



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

Expiring Surface Bill Risks Leaving Supply Chains Behind



U.S. FREIGHT INFRASTRUCTURE ON **THE CHOPPING BLOCK**

May 2026

EXECUTIVE SUMMARY

Freight Infrastructure Keeps the American Economy Moving:

The United States freight transportation system moves 20.2 billion tons of goods valued at \$18.7 trillion every year.¹ Moving these goods isn't cheap – the Council of Supply Chain Management Professionals estimates that U.S. businesses spent \$2.3 trillion last year on logistics costs.² Multimodal freight investments have significant returns on investment and provide cheaper transportation options than trucking. Driving these transportation costs down is critical to reducing prices for American consumers and helping American businesses compete against international competitors.

Surface Transportation Programs **Expire Soon:**

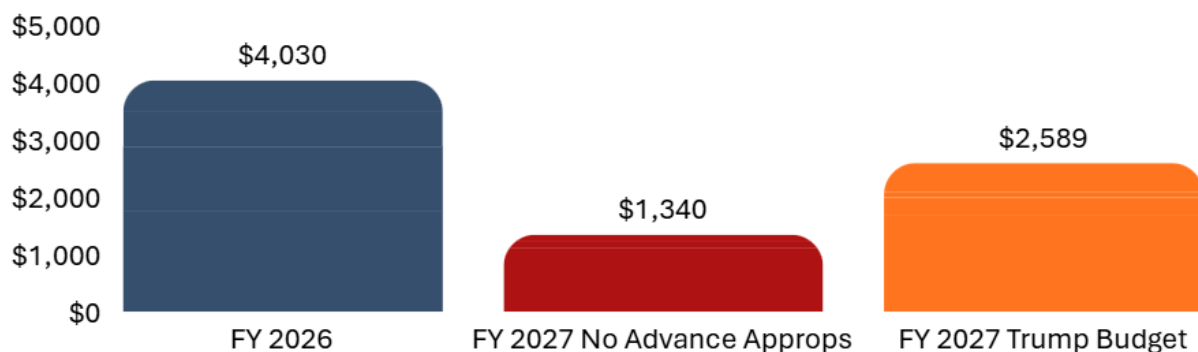
Surface Transportation programs expire on October 1, 2026, including programs that support investments in freight supply chain infrastructure. That means the \$20 billion in multiyear freight funding for ports, short line railroads, and other intermodal infrastructure like railroad crossings will run out soon. Since the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, **these freight programs have funded 557 freight projects in all 50 states (see Appendix C for state-by-state breakdown).**

Trump Budget Chops Freight Programs:

Despite the success of these programs, President Trump's budget for the Department of Transportation proposes slashing funding by \$1.4 billion—or 36 percent—in FY 2027 and fails to provide multiyear investments for many freight programs.

Freight Funding on the Chopping Block

in millions



The Need for Investment Remains:

The need is still significant. There were over 450 projects requesting \$27 billion that did not receive funding from freight programs in the last round of grant awards (see Appendix D for state-by-state breakdown). Failing to invest in freight could result in ships waiting to get into ports, trucks stuck at railroad crossings, and short line railroads deferring maintenance which would impede the efficient and reliable transportation of goods—and increase costs for businesses and consumers

Underinvestment is a hidden tax:

According to the American Society of Civil Engineers, going back to pre-IIJA 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.³ Additionally, underinvestment makes it harder for American-grown and -manufactured goods to reach international consumers, decreasing exports by \$45 billion by 2033—negatively impacting our trade deficit and resulting in 237,000 lost jobs.⁴

Solution – Continue Multiyear Funding for Multimodal Freight:

Congress must reject President Trump’s budget cuts and reauthorize a surface transportation bill with advance appropriations that continues to provide dependable multiyear funding for the entire freight system, not just part of it. Our freight system is more than just highways; our federal investment strategy must reflect that.

IMPORTANCE OF FREIGHT INFRASTRUCTURE TO THE NATIONAL ECONOMY

According to USDOT's draft Multimodal Freight Network, the national freight transportation system includes more than 78,000 miles of highway, 80,000 miles of rail track, 140 ports, 21,000 miles of waterway, and 65 airports.⁵ The national freight system moves 20.2 billion tons of goods valued at \$18.7 trillion every year.⁶ This includes everything from groceries and medicine to energy products and raw materials used for manufacturing.

Supports Jobs: Freight-dependent industries such as agriculture, construction, energy, retail, and manufacturing support over 48 million jobs in the United States - 29 percent of all jobs in the country (see Appendix A). These jobs depend on American-made and -grown goods moving efficiently through the freight transportation system.

Supports Businesses: Freight-dependent industries contribute \$9 trillion dollars to the national GDP – 30 percent of the nation's total GDP (see Appendix A). To ensure the United States remains competitive in the global economy, businesses and farmers need to be able to efficiently and reliably deliver goods to customers across the world.



American farmers depend on freight infrastructure: The U.S. multimodal freight system moves 3.9 billion tons of agricultural products worth over \$2.7 trillion each year.

