



# American Main Streets on **the Chopping Block**:

Expiring Surface Bill Risks Leaving Local Economic Development Projects Behind



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

May 2026

# EXECUTIVE SUMMARY

## America’s Main Streets Build Communities, Support Business, and Drive Investment:

From small towns to large urban areas, the nation’s downtown districts are essential economic hubs that provide employment opportunities, allow access to essential services, and create community pride. America’s Main Streets form the building blocks of successful regional economies. On average, Main Street districts attract 200,000 visitors to their communities each year, providing essential revenue for small businesses and cities and counties.<sup>1</sup>

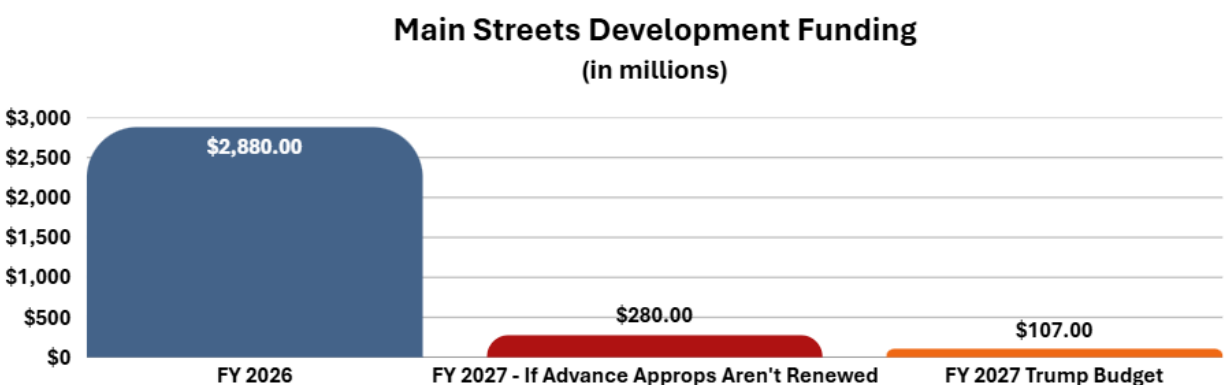
Transportation improvements are a key element to supporting and revitalizing Main Streets. Towns need safe roads and sidewalks so visitors and residents can get to stores, restaurants, and cultural attractions. These investments reduce crime, support families, and strengthen small businesses. The Infrastructure Investment and Jobs Act (IIJA) provided significant support for Main Street improvement projects through popular grant programs that allow local governments to apply directly for federal funds. This is critical since **only 16 percent of federal highway formula funds reach local roads.**<sup>2</sup>

## Surface Transportation Programs **Expire Soon:**

U.S. Department of Transportation (DOT) surface transportation programs, including those that support Main Streets, expire on October 1, 2026. That means the \$12.5 billion in multiyear funding to support local Main Street development projects is about to run out. Since the passage of IIJA in 2021, **these programs have funded over 3,000 projects in all 50 states.**<sup>3</sup>

## Trump Budget Chops Main Street Development Programs:

Despite the success of these programs, President Trump’s budget for the DOT proposes cutting funding by \$2.7 billion—or 96 percent—in Fiscal Year (FY) 2027 and fails to provide multiyear funding for Main Street development programs.



### **The Need for Investment Remains:**

The need is still significant. Over 1,000 projects requesting nearly \$7 billion applied to programs that fund Main Street development projects, but did not receive funding in the last round of grant applications.<sup>4</sup>

### **Underinvestment is a Hidden Tax:**

According to the American Society of Civil Engineers, going back to pre-IJA funding levels will drive up costs for families and hurt American businesses. Families will incur \$700 in additional costs each year due to the impacts of underinvesting in our infrastructure.<sup>5</sup>



### **Local Roads are Underfunded:**

The bulk of federal funding for roadway projects is distributed out of the Highway Trust Fund to states. However, little of this funding reaches local projects. According to an analysis by Brookings, on average, only 16 percent of federal transportation funding apportioned to states reaches local roads.<sup>6</sup> As a result, local roads are generally in worse condition than state-owned roads, despite carrying significant traffic and playing the important role of hosting small businesses and community life. A Brookings analysis found 49 percent of locally owned principal arterial mileage is in poor condition, compared to only seven percent of mileage on similar state-owned roads.<sup>7</sup>

### **The Solution – Reject the Cuts and Continue Multiyear “Advance Appropriations” for Local Main Streets:**

Congress must reject President Trump’s budget cuts and reauthorize surface transportation programs with advance appropriations that continue to provide dependable multiyear funding for our entire transportation system—not just part of it. Our roads are more than just highways – they are also hubs for community activity, hosts to small businesses, routes to and from schools, and drivers of economic activity. Our federal investment strategy must reflect that reality and empower communities to make the most of their infrastructure.

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# HOW IMPROVING MAIN STREETS SUPPORTS LOCAL ECONOMIES

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Local roads account for approximately 76 percent of all mileage in the U.S. and carry 34 percent of total vehicle miles traveled each year.<sup>8</sup> These roads are not only essential connections between where people live, work, and socialize, but local roads also host economic activity.

