50 states.⁹ These projects help reduce the cost of shipping goods, support economic development, and improve safety.

Map of
Transportation
Projects Funded by
IIJA



Project Examples

1. Modernizing the Don Young Port of Alaska Terminal which supports \$14 billion in commercial activity and helps deliver groceries, medicine, and other goods to 90 percent of Alaskans.¹⁰
2. The transformation of Mansfield, Ohio's Main Street, which is estimated to provide \$35 million in local economic and safety benefits.¹¹
3. The restoration of Amtrak's Mardi Gras service, which in just six months, exceeded annual ridership projections.¹²

Congress Must Continue to Invest in the Entire Transportation System

Congress must reject this vastly diminished Trump Transportation budget and continue making multiyear investments in our entire transportation system through multiyear advance appropriations as part of the upcoming surface transportation reauthorization.

Learn more about how President Trump's Budget will impact infrastructure projects around the country in these reports produced by Commerce Committee Minority Staff:

1. [U.S. Freight Infrastructure on the Chopping Block: Expiring Surface Bill Risks Leaving Supply Chains Behind](#): Freight infrastructure helps farmers and manufacturers get American-made and -grown products to market. If advance appropriations are not renewed, funding for four essential freight programs will decrease 67 percent. This report examines the benefits of IJJA's freight investments and what is at risk for supply chains if a multiyear investment strategy is abandoned.
2. [American Main Streets on the Chopping Block: Expiring Surface Bill Risks Leaving Local Economic Development Projects Behind](#): Local governments, especially rural communities, depend on federal funding to revitalize main streets. However, if advance appropriations are not renewed, funding for three popular grant programs that support local economic development will decrease 90 percent. This report examines the benefits of the IJJA's investments and what is at risk for essential business districts if a multiyear investment strategy is abandoned.
3. [American Rail on the Chopping Block: Expiring Surface Bill Risks Leaving Freight and Passenger Rail Projects Behind](#): Passenger rail is a convenient option for travel, especially under 400 miles. If advance appropriations are not renewed, funding for four essential rail programs will decrease 83 percent. This report examines the benefits of the IJJA's rail investments and what is at risk for businesses, passengers and local communities if a multiyear investment strategy is abandoned.

Data:

- The data here comes from the [U.S. Department of Transportation Fiscal Year 2027 Budget Highlights](#), the [DOT Infrastructure Investment and Jobs Act Authorization Table](#) found on the Department’s website, and the Consolidated Appropriations Act, 2026 (Public Law 119-75).
- Estimated funding for programs in FY 2027 without advance appropriations assumes that programs will receive the funding they were provided in Public Law 119-75 and/or from the Highway Trust Fund in FY 2026 under the Infrastructure Investment and Jobs Act.
- Estimated FY 2027 funding levels for the Reconnecting Communities Grant program and INFRA assume the President’s Budget maintains all existing Federal-aid Highway Programs with a 2.1 percent increase, as was proposed in the FY 2027 Budget.

Programs Supporting Freight - President Trump’s Budget				
Program	FY 2026 Total Funding	FY 2027 Budget	Change	Percent Change
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	\$1,137,426,000	\$300,000,000	-\$837,426,000	-73.60%
Railroad Crossing Elimination	\$600,000,000	\$100,000,000	-\$500,000,000	-83.30%
Nationally Significant Freight & Highway Projects (INFRA) Grant Program	\$1,740,000,000	\$1,688,901,000	-\$51,099,000	-2.90%
Port Infrastructure Development Program	\$553,000,000	\$500,000,000	-\$53,000,000	-9.60%
Total	\$4,030,426,000	\$2,588,901,000	-\$1,441,525,000	-35.80%

Programs Supporting Freight - If Advance Appropriations Are Not Renewed

Program	FY 2026 Total Funding	Estimated FY 2027 - No Advance Appropriations	Change	Percent Change
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	\$1,137,426,000	\$300,000,000	-\$1,000,000,000	-88%
Railroad Crossing Elimination	\$600,000,000	\$137,000,000	-\$600,000,000	-100%
Nationally Significant Freight & Highway Projects (INFRA) Grant Program	\$1,740,000,000	\$1,100,000,000	-\$640,000,000	-37%
Port Infrastructure Development Program	\$553,000,000	\$103,000,000	-\$450,000,000	-81%
Total	\$4,030,426,000	\$1,340,000,000	-\$2,690,000,000	-67%