American energy depends on freight infrastructure: The U.S. multimodal freight system moves 7 billion tons of energy products worth over \$2.4 trillion each year.

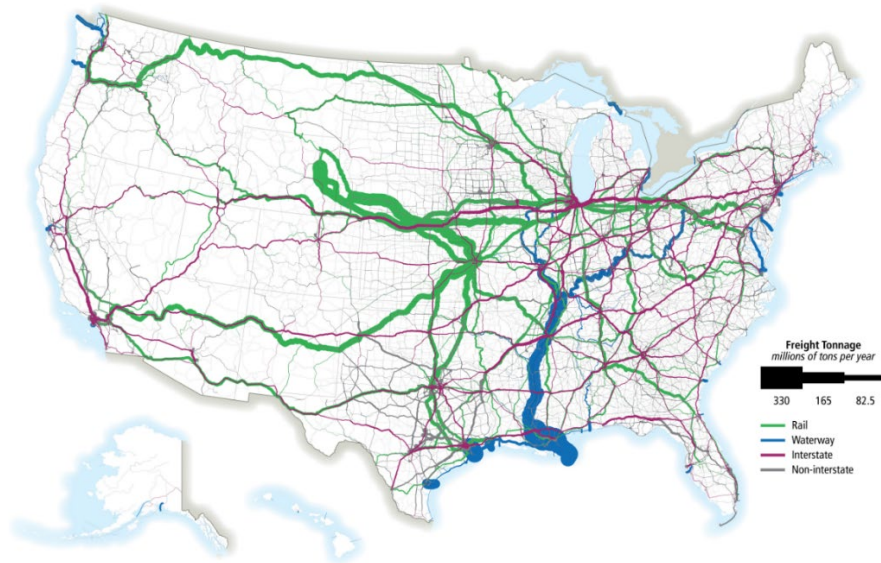
American mining depends on freight infrastructure: The U.S. multimodal freight system moves 4.8 billion tons of minerals worth over \$1.2 trillion each year.

Why Multimodal Freight Matters

Freight Doesn't Just Move by Highway:

Highways and trucks are a critical part of the nation's freight network, but other modes play essential roles in getting goods where they need to go. Trucks transport 42 percent of the nation's freight measured by ton-miles (the movement of one ton, one mile), a little more than the 35 percent of the ton-miles that are transported by water and rail. Additionally, waterborne vessels move 41.5 percent of the nation's trade through seaports, making it the leading transportation mode for international trade.

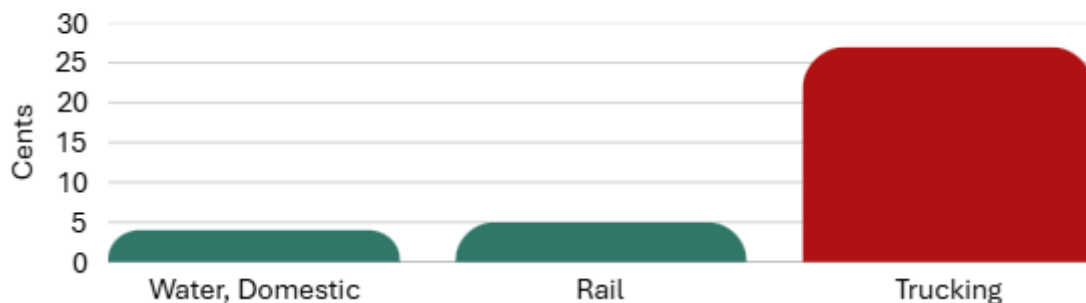
Multimodal Freight Network Usage by Mode⁷



Multimodal is Cheaper:

Trucking is one of the most expensive ways to ship goods in the United States. In fact, the revenue that trucking companies collect is four times more per ton-mile than railroads and five times more than barges.⁸ The more companies have to pay in transportation costs, the more they charge consumers for their product. Transportation by rail and barge provides more cost-effective options for businesses.