**Supports Small Businesses:** Small businesses are the backbone of rural economies. Main Street improvements make it safer and easier for customers to visit small businesses and create public spaces that host local events. For example, adding bicycle lanes in the Broad Avenue Arts District in Memphis, Tennessee, brought in 15 new businesses and nearly 30 property renovations.<sup>9</sup> One small business owner in the Arts District reported a 30 percent increase in revenue after the project was complete.<sup>10</sup>

**Reduces Crime:** Improving sidewalks, street lighting, and public spaces can reduce crime. In one Philadelphia neighborhood, improved street lighting, painted sidewalks, public transportation, and the presence of parks were associated with at least 76 percent decreased odds of a homicide.<sup>11</sup> And in Youngstown, Ohio, neighborhoods that transformed vacant lots into green spaces saw nearly 40 percent fewer assaults and violent crimes than in neighborhoods that did not address vacant lots.<sup>12</sup>

**Attracts New Investment:** Improving Main Streets attracts new residents and businesses. A study of 26 projects that redesigned roads to improve biking, walking, and transit access, known as “Complete Streets” projects, found that the communities along redesigned streets added jobs 22 percent faster than in the rest of the county overall.<sup>13</sup> In West Palm Beach, Florida, Complete Streets redevelopment projects improved walkability in the downtown core and helped the city transition from 80 percent vacancy rates to 80 percent occupancy rates.<sup>14</sup>

**Raises Property Values:** Neighborhood safety and walkability increase home values. According to a survey by the National Association of Realtors, Americans are willing to pay more for walkable neighborhoods; in 2022, 78 percent of respondents rated walkability “very” or “somewhat important,” and 78 percent said they would pay more to live in a more

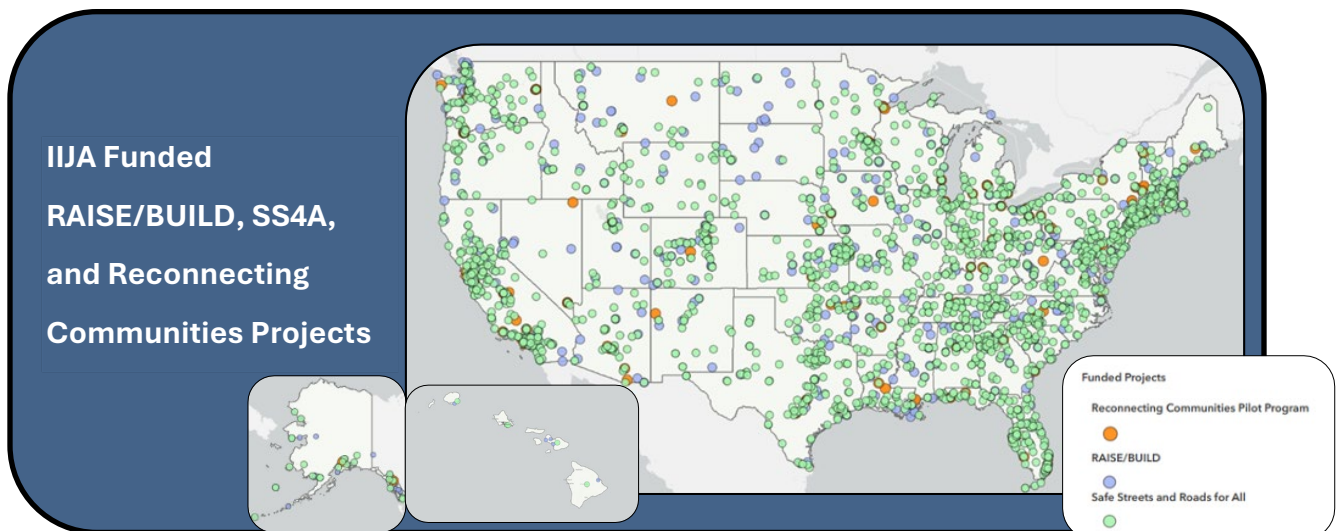
walkable area. Redfin estimates a one-point increase in a neighborhood's Walk Score can increase the price of a home by an average of \$3,250.<sup>15</sup>

**Supports Rural Communities:** Main Street communities are especially important for small and rural towns. Small businesses provide the majority of jobs for rural residents.<sup>16</sup> Research has shown that for small and rural communities, basic improvements in quality of life, like improvements to parks and gathering spaces, benefit small businesses. Small businesses also anchor employment opportunities and investments within their communities.<sup>17</sup> Many historic downtowns have struggled due to population decline and through economic recessions that have hit small businesses and tourism economies hardest.<sup>18</sup> Main Street projects bring together entrepreneurs, real estate developers, and private investment to build public spaces where families can work, live, and thrive.

# THE BASELINE: HOW CURRENT INVESTMENTS SUPPORT MAIN STREETS

The last surface transportation bill (IIJA) provided **historic investments** in programs to help local communities improve their roads to support Main Street development, delivering predictable, multiyear funding for communities of all sizes all across the country. Typically, Congress funds the government one year at a time, through annual appropriations bills. Advance appropriations are a form of multiyear funding where Congress gives an agency funding for future years. For instance, IIJA was passed in 2021 but provided appropriations for programs in FY 2022, 2023, 2024, 2025, and 2026. Main Street programs were primarily funded by these advance appropriations – \$13.5 billion over 5 years.

Program	Description	Advance Appropriations over 5 years
<b>BUILD/RAISE</b>	Funds surface transportation projects that have a significant local or regional impact, such as advancing safety, quality of life, and economic competitiveness.	<b>\$7.5 billion</b>
<b>Safe Streets and Roads for All (SS4A)</b>	Funds city, county, tribal, and regional roadway safety improvement projects, including improving crosswalks and sidewalks and adding lighting.	<b>\$5 billion</b>
<b>Reconnecting Communities Pilot Program (RCP)</b>	Advances transportation projects that improve access to daily needs, economic development, and neighborhood restoration.	<b>\$1 billion</b>



So far, these programs have funded **over 3,000 projects** across all 50 states, awarding over **\$12 billion** in federal funding (see Appendix B for a state-by-state breakdown).<sup>19</sup>

Program	Projects Funded	Funding Awarded
<b>RAISE/BUILD</b>	615	\$ 8.1 billion
<b>SS4A</b>	2362	\$ 3.9 billion
<b>RCP</b>	162	\$ 913 million
<b>Total</b>	<b>3,136</b>	<b>\$12.9 billion</b>

**EXAMPLES OF MAIN STREET PROJECTS BEING BUILT THANKS TO THE INFRASTRUCTURE INVESTMENT AND JOBS ACT:**

**COMPLETING DOWNTOWN LAUREL, MISSISSIPPI**

**FUNDING**

\$24.8 million – BUILD

**DETAILS**

Reconstructs Main Street, adding a roundabout, lighting, landscaping, new sidewalks, and improving drainage.