Programs Supporting Main Street Economic Development - President Trump's Budget

Program	FY 2026 Total Funding	FY 2027 Budget	Change	Percent Change
BUILD/RAISE	\$1,645,000,000	\$0	-\$1,645,000,000	-100.00%
Reconnecting Communities	\$235,000,000	\$107,205,000	-\$127,795,000	-54.40%
Safe Streets and Roads for All	\$1,000,000,000	\$0	-\$1,000,000,000	-100.00%
Total	\$2,880,000,000	\$107,205,000	-\$2,772,795,000	-96.30%

**Programs Supporting Main Street Economic Development -
If Advance Appropriations Are Not Renewed**

Program	FY 2026 Total Funding	Estimated FY 2027 - No Advance Appropriations	Change	Percent Change
BUILD/RAISE	\$1,645,000,000	\$145,000,000	\$1,500,000,000	-91.00%
Reconnecting Communities	\$235,000,000	\$135,000,000	-\$100,000,000	-43.00%
Safe Streets and Roads for All	\$1,000,000,000	\$0	-\$1,000,000,000	-100.00%
Total	\$2,880,000,000	\$280,000,000	-\$2,600,000,000	-90%

Programs Supporting Mega Projects - President Trump's Budget

Program	FY 2026 Total Funding	FY 2027 Budget	Change	Percent Change
National Infrastructure Project Assistance (Mega) Grant Program	\$1,000,000,000	\$0	-\$1,000,000,000	-100.00%

**Programs Supporting Mega Projects -
If Advance Appropriations Are Not Renewed**

Program	FY 2026 Total Funding	Estimated FY 2027 - No Advance Appropriations	Change	Percent Change
National Infrastructure Project Assistance (Mega) Grant Program	\$1,000,000,000	\$0	-\$1,000,000,000	-100.00%

Programs Supporting Passenger Rail - President Trump's Budget

Program	FY 2026 Total Funding	FY 2027 Budget	Change	Percent Change
Amtrak Grants	\$6,827,000,000	\$2,100,000,000	-\$4,727,000,000	-69.20%
Federal State Partnership for Intercity Passenger Rail	\$7,265,000,000	\$0	-\$7,265,000,000	-100.00%
Total	\$14,092,000,000	\$2,100,000,000	-\$11,992,000,000	-85.10%

Programs Supporting Passenger Rail - If Advance Appropriations Are Not Renewed

Program	FY 2026 Total Funding	Estimated FY 2027 - No Advance Appropriations	Change	Percent Change
Amtrak Grants	\$6,827,000,000	\$2,472,000,000	-\$4,400,000,000	-64.00%
Federal State Partnership for Intercity Passenger Rail	\$7,265,000,000	\$65,000,000	-\$7,200,000,000	-99.00%
Total	\$14,092,000,000	\$2,537,000,000	-\$11,600,000,000	-82.32%

All Programs Most At Risk Due to Advance Appropriations Running Out¹³

Federal Aviation Administration Advance Appropriations		
Program	FY 2026	5 Year Total
Facilities and Equipment	\$1,000,000,000	\$5,000,000,000
Airport Terminal Program	\$1,000,000,000	\$5,000,000,000
Airport Infrastructure Grants	\$3,000,000,000	\$15,000,000,000
FAA Total	\$5,000,000,000	\$25,000,000,000

Federal Highway Administration Advance Appropriations		
Program	FY 2026	5 Year Total
Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program	\$5,500,000,000	\$27,500,000,000
<i>Tribal Transportation Facility Bridges (set-aside)</i>	\$165,000,000	\$825,000,000
National Electric Vehicle Formula Program	\$1,000,000,000	\$5,000,000,000
<i>Joint Office of Energy and Transportation (set-aside)</i>	-	\$300,000,000
<i>Grants to States & Localities to Strategically Deploy EV Charging Infrastructure (set-aside)</i>	\$100,000,000	\$470,000,000
Nationally Significant Freight & Highway Projects	\$640,000,000	\$3,200,000,000
Bridge Investment Program	\$1,847,000,000	\$9,235,000,000
<i>Tribal Transportation Facility Bridge (set-aside)</i>	\$20,000,000	\$100,000,000
<i>Grants for Planning, Feasibility Analysis, and Revenue Forecasting (set-aside)</i>	\$20,000,000	\$100,000,000
Reduction of Truck Emissions at Port Facilities	\$30,000,000	\$150,000,000
University Transportation Centers Program	\$19,000,000	\$95,000,000
Reconnecting Communities Pilot Program	\$100,000,000	\$500,000,000
<i>Planning Grants (set-aside)</i>	\$20,000,000	\$100,000,000
<i>Capital Construction Grants (set-aside)</i>	\$80,000,000	\$400,000,000
Construction of Ferry Boats and Ferry Terminal Facilities	\$68,400,000	\$342,000,000
Appalachian Development Highway System	\$250,000,000	\$1,250,000,000
FHWA Total	\$9,454,400,000	\$47,272,000,000