2022 Revenue per Ton-Mile

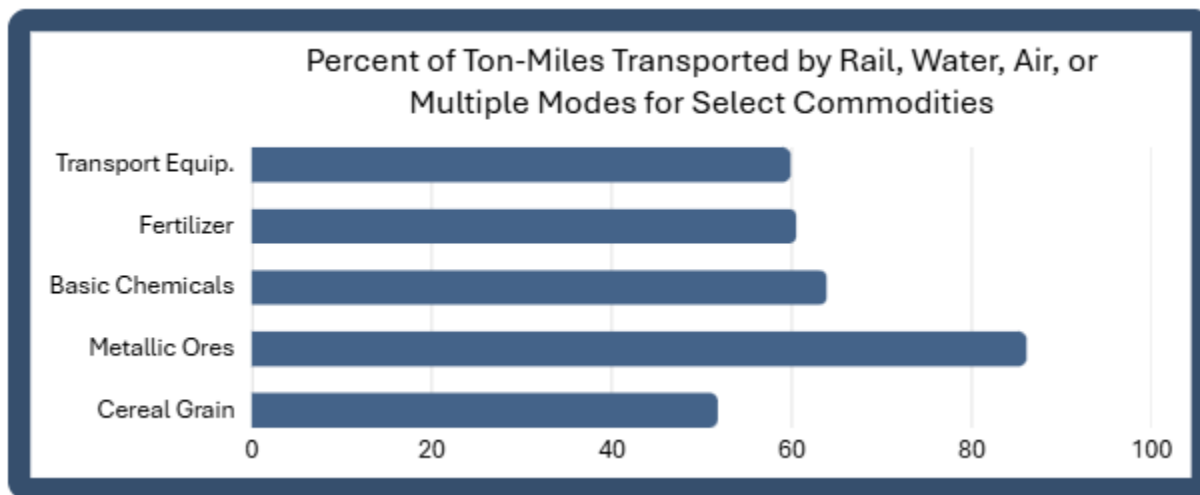


Multimodal Freight Investment Improves Reliability:

Recent events have been a reminder that if one part of the freight system is bottlenecked, the entire freight system suffers. During the COVID-19 pandemic, ships waited outside ports for weeks, railroads stopped shipping goods because their networks were over capacity, and other intermodal inland facilities became overwhelmed. This freight transportation congestion increased shipping costs, raising the price of imported goods by between 3.60 and 5.87 percent each year,⁹ making it a significant driver of pandemic era inflation. Investing in all freight modes improves the system’s reliability, allowing it to better accommodate shocks in the system that increase prices.

Some critical industries rely heavily on non-highway forms of transportation:

While trucks move a significant amount of freight, not all industries rely so much on highways. Some goods significantly rely on other modes of transportation. For example, more than half of many agricultural products, mining products, and transportation equipment (such as aircraft and locomotive parts) are moved in the United States by a mode other than a truck when measured by ton-miles.



Multimodal Freight Investments have a High Return on Investment:

Improvements to intermodal terminals—where two or more modes of transportation meet to transfer goods—can have significant economic benefits that far outweigh the costs. For instance, a study by the Federal Reserve Board in Atlanta found that reducing the costs of moving goods from one mode of transportation to the next by just one percent would create a considerable return on investment. For example, a one percent improvement at Jacksonville’s 18 intermodal terminals would cost \$43 million but have an economic benefit of \$341 million. In Dallas, \$83 million in intermodal improvements would result in \$465 million in benefits, and \$40 million of intermodal investments in Kansas City would yield \$333 million in benefits.¹⁰

THE BASELINE: HOW CURRENT INVESTMENTS SUPPORT MULTIMODAL FREIGHT

The last surface transportation bill provided **historic investments** in freight-focused programs across all transportation modes, delivering predictable, multiyear funding to support capital projects that require long term funding stability. Typically, Congress funds the government one year at a time, through annual appropriations bills. Advanced appropriations is a form of multi-year 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. Freight programs were predominately funded by these advance appropriations – \$13.25 billion over 5 years.

Program	Description	Advance Appropriations over 5 years	Highway Trust Fund over 5 years
INFRA (Nationally Significant Multimodal Freight & Highway Projects)	The only discretionary grant program dedicated to large freight projects.	\$3.2 billion	\$4.8 billion
Port Infrastructure Development Program (PIDP)	Invests in inland and seaport infrastructure. First-time inclusion in a surface transportation reauthorization.	\$2.25 billion	\$0
CRISI (Consolidated Rail Infrastructure and Safety Improvements)	Supports small business railroads and rail infrastructure and safety improvements.	\$5 billion	\$0
Railroad Crossing Elimination (RCE)	Funds projects to separate rail and road traffic to reduce congestion and improve safety.	\$3 billion	\$0

Map of Freight Infrastructure Projects Funded by IIJA



So far, these programs have funded **over 550 projects** across all 50 states, awarding nearly **\$14 billion** in federal funding (see Appendix C for a state-by-state breakdown).

Program	Projects Funded	Funding Awarded
INFRA	88	\$6.8 billion
PIDP	92	\$1.5 billion
CRISI	191	\$3.9 billion
RCE	186	\$1.7 billion
Total	557	\$13.9 billion

EXAMPLES OF FREIGHT PROJECTS BEING BUILT THANKS TO THE INFRASTRUCTURE INVESTMENT AND JOBS ACT:

I-526 – LONG POINT ROAD PROJECT, SOUTH CAROLINA

FUNDING

\$195 million – INFRA

DETAILS

Creates dedicated freight ramps between I-526 and South Carolina Ports Wando Welch Terminal.

BENEFITS

Removes heavy trucks from local roads and streamlines freight movement between I-526 and the port, supporting the port terminal which moves 2.4 million containers annually.



Sources: U.S. Department of Transportation, MPDG 25-26 INFRA Fact Sheet (2024)

KENTUCKY FREIGHT RAIL IMPROVEMENT PROGRAM, KENTUCKY



FUNDING

\$32.3 million – CRISI

DETAILS

Rehabilitates over 60 miles of track across Central Kentucky and replace 75 outdated railcars.