**BENEFITS**

Downtown Laurel, a historic railroad and timber town, has transformed in recent years, with fans of the HGTV makeover show “Home Town” traveling to see Laurel's historic homes and buildings.



Source: HGTV: “Hometown” <https://www.hgtv.com/shows/home-town>

## CASPER RAIL TRAIL: SHINING THE LIGHT ON SAFETY, WYOMING

### FUNDING

\$1.2 million – SS4A

### DETAILS

Adds lighting, new sidewalks, and curb ramps along the 6-mile Rail Trail.

### BENEFITS

Improves Casper’s stretch of the Great American Rail Trail, which is key to the tourism economy that drew 835,000 visitors to the county in 2024, generating 2,890 jobs and \$19.6 million in state and local tax revenue



Source: Visit Casper 2024 Economic Travel and Tourism Impact Data, May 5, 2025.

[HTTPS://WWW.VISITCASPER.COM/ARTICLES/POST/VISIT-CASPER-RELEASES-2024-ECONOMIC-TRAVEL-AND-TOURISM-IMPACT-](https://www.visitcasper.com/articles/post/visit-casper-releases-2024-economic-travel-and-tourism-impact-)

## THE CITY OF MANSFIELD, OHIO

### FUNDING

\$7.3 million - BUILD

### DETAILS

Sidewalk improvement, underground utility replacement, and landscaping to transform the downtown corridor.

### BENEFITS

\$35 million in expected benefits, including \$30 million from safety improvements, \$3.7 million in increased property values, and \$1.3 million in saved repair costs over 20 years.



Source: National League of Cities, “RAISE Grant Rollout: Local Transportation Projects Moving,” September 26, 2022.

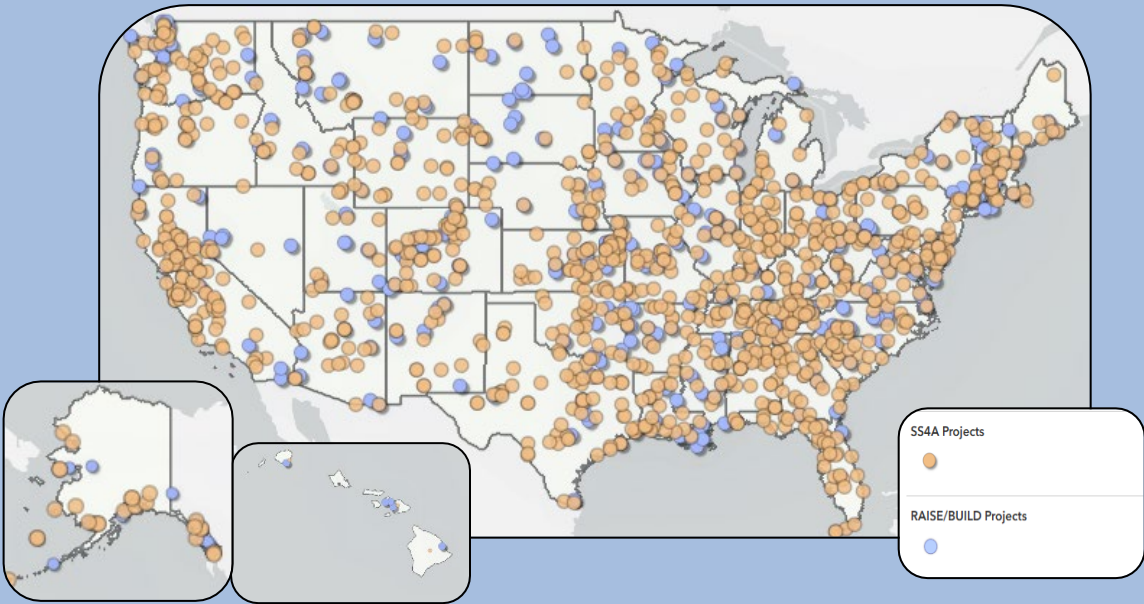
<https://www.nlc.org/article/2022/09/26/raise-grant-rollout-local-transportation-projects-moving/>

# RURAL MAIN STREETS

Investments in Main Streets are important for rural communities. Research has found that locally led economic development, such as prioritizing local businesses, improving quality of life, and fostering entrepreneurship, can provide benefits to the community that traditional development strategies, such as tax incentives, may not.<sup>20</sup> Small businesses also provide employment opportunities and access to essential goods and services.

Of the transportation funding awarded from the IIJA through the SS4A and BUILD programs, nearly 50 percent – a total of \$5 billion – has gone to rural communities.<sup>21</sup> The RCP grant program did not report awards by urban or rural, so they are not included in this analysis.

**Funding Awarded to Rural Communities**



**Awards to Rural Communities**

Program	Rural Projects Funded	Funding Awarded	Portion of Projects in Rural Communities
<b>BUILD</b>	344	\$ 4 billion	56 %
<b>SS4A</b>	1171	\$ 1 billion	49 %
<b>Total</b>	<b>1,515</b>	<b>\$5 billion</b>	<b>49 %</b>

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# MAIN STREET PROGRAMS ON THE CHOPPING BLOCK

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If Congress does not include advance appropriations that meet or exceed IIJA levels, local Main Street development projects face two challenges:

- 1) Funding available through DOT for Main Street projects will plummet; and,
- 2) Funding for these programs will be unpredictable.