National Highway Traffic Safety Administration Advance Appropriations		
Program	FY 2026	5 Year Total
Crash Data	\$150,000,000	\$750,000,000
Vehicle Safety and Behavioral Research	\$109,700,000	\$548,500,000
Highway Traffic Safety Programs	\$62,000,000	\$310,000,000
<i>Highway Safety Programs</i>	\$20,000,000	\$100,000,000
<i>National Priority Safety Programs</i>	\$22,000,000	\$110,000,000
<i>NHTSA Administrative Expenses</i>	\$20,000,000	\$100,000,000
NHTSA Total	\$321,700,000	\$1,608,500,000

Federal Motor Carrier Safety Administration Advance Appropriations		
Program	FY 2026	5 Year Total
Motor Carrier Safety Operations and Programs	\$10,000,000	\$50,000,000
Motor Carrier Safety Grants	\$124,500,000	\$622,500,000
<i>Motor Carrier Safety Assistance Program</i>	\$80,000,000	\$400,000,000
<i>Commercial Driver's License Implementation Program</i>	\$16,000,000	\$80,000,000
<i>High Priority Activities Program</i>	\$26,500,000	\$132,500,000
<i>Commercial Motor Vehicle Operators Grant Program</i>	\$2,000,000	\$10,000,000
FMCSA Total	\$134,500,000	\$672,500,000

Federal Transit Administration Advance Appropriations		
Program	FY 2026	5 Year Total
State of Good Repair Grants	\$950,000,000	\$4,750,000,000
Low-No Emissions Bus Competitive Grants	\$1,050,000,000	\$5,250,000,000
Enhanced Mobility of Seniors and Individuals with Disabilities	\$50,000,000	\$250,000,000
Capital Investment Grants	\$1,600,000,000	\$8,000,000,000
All Stations Accessibility Program	\$350,000,000	\$1,750,000,000
Electric or Low-Emitting Ferry Program	\$50,000,000	\$250,000,000
Ferry Service for Rural Communities	\$200,000,000	\$1,000,000,000
FTA Total	\$4,250,000,000	\$21,250,000,000

Federal Railroad Administration Advance Appropriations		
Program	FY 2026	5 Year Total
Amtrak Northeast Corridor	\$1,200,000,000	\$6,000,000,000
Amtrak National Network	\$3,200,000,000	\$16,000,000,000
Consolidated Rail Infrastructure and Safety Improvement Grants	\$1,000,000,000	\$5,000,000,000
Railroad Crossing Elimination Grants	\$600,000,000	\$3,000,000,000
Federal-State Partnership for Intercity Passenger Rail Grants	\$7,200,000,000	\$36,000,000,000
FRA Total	\$13,200,000,000	\$66,000,000,000

Pipeline and Hazardous Materials Safety Administration Advance Appropriations		
Program	FY 2026	5 Year Total
Natural Gas Distribution Infrastructure Safety and Modernization Grants	\$200,000,000	\$1,000,000,000

Maritime Administration Advance Appropriations		
Program	FY 2026	5 Year Total
America's Marine Highway Program Grants		\$25,000,000
Port Infrastructure Development Program Grants	\$450,000,000	\$2,250,000,000
MARAD Total	\$450,000,000	\$2,275,000,000

Office of the Secretary Advance Appropriations		
Program	FY 2026	5 Year Total
National Infrastructure Project Assistance (Mega)	\$1,000,000,000	\$5,000,000,000
Local and Regional Project Assistance Grants (BUILD/RAISE)	\$1,500,000,000	\$7,500,000,000
National Culvert Removal, Replacement, & Restoration Grants	\$200,000,000	\$1,000,000,000
Safe Streets and Roads for All	\$1,000,000,000	\$5,000,000,000
Strengthening Mobility and Revolutionizing Transportation (SMART) Program	\$100,000,000	\$500,000,000
OST Total	\$3,800,000,000	\$19,000,000,000

TOTAL ADVANCE APPROPRIATIONS US DEPARTMENT OF TRANSPORTATION		
	FY 2026	5 Year TOTAL 2022-2026
DOT TOTAL	\$36,810,600,000	\$184,078,000,000

Sources:

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- ⁹ Investing in America, Biden White House Archives, accessed April 21, 2026 <https://bidenwhitehouse.archives.gov/invest/>
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