BENEFITS

Supports the transport heavier rail cars, which with the development of a new transload facility, will increase overall capacity by the equivalent of 130,000 truckloads – and support over 900 jobs

Source: U.S. Department of Transportation, FY23-24 CRISI Selections. (2024).

DON YOUNG PORT OF ALASKA CARGO TERMINAL 1 REPLACEMENT

FUNDING

\$50 million – PIDP

DETAILS

Constructs a new cargo terminal improving infrastructure for over 50% of freight shipped into Alaska.

BENEFITS

Removes heavy trucks from local roads and streamlines freight movement between I-526 and the port, supporting the port terminal which moves 2.4 million containers annually.



Source: U.S. Department of Transportation, Maritime Administration, PIDP Project Descriptions (2024).
Don Young Port of Alaska, Port of Alaska Fact Sheet (2020). <https://www.portofalaska.com/about-us/>

SH-53 PLEASANT VIEW GRADE SEPARATION PROJECT, IDAHO



FUNDING

\$36 million – RCE

DETAILS

Replaces three railroad crossings with an overpass to eliminate congestion related to trains blocking highway-rail crossings.

BENEFITS

Improves the safe movement of 57 freight trains that move through the intersection each day, eliminating nearly 7 hours of road closures each day.

Source: U.S. Department of Transportation, Federal Railroad Administration, FY22-RCE Selections (2022).
https://railroads.dot.gov/sites/fra.dot.gov/files/2023-06/FY22-RCE-Selections_PDFa.pdf

FREIGHT INFRASTRUCTURE ON THE **CHOPPING BLOCK**

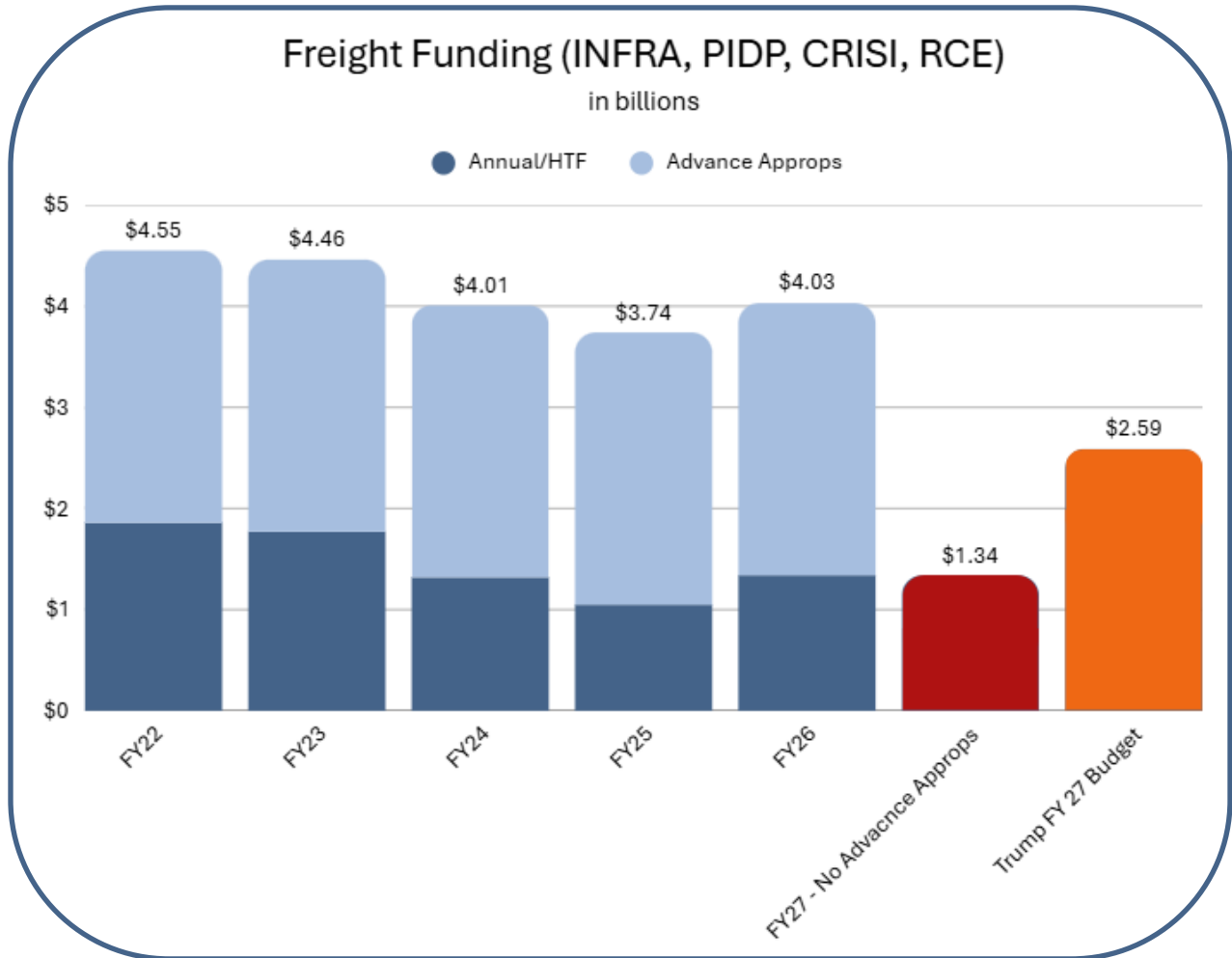
If Congress does not address expiring multiyear funding before October 1, 2026, the intermodal supply chains will face two compounding challenges:

- 1) overall funding levels will likely plummet; and
- 2) the amounts and timing of federal funding will be highly unpredictable.

FUNDING WILL LIKELY PLUMMET

The IJA provided five years of historic levels for multimodal freight programs—giving them similarly robust general fund appropriations as highway and transit programs. That funding runs out on October 1, 2026. If these programs are not renewed and Congress does not continue to provide robust, upfront, and long-term funding at or above IJA levels, these important programs will likely get shortchanged in the unpredictable annual appropriations process—resulting in a significant loss of funding for freight infrastructure. During recent annual appropriations cycles, most freight programs received small amounts or no annual funding beyond the IJA 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 Appropriation bill. The first table in appendix B shows that ending advance appropriations could result in a reduction of over \$2.69 billion in federal freight funding each year starting in FY 2027, or over \$13 billion over the course of a five-year reauthorization bill.

Not only will these critical freight programs be worse off compared to the last infrastructure bill, but these programs could also be worse off than they were before the infrastructure bill was passed into law. Annual appropriations have declined for transportation programs that received IJA advance appropriations, and it is unlikely in the current environment that appropriations will be able to fill this gap. As a result, these programs are set to be funded at lower levels than before the IJA.



FUNDING WILL BE UNPREDICTABLE

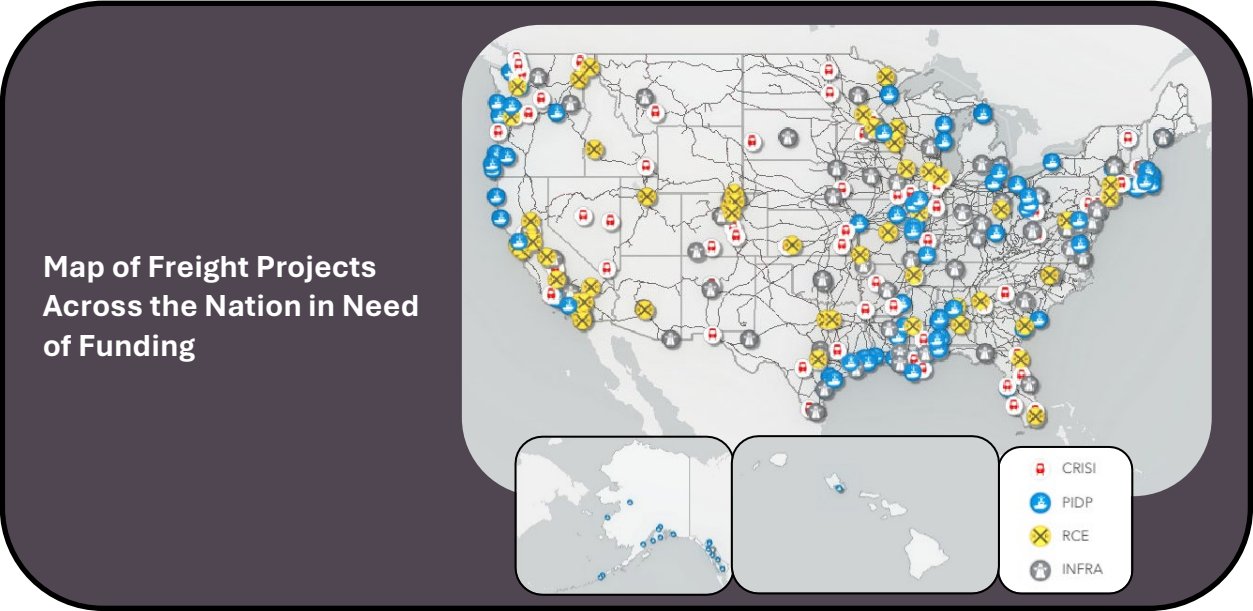
IJJA was also the first time that multimodal programs received five-year predictable funding. Before the IJJA, transportation infrastructure laws provided real and predictable funding only for highway and transit programs. Most multimodal and rail freight programs received an authorization of appropriations – recommendations on how much funding appropriators should provide these programs in future years. This is not a guarantee of future funding. Additionally, in recent history, appropriations bills have not been passed on time. Large capital projects take years to complete from the planning stages to final construction. This planning timeline requires project sponsors to have a degree of certainty that funding will be available for projects in the future. This need for predictability is true for highway, rail, and port projects alike. If Congress fails to renew these freight programs before October; our supply chains will be forced back into an inefficient scenario where freight investments need to wait for the unpredictable annual appropriations process.