For city, county, town, and Tribal governments, these challenges are even greater because discretionary programs provide a unique opportunity to access federal funding directly.

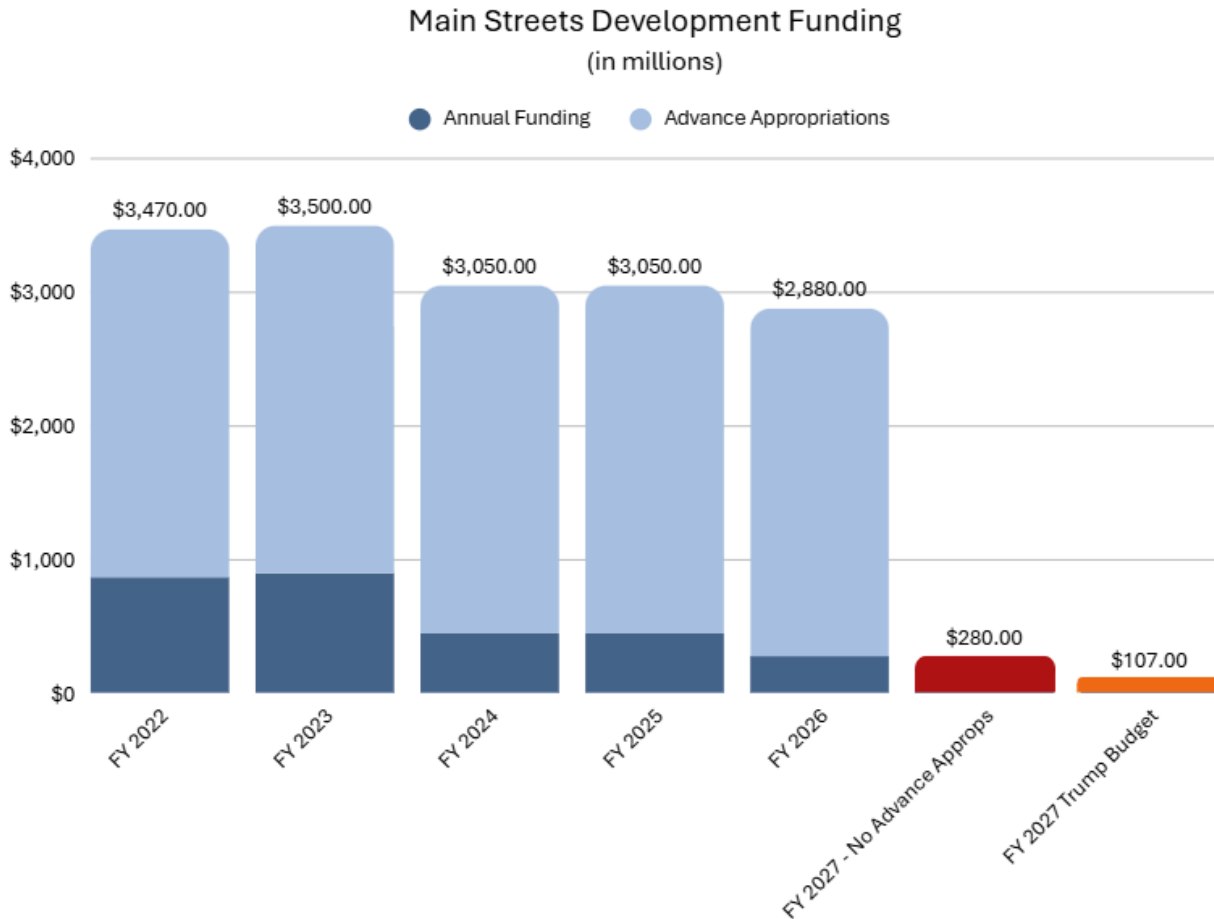
## FUNDING WILL LIKELY PLUMMET

IIJA provided five years of historic funding for grant programs that support Main Street projects, including BUILD, RCP, and SS4A. This bill was the first time Congress funded the SS4A grant program, which explicitly prioritized projects from local communities. If Congress does not continue to provide robust, upfront, and long-term funding at or above IIJA levels, these important programs will likely get chopped in the unpredictable annual appropriations process—resulting in a significant loss of funding for Main Street projects.

During recent annual appropriations cycles, most Main Street programs received little or no annual funding beyond the IIJA advance appropriations. This report assumes that FY 2027 appropriations levels will be equal to the funding provided to the program in the FY 2026 Transportation, Housing, and Urban Development Appropriations bill. The first table in Appendix A shows that ending advance appropriations could result in a reduction of more than \$2.6 billion in federal transportation funding for Main Street projects each year starting in FY 2027, or \$13 billion over the course of a five-year reauthorization bill.

Not only will these critical Main Street programs be worse off compared to the last infrastructure bill, but they could be worse off than they were before the infrastructure bill was passed into law in 2021. Annual appropriations have declined for transportation programs that received IIJA advance appropriations, and it is unlikely in the current environment that annual appropriations will be able to fill this gap. As a result, the programs that did exist before the IIJA are set to be funded at lower levels than before the law was enacted. For example, the BUILD grant program received \$1 billion in the FY 2020

Appropriations bill, but if FY 2026 annual appropriations are matched, BUILD would only receive \$145 million in FY 2027 without advance appropriations, **an 85 percent reduction in available funding from before IJA**. Other programs established in IJA may cease to exist.



**FUNDING WILL BE UNPREDICTABLE**

IJA was also the first time DOT’s programs that support Main Street development received five-year predictable funding. Before the IJA, transportation infrastructure laws provided real and predictable funding only for highway and transit programs. Most transportation programs that support Main Streets received an authorization of appropriations—which require future action by the appropriations committee. Additionally, in recent history, appropriations bills have not been passed on time. Main Street development projects take years to complete from planning to final construction, and require bringing together businesses, private investors, landowners, utility companies, and the public. Without some

degree of certainty that funding will be available in the future, it is difficult for communities to commit the resources to plan and develop these projects.