WHAT'S AT RISK IF FUNDING GETS CHOPPED

While many worthy projects received funding from these programs in the last surface transportation authorization period, many more projects still need federal funding. Even with advance appropriations, more than 450 projects that applied during the last round of grant applications for these freight programs were not selected, leaving a \$27 billion gap in freight project funding (see Appendix D for a state-by-state breakdown). For the INFRA grant program alone, 122 projects requesting a total of \$19.6 billion were not funded. If awarded, this federal investment would have supported an additional \$22.8 billion investment in local and state funds.¹¹

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

Program	Total Projects	Total Requested Funding (in Billions)
INFRA¹²	122	\$ 19.7
CRISI¹³	149	\$ 4.9
PIDP¹⁴	127	\$ 2.3
RCE¹⁵	58	\$ 1.0
Total	456	\$ 27.9



These unfunded projects only tell part of the picture, as new opportunities and needs arise every year for improvements to freight mobility.

- **Shortline Railroad Needs:** According to the American Short Line and Regional Railroad Association there is a backlog of \$12 billion of capital projects. Across the country, there are 478,000 jobs at customer locations that require short line services, driving more than \$56 billion in economic impact.¹⁶
- **Port Infrastructure Needs:** According to the American Society of Civil Engineers, ports need an additional \$38 billion of investment by 2033 to meet unfunded capital investment needs.¹⁷
- **Railroad Crossings:** [The Committee has previously explored](#) the significant need to improve investment for our nation’s railroad crossings to improve safety and congestion caused by blocked crossings. In the last year (from January 9, 2025, to January 9, 2026) there were over 26,000 reports of trains blocking crossings in the United States – over 40 percent of these reports indicate the crossing was blocked for over 2 hours.¹⁸ Additionally, 76 percent of accidents at railroad crossings occurred at gated crossings, showing that communities would greatly benefit from federal investments in grade crossing safety.

EXAMPLES OF FREIGHT PROJECTS STILL IN NEED OF FUNDING:

OPPD ARBOR RAIL LINE ENHANCEMENTS, NEBRASKA

FUNDING

\$37.6 million - CRISI

DETAILS

Improvements to 56 miles of track on the Omaha Public Power District’s Arbor Line

BENEFITS

Track used to transport over 4 million tons of energy product each year to keep the lights on for about 400,000 customers



Source: Omaha Public Power District, Preliminary 2025 Corporate Operating Plan. (2024).

<https://www.oppd.com/media/320318/2024-11-nov-2025-preliminary-cop-and-biennial-report-on-rates.pdf>

EAST PIER 15-ACRE EXPANSION PROJECT, MISSISSIPPI

FUNDING

\$40 million - PIDP

DETAILS

If funded, would extend the East Pier across 282 acres allowing the port to support larger vessels and higher cargo volumes.

BENEFITS

The port currently supports 1,300 cargo jobs and is a multimodal hub for rail and interstate access annually.



Source: Mississippi State Port Authority at Gulfport, A 5-Year Strategic Plan (n.d.).

<https://www.lbo.ms.gov/misc/strategic/FY26/936-00-plan.pdf> <https://www.lbo.ms.gov/misc/strategic/FY26/936-00-plan.pdf>

PORT OF CORPUS CHRISTI IMPROVEMENTS, TEXAS

FUNDING

\$69 million - INFRA

DETAILS

Funding would create 24 miles of new rail track connecting two Class I rail lines and increasing rail yard storage capacity.

BENEFITS

The more efficient transportation of up to 189.8 million tons that the port handles annually, ranging from crude oil and chemicals to bulk grain and dry bulk goods.



Source: U.S. Department of Transportation, INFRA FY 2025-2026 Applications (2025).
<https://www.transportation.gov/policy-initiatives/infra/infra-fy-2025-26-applications>

THE SOLUTION - CONTINUE MULTIYEAR FUNDING

What won't work? Only investing in highway formula programs

Trying to solve freight infrastructure needs through highway formula funding is not the solution for a few reasons:

1. **There is limited eligibility for multimodal freight projects:** The Highway Freight Formula Program allows states to spend 30 percent of funds on multimodal freight projects like ports or intermodal facilities. This totals to a little over \$400 million in formula funding for multimodal freight or just an average of \$8.7 million each year per state (including DC). This level of investment would ensure ports, short line railroads, or other intermodal projects that would improve supply chain reliability are left behind.
2. **Multimodal freight projects are generally large:** Eliminating freight bottlenecks requires infrastructure improvements. For instance, every project example in this report costs more than the average state receives for multimodal freight funding.
3. **Freight travels across state borders:** The Federal government is uniquely situated to be able to direct freight investments. Freight specific competitive grant programs allow the federal government to view the entire freight system and invest in bottlenecks that will make the biggest economic difference for the nation while ensuring continued investment in our freight system, so it doesn't have to compete with other priorities.

What is the solution? Continue Multiyear Funding, Preserve Freight Programs, Cut Red Tape:

Renew Advance Appropriations

The last infrastructure bill provided the Department of Transportation with \$184 billion in advance appropriations - 32 percent of total transportation funding provided by the bill. This sum included over \$13 billion for freight investments. Eliminating this multiyear funding

would devastate freight, rail, and other multimodal programs that 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 funding in advance. However, that hides the truth about the Highway Trust Fund – it also requires advance appropriations. In fact, the Highway Trust Fund has received \$275 billion from the general fund and according to the Congressional Budget Office, it will require a \$121 billion General Fund Transfer (advance appropriations) over the next five years in order to maintain existing funding levels.¹⁹

If Congress fails to renew surface transportation programs before October 1, 2026, it risks significant cuts to investments in the reliability of American freight supply chains. The solution is to sustain long-term investments in our nation’s multimodal freight system to reduce costs for businesses and consumers. These investments acknowledge the reality that the freight system is not just a highway system, but an interconnected system that is only as strong as its weakest link.

Preserve Freight Programs:

When freight projects have to compete with other transportation infrastructure projects, they often get left behind. Given the national importance of our freight infrastructure, and the potential to drive down the costs for businesses and consumers, we cannot risk letting freight infrastructure get kicked to the curb.

Cut Red Tape:

Discretionary grants allow the federal government to make strategic investments in our national freight transportation supply chain. 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. Congress should cut through the red tape by simplifying the discretionary grant process to make federal investment more efficient and effective.

DON'T TAKE OUR WORD FOR IT

State and local governments, ports, transportation companies, and manufacturers understand the importance rail has to their communities, jobs, and businesses:

American Short Line and Regional Railroad Association

“The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program managed by the FRA at the USDOT is a lifeline for the thousands of small businesses in small towns and rural communities that are served by short line railroads – these agricultural, energy, manufacturing, and industrial customers depend on short lines, and short lines depend on CRISI for critical help with major safety and capacity infrastructure investments.

Predictable, multi-year CRISI funding has allowed short lines to plan and execute long-term infrastructure projects that would otherwise be impossible, such as bridge replacements and major track rehabilitation. This has been an unmitigated success story for America – it’s crucial that Congress keep it going!

*If CRISI funding reverts back to the old days of only smaller unpredictable annual funding through the oft-delayed appropriations process while multi-year highway investments continue unabated through the Highway Trust Fund supported by tens of billions of general fund dollars, freight will predictably shift from rail to highway and progress will simultaneously stall on short line railroad safety, job growth, and industrial and rural economic development. We urge Congress to join together in a bipartisan and bicameral fashion and make the necessary infrastructure investments in a multi-modal system to allow the American economy to thrive.” – **Chuck Baker, President.***

National Association of Waterfront Employers (NAWE)

*NAWE strongly supports to strengthen the federal multimodal infrastructure programs and increasingly the needed freight projects that are already in the pipeline to sustain our nation's supply chain. Our nation's economy deserves the advantages of a first-class system of freight movement. NAWE advocates for a minimum of one billion in annual PIDP funding. Increasingly maritime terminals are at the apex of the supply chain, interfacing with ships, railroads and trucks. This means operational certainty is an imperative and for this to occur our nation needs a strong, reliable and efficient infrastructure foundation to benefit the entirety of our nation. NAWE appreciates Ranking Member Cantwell's freight report and looks forward to writing the sequel in the form of a much needed multimodal infrastructure bill.” – **Carl W. Bentzel, President.***

Coalition for America's Gateways & Trade Corridors

"Freight infrastructure is the backbone of the U.S. economy, linking producers to markets, businesses to customers, and communities to opportunity. Robust, sustained, and strategic federal investment is essential to ensure our supply chains are globally competitive. While the Infrastructure Investment and Jobs Act will expire soon, freight needs persist in every region of the country. We urge Congress to sustain strong federal investment in freight infrastructure to meet growing demand and keep goods moving efficiently across the nation." – **Elaine Nessel, Executive Director**

The American Apparel & Footwear Association

"The American Apparel & Footwear Association (AAFA) is the national trade association representing apparel, footwear and other sewn products companies, and their suppliers, which compete in the global market. Representing more than 1,100 world famous name brands, AAFA is the trusted public policy and political voice of the apparel and footwear industry, its management and shareholders, its more than 3.6 million U.S. workers, and its contribution of more than \$523 billion in annual U.S. retail sales.

Supporting freight and rail infrastructure is essential to keeping American businesses competitive and communities connected. The efficient movement of goods allows companies to reach remote and underserved customers, ensuring that essential clothing and footwear are accessible to all Americans, regardless of geography. In 2025, the U.S. multimodal freight system moved approximately 29 billion units of apparel, footwear, and travel goods imports, valued at about \$115.5 billion. Reliable ports, rail, and roads keep apparel, footwear, and travel goods moving efficiently to and from businesses that customize and sell them. When infrastructure works well, these businesses can grow, hire more American workers, and reach broader markets.