## LOCAL PROJECTS WILL BE LEFT BEHIND

Before IIJA, these local projects had to compete with larger state priorities for highway funding or rely on unpredictable annual appropriations. IIJA created new opportunities for cities, towns, counties, and Tribes to apply directly for federal transportation grants. In the first three years of the SS4A program, more than half of the grants awarded went to recipients that had never directly received federal transportation grant funding.<sup>22</sup> With only 16 percent of federal highway funding reaching local roads, DOT’s Main Street grant programs, like BUILD, RCP, and SS4A, provide unique opportunities for local communities to secure funding directly from the Federal Government for their local transportation projects.<sup>23</sup>

## WHAT’S AT RISK IF FUNDING GETS CHOPPED

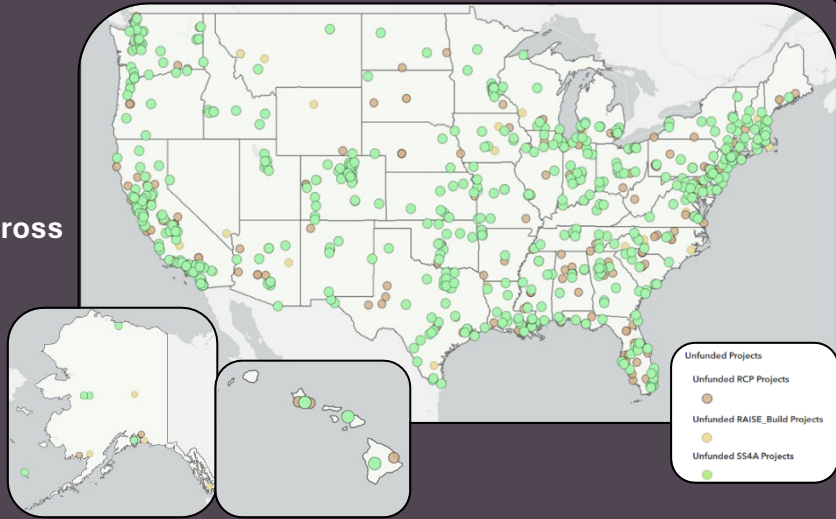
### What’s at Risk:

While many worthy projects received funding from these programs in the last surface transportation reauthorization, many more projects still need federal funding. Over 1,000 projects applied for funding during the last round of applications for these programs and were not selected, leaving a nearly \$7 billion gap in funding for these economic development projects (see Appendix C for a state-by-state breakdown).<sup>24</sup>

**Projects That Did Not Receive Funding in the Last Round of Applications**

Program	Number of Projects	Total Funding Requested (in billions)
<b>BUILD</b>	101	\$ 1.2
<b>SS4A</b>	593	\$ 3.3
<b>RCP</b>	321	\$ 2.4
<b>Total</b>	<b>1,015</b>	<b>\$ 6.9</b>

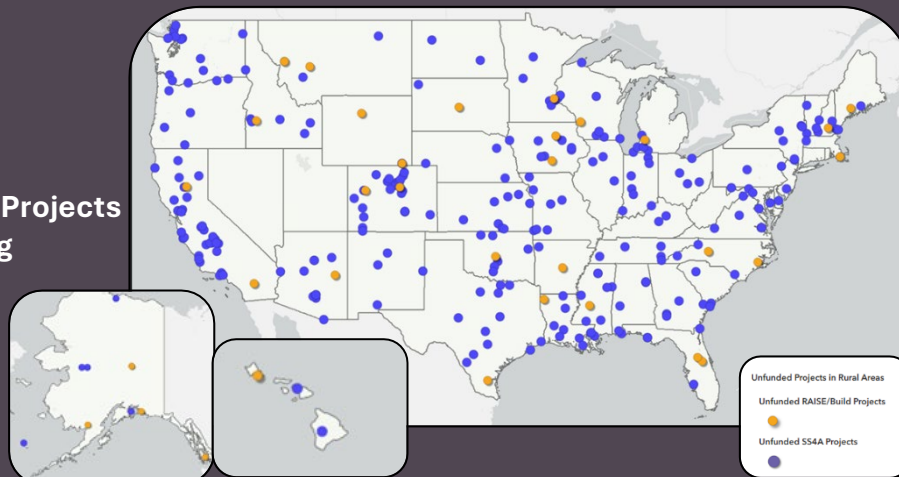
### Main Street Projects Across the Nation in Need of Funding



### Rural Projects That Did Not Receive Funding in the Last Round of Applications

Program	Number of Rural Projects	Total Funding Requested
<b>BUILD</b>	47	\$ 608 million
<b>SS4A</b>	255	\$ 1 billion
<b>Total</b>	<b>302</b>	<b>\$ 1.6 billion</b>

### Rural Main Street Projects in Need of Funding



## EXAMPLES OF MAIN STREET PROJECTS STILL IN NEED OF FUNDING:

### Stroudsburg Borough Main Street Redevelopment, Pennsylvania

#### **FUNDING**

\$15.8 million - BUILD

#### **DETAILS**

Funding would redesign the downtown segment of Main Street to improve sidewalks and crosswalks and add trees and green spaces.

#### **BENEFITS**

Improve downtown streets to attract some of the nearly 30 million visitors to the nearby Poconos mountains that draw \$3.3 billion in travel-related spending each year.



Source: Borough of Stroudsburg, Pennsylvania, "Transforming Main Street," RAISE FY23 Implementation Grant Request.  
<https://www.stroudsburgboro.com/sbpa/Government/Transforming%20Main%20Street/Project%20Description.pdf?17624381>

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## State Line Avenue Cultural Corridor – Texarkana, Texas/Arkansas

### FUNDING

\$17 million - BUILD

### DETAILS

Improvements in lighting, pedestrian mobility, stormwater management, and traffic flow on the primary roadway into downtown Texarkana.

### BENEFITS

Leveraging nearly \$80 million in private investments in the past 10 years, and \$3 million in expected development on State Line Avenue over the next two years, supporting 120 businesses along the corridor.



Source: State Line Avenue Cultural Corridor FY 2024 RASIE Grant Application Narrative.

## Move Safe Troy, Downtown Development, Alabama

### FUNDING

\$2.4 million – SS4A

### DETAILS

Builds sidewalks and lighted crosswalks along the corridors leading into and through Troy’s downtown district.

### BENEFITS

Supports over 250 businesses, including 16 new businesses opened in the past year, and events like the “Troyful Glow” light festival that draw thousands of visitors to downtown in.



Source: SS4A Implementation Grant Application for Move Safe Troy, City of Troy, Alabama.

[https://www.troyal.gov/filestorage/6205/6237/41867/FY2024 Safe Streets and Roads for All %29SS4A%29 Grant 051524](https://www.troyal.gov/filestorage/6205/6237/41867/FY2024%20Safe%20Streets%20and%20Roads%20for%20ALL%20SS4A%29%20Grant%20051524)

# THE SOLUTION – CONTINUE MULTIYEAR FUNDING

## What Won't Work? Only Investing in Highway Formula Programs

Trying to solve local communities' infrastructure needs through existing highway formula funding is not the solution for several reasons:

1. **Most formula funding bypasses Main Street projects:** Approximately 16 percent of federal transportation funds allocated to states make it to local roads.<sup>25</sup> That means that projects that benefit Main Street communities have to compete with state-wide highway projects for funding. Programs like Safe Streets and Roads for All provide city, town, county, and Tribal leadership the opportunity to receive federal funding directly for improvements they know their communities need.
2. **Main Street improvement projects get just a fraction of highway formula funding:** The Transportation Alternatives Set-Aside (TASA) program is the largest source of highway formula funding for Main Street improvement projects.<sup>26</sup> A total of \$1.36 billion was apportioned to the states for the Transportation Alternatives program in FY 2024, just two percent of the total formula funding apportioned to states.<sup>27</sup>
3. **Small rural communities depend on these discretionary grant programs for transportation funds:** Analysis by Committee staff shows that 63 percent of transportation funding from the IIJA obligated by communities with a population under 50,000 came from federal discretionary programs, compared to 36 percent coming from state formula funds.<sup>28</sup>

## What is the Solution? Continue Multiyear Funding, Preserve Access for Local Communities, and Cut Red Tape:

### Advance Appropriations

The last infrastructure bill provided DOT with \$184 billion in advance appropriations—32 percent of the total transportation funding provided by the bill. This sum included more than \$13 billion for DOT's grant programs supporting Main Street development. Eliminating this funding would devastate Main Street programs that generally do not receive funding from the Highway Trust Fund. Some may argue that the Highway Trust Fund is supported by user

fees, which is why those programs get advanced funding. However, that hides the truth about the Highway Trust Fund – it also requires advance appropriations. In fact, according to the Congressional Budget Office, the Trust Fund will require a \$121 billion General Fund transfer (advance appropriations) over the next five years to maintain existing funding levels.<sup>29</sup>

If Congress fails to renew programs improving America’s Main Streets, it risks cutting investments in the parts of communities that improve Americans’ lives and create new businesses, limiting the return on infrastructure investments. The solution is to sustain long-term investments in our nation’s Main Streets. These investments acknowledge the reality that our roads are not just a highway system, but also the places where we live, work, and thrive.

### **Preserve Funding for Local Communities**

When cities, towns, counties, and Tribes have to compete with States for transportation funding, they often get overlooked. Local communities know their transportation needs, and local transportation projects can make a large impact in improving quality of life, supporting small businesses and families, and attracting investment. We cannot let these important projects get pushed aside. The Safe Streets and Roads for All Program demonstrates how local communities benefit from direct access to federal investment.

### **Cut Red Tape:**

Discretionary grants allow the federal government to invest directly in Main Street projects. However, lengthy applications require expensive consultants to draft, grant agreements take too long to get signed after awards are made, and money takes too long to get into the hands of local governments so they can start construction. The discretionary grant process needs to be simplified to make federal investment more efficient and effective.

## DON'T TAKE OUR WORD FOR IT

Cities, businesses, Tribes, and non-profits recognize the importance of investments in Main Streets:

### **Outdoor Industry Association**

*“Outdoor recreation does not begin and end at the trailhead. It depends on strong, connected communities. Sustained federal transportation investments help Main Streets, gateway communities, tribes, towns, and counties build safe, accessible infrastructure that supports small businesses, local economies, and people’s ability to get outside. As Congress looks ahead, OIA urges lawmakers to preserve direct funding for local communities, maintain long-term investments beyond the Highway Trust Fund, and simplify federal grant processes so dollars move faster from Washington into projects that improve daily life, strengthen local economies, and connect more people to the outdoors.” – **Kent Ebersole, President***

### **National League of Cities**

*“Congress needs to act before a buzzsaw of automatic cuts rips apart key transportation programs that save lives and connect our communities,” said Clarence E. Anthony, CEO & Executive Director of the National League of Cities. “U.S. traffic deaths fell to a record low in April, showcasing the Safe Streets grant’s strength and ability to save lives in thousands of communities, so cutting these infrastructure programs will have real consequences. I urge Congress to engage with local leaders and their constituents to listen to how a federal partnership can support rebuilding infrastructure across the country.” – **Clarence E. Anthony, CEO and Executive Director***

### **Small Business for America’s Future**

*“Main Streets are the foundation of success for many small businesses. Federal investment helps build the sidewalks, crosswalks, and public spaces that bring customers downtown, and that investment is now facing a 96 percent cut. These programs have funded more than 3,000 projects in all 50 states, and they support the jobs, property values, and community investment small businesses need to survive. In a moment when small businesses are already absorbing economic hits from every direction, Congress must reject these cuts.” – **Shaundell Newsome, Co-chair, Las Vegas, Nevada***

### **Cher-Ae Heights Indian Community of the Trinidad Rancheria**

*"Safe Streets and Roads for All (SS4A) and other federal funding programs play a critical role in advancing safety, equity, and long-term resilience in Tribal communities. Investments made through the Infrastructure Investment and Jobs Act have created meaningful opportunities to address longstanding infrastructure gaps while supporting community-driven planning and development. As previous recipients of SS4A and Thriving Communities funding, the Cher-Ae Heights Indian Community of the Trinidad Rancheria recognizes the importance of these programs in delivering real, on-the-ground improvements. These investments have helped advance planning efforts, strengthen partnerships, and ensure that projects reflect the needs and priorities of the community. Programs such as BUILD and Main Street development provide essential resources to improve roadway safety, enhance connectivity, and support local economies. For Tribal communities in particular, these investments help fund culturally appropriate, community-informed solutions that prioritize the safety of all users while respecting Tribal sovereignty and land stewardship. Access to these funds ensures that Tribes are not left behind in national infrastructure efforts. Instead, they are positioned to lead and shape projects that reflect their priorities, whether that's reducing traffic-related fatalities, improving access to essential services, or strengthening economic corridors. Continued support and inclusion in programs like SS4A are vital to ensuring that Tribal voices are represented and that investments translate into safer, more connected, and more sustainable communities."* – **Leslie Sanders, Director of Roads/Land Use**

### **Platte River Trails Trust, Wyoming**

*"In Wyoming's small towns, trails do more than get people outside—they lend a place its character and identity. In Casper, our pathways have become essential infrastructure, offering safe, reliable ways to reach the places that shape daily life. For many communities, discretionary grant funding, particularly when reinforcing TAP investment, is the only shot they'll have to bring these projects to life. And people are catching on—more folks are choosing to walk or ride instead of drive, meaning these connections strengthen both our towns and the vast landscapes we care about."* – **Rachel Spear, Executive Director**

## APPENDIX A – MAIN STREET PROGRAM FUNDING TABLES

Program (Millions)	FAST Act/1 year Extension		IIJA					Unmet Need*	
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Projects	\$ Requested
<b>BUILD/RAISE Total</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$2,275</b>	<b>\$2,300</b>	<b>\$1,845</b>	<b>\$1,845</b>	<b>\$1,645</b>	<b>101</b>	<b>\$1,200</b>
<i>BUILD (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>BUILD (Annual)</i>	\$1,000	\$1,000	\$775	\$800	\$345	\$345	\$145		
<i>BUILD (AA)</i>	\$0	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500		
<b>SS4A</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>593</b>	<b>\$3,300</b>
<i>SS4A (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>SS4A (Annual)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>SS4A (AA)</i>	\$0	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000		
<b>RCP</b>	<b>\$325</b>	<b>\$375</b>	<b>\$195</b>	<b>\$198</b>	<b>\$200</b>	<b>\$202</b>	<b>\$235</b>	<b>321</b>	<b>\$2,400</b>
<i>RCP (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>RCP (Annual)</i>	\$325	\$375	\$95	\$98	\$100	\$102	\$135		
<i>RCP (AA)</i>	0	0	\$100	\$100	\$100	\$100	\$100		
<b>Total</b>	<b>\$1,325</b>	<b>\$1,375</b>	<b>\$3,470</b>	<b>\$3,498</b>	<b>\$3,045</b>	<b>\$3,047</b>	<b>\$2,880</b>	<b>1,015</b>	<b>\$6,900</b>

Annual – Funding contained in the annual Transportation, Housing, and Urban Development appropriations bills.

HTF – Funding from the Highway Trust Fund

AA – Advance Appropriations from the IIJA

\*Projects that applied but did not receive funding in the last round of awards

Program (Millions)	FY 2026	Post-IIJA if Advance Appropriations are not renewed					Trump FY 2027 DOT Budget		
		FY 2027 without advance appropriations*	Change from FY 2026	Percent Change	Change from FY 2021 - Before IIJA	Percent Change	FY2027	Change from FY 2026	Percent Change
<b>BUILD/RAISE Total</b>	<b>\$1,645</b>	<b>\$145</b>	<b>-\$1,500</b>	<b>-91%</b>	<b>-\$855.00</b>	<b>-86%</b>	<b>\$0.0</b>	<b>-\$1,645.0</b>	<b>-100%</b>
<i>BUILD (HTF)</i>	\$0	\$0					\$0.0		
<i>BUILD (Annual)</i>	\$145	\$145					\$0.0		
<i>BUILD (AA)</i>	\$1,500	\$0					\$0.0		
<b>SS4A</b>	<b>\$1,000</b>	<b>\$0</b>	<b>-\$1,000</b>	<b>-100%</b>	-	New Program	<b>\$0.0</b>	<b>-\$1,000.0</b>	<b>-100%</b>
<i>SS4A (HTF)</i>	\$0	\$0					\$0.0		
<i>SS4A (Annual)</i>	\$0	\$0					\$0.0		
<i>SS4A (AA)</i>	\$1,000	\$0					\$0.0		
<b>RCP</b>	<b>\$230</b>	<b>\$130</b>	<b>-\$105</b>	<b>-45%</b>	\$130.00	New Program	<b>\$102.1</b>	<b>-\$132.9</b>	<b>-57%</b>
<i>RCP (HTF)**</i>	\$100	\$100					\$102		
<i>RCP (Annual)</i>	\$30	\$30					\$0.0		
<i>RCP (AA)</i>	\$100	\$0					\$0.0		
<b>Total</b>	<b>\$2,875</b>	<b>\$275</b>	<b>-\$2,605</b>	<b>-90%</b>	<b>-\$725.00</b>	<b>-73%</b>	<b>\$102.1</b>	<b>-\$2,777.9</b>	<b>-96%</b>

<b>Estimated Loss over a 5-year reauthorization if AA are not renewed</b>	<b>1 year loss - \$2.6 billion</b>	<b>5-year loss - \$13 billion</b>
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Notes

\*Assumes FY 2027 Annual Appropriations and HTF funds is the same as FY 2026 Annual Appropriations and HTF

\*\*Estimated funding levels for Reconnecting Communities Grant assume the President's budget maintains existing programs and provides all programs a 2.1 percent increase, which was proposed for Federal-aid Highway Programs in the FY 2027 Budget.

Annual – Funding contained in the annual Transportation, Housing, and Urban Development appropriations bills.

HTF – Funding from the Highway Trust Fund

AA – Advance Appropriations from the IIJA

## APPENDIX B – IJA MAIN STREET PROJECT AWARDS BY STATE

State	Projects	Awarded Funding
Alabama	64	\$173,106,435
Alaska	47	\$229,059,323
Arizona	64	\$338,934,540
Arkansas	42	\$305,779,891
California	319	\$1,137,936,024
Colorado	76	\$284,368,228
Connecticut	54	\$198,500,773
Delaware	13	\$77,143,675
District of Columbia	164	\$320,376,731
Florida	104	\$379,398,512
Georgia	27	\$177,002,571
Hawaii	28	\$187,479,261
Idaho	40	\$127,944,952
Illinois	87	\$392,341,368
Indiana	34	\$167,377,339
Iowa	71	\$208,460,418
Kansas	47	\$256,207,176
Kentucky	50	\$174,860,865
Louisiana	29	\$144,419,906
Maine	48	\$206,195,270
Maryland	78	\$313,669,234
Massachusetts	70	\$338,051,362
Michigan	65	\$280,282,675
Minnesota	44	\$362,730,960
Mississippi	66	\$190,830,269
Missouri	39	\$235,165,352
Montana	38	\$175,881,440
Nebraska	23	\$101,881,704
Nevada	20	\$158,999,620
New Hampshire	53	\$92,850,967
New Jersey	28	\$134,686,697
New Mexico	74	\$259,456,463
New York	78	\$479,356,413
North Carolina	36	\$261,078,771
North Dakota	97	\$219,564,626
Ohio	55	\$371,950,872

<b>State</b>	<b>Projects</b>	<b>Awarded Funding</b>
Oklahoma	54	\$223,244,832
Oregon	65	\$251,902,534
Pennsylvania	25	\$271,948,767
Rhode Island	13	\$135,328,899
South Carolina	55	\$159,005,406
South Dakota	19	\$94,002,736
Tennessee	97	\$291,290,100
Texas	179	\$534,340,645
Utah	37	\$99,519,825
Vermont	13	\$119,118,044
Virginia	70	\$187,509,491
Washington	112	\$500,092,620
West Virginia	32	\$188,552,787
Wisconsin	53	\$260,538,128
Wyoming	31	\$42,252,507
<b>Grand Total</b>	<b>3139</b>	<b>\$12,954,333,306</b>

## APPENDIX C – UNFUNDED MAIN STREET PROJECTS BY STATE

State	Projects	Requested Funding
Alabama	18	\$92,175,973.00
Alaska	13	\$88,039,200.00
Arizona	19	\$193,318,799.71
Arkansas	30	\$311,593,811.20
California	157	\$1,273,095,178.34
Colorado	51	\$332,361,068.00
Connecticut	10	\$62,541,684.00
District of Columbia	10	\$78,345,309.20
Florida	48	\$276,966,662.77
Georgia	25	\$198,331,662.00
Hawaii	10	\$130,380,000.00
Idaho	12	\$68,803,833.00
Illinois	16	\$98,123,008.00
Indiana	24	\$124,542,011.80
Iowa	18	\$140,113,768.80
Kansas	12	\$36,715,843.00
Kentucky	9	\$76,852,136.00
Louisiana	29	\$215,199,661.47
Maine	6	\$33,919,855.00
Maryland	20	\$46,040,222.00
Massachusetts	20	\$66,254,478.00
Michigan	24	\$216,984,585.00
Minnesota	20	\$111,245,172.00
Mississippi	19	\$68,687,897.90
Missouri	17	\$76,216,918.80
Montana	5	\$47,072,384.00
Nebraska	8	\$75,312,967.60
Nevada	11	\$195,210,170.00
New Hampshire	7	\$20,406,417.00
New Jersey	23	\$136,094,796.80
New Mexico	11	\$105,704,073.00
New York	32	\$202,766,276.80
North Carolina	116	\$1,343,225,321.40
North Dakota	4	\$15,322,951.88
Ohio	19	\$142,746,898.00

<b>State</b>	<b>Projects</b>	<b>Requested Funding</b>
Oklahoma	13	\$39,601,219.00
Pennsylvania	24	\$142,475,099.48
Rhode Island	8	\$47,564,996.00
South Carolina	13	\$51,222,966.00
South Dakota	10	\$90,662,039.92
Tennessee	6	\$27,527,400.00
Texas	29	\$146,359,678.00
Utah	40	\$238,885,072.10
Vermont	7	\$89,301,605.40
Virginia	12	\$60,421,280.00
Washington	16	\$158,224,134.00
West Virginia	28	\$173,449,969.00
Wisconsin	11	\$44,730,557.00
Wyoming	2	\$10,556,400.00
<b>Grand Total</b>	<b>914</b>	<b>\$5,685,921,951.37</b>

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