Without continued investment, bottlenecks across highways, railways, and ports could delay shipments, increase costs, and strain supply chains. Congress must act to prevent these disruptions. Sustained, reliable funding is critical to completing key projects and maintaining the predictability businesses need to plan, invest, and operate efficiently. AAFA urges Congress to provide this funding through the Surface Transportation Reauthorization Act to keep goods moving and avoid future congestion challenges."

– **Stephen Lamar, President and CEO**

National Industrial Transportation League

“NITL fully supports Buy America and the effort to bring manufacturing back to the United States. But reshoring only works if we have a freight system capable of moving goods efficiently and competitively. Failing to maintain robust, consistent funding for freight programs is a step backward—these programs are poised to fall not only below IIJA levels, but even below pre-IIJA investment. In today’s fiscal climate, it is unrealistic to expect annual appropriations to close that gap, putting U.S. competitiveness and our supply chain at risk.” – **Nancy O’Liddy, Executive Director**

Inland Rivers, Ports & Terminals

“Long-term, dedicated funding is not optional, it is essential. America’s ports and terminals are ready to build, expand, and strengthen supply chain resilience, but they cannot do so on uncertainty alone. The data shows a clear turning point in 2022, when the Infrastructure Investment and Jobs Act (IIJA) made long-term, dedicated PIDP funding available for the first time. Applications, total dollars requested, and oversubscription all increased dramatically, proving that ports respond when they can rely on stable federal investment. Dedicated funding did not create the demand, it exposed it.” – **Aimee Andres, Executive Director**

APPENDIX A – FREIGHT DEPENDENT INDUSTRIES

Committee staff analysis below depends on the Bureau of Transportation Statistics' methodology for freight dependent industries. ²⁰

Industry Group	2024 GDP (\$ billions) ²¹	2024 Employment (thousands) ²²
Total – All Industries	26,001.7	169,956.1
Agriculture, forestry, fishing, and hunting	270.4	1,480.7
Mining	411.8	586.1
Utilities	457.8	591.3
Construction	1,224.60	8,211.7
Manufacturing	2,816.50	12,817.2
Wholesale trade	1,652.80	6,145.4
Retail trade	1,779.60	15,532.0
Water transportation	23	70.0
Truck transportation	256.9	1521.6
Pipeline transportation	46.5	55.4
Subtotal	9,057.4	48,858.61
Subtotal Percentage of All Industries	31%	29%

APPENDIX B – FREIGHT 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
INFRA Total	\$1,000	\$1,000	\$1,640	\$1,640	\$1,640	\$1,540	\$1,740	122	\$19,700
<i>INFRA (HTF)</i>	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$900	\$900		
<i>INFRA (Annual)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$200		
<i>INFRA (AA)</i>	\$0	\$0	\$640	\$640	\$640	\$640	\$640		
PIDP Total	\$225	\$230	\$684	\$662	\$570	\$500	\$553	127	\$2,300
<i>PIDP (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>PIDP (Annual)</i>	\$225	\$230	\$234	\$212	\$120	\$50	\$103		
<i>PIDP (AA)</i>	\$0	\$0	\$450	\$450	\$450	\$450	\$450		
CRISI Total	\$325	\$375	\$1,625	\$1,535	\$1,200	\$1,100	\$1,137	149	\$4,900
<i>CRISI (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>CRISI (Annual)</i>	\$325	\$375	\$625	\$535	\$200	\$100	\$137		
<i>CRISI (AA)</i>	\$0	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000		
RCE Total	\$0	\$0	\$600	\$600	\$600	\$600	\$600	58	\$1,000
<i>CRISI (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>RCE (Annual)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>RCE (AA)</i>	\$0	\$0	\$600	\$600	\$600	\$600	\$600		
Freight Total	\$1,550	\$1,605	\$4,549	\$4,437	\$4,010	\$3,740	\$4,030	456	\$27,900

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 DOT Budget		
		FY 2027 without advance approps*	Change from FY 2026	Precent Change	Change from FY 2021 - Before IIJA	Precent Change	FY2027	Change from FY 2026	Percent Change
INFRA Total	\$1,740	\$1,100	-\$640	-37%	\$100.00	10%	\$1,688.9	-\$51.1	-3%
<i>INFRA (HTF)**</i>	\$900	\$900					\$918.9		
<i>INFRA (Annual)</i>	\$200	\$200					\$770.0		
<i>INFRA (AA)</i>	\$640	\$0					\$0.0		
PIDP Total	\$553	\$103	-\$450	-81%	-\$127.00	-55%	\$500	-\$53.0	-10%
<i>PIDP (HTF)</i>	\$0	\$0					\$0.0		
<i>PIDP (Annual)</i>	\$103	\$103					\$500.0		
<i>PIDP (AA)</i>	\$450	\$0					\$0.0		
CRISI Total	\$1,137	\$137	-\$1,000	-88%	-\$238.00	-63%	\$300	-\$837.0	-74%
<i>CRISI (HTF)</i>	\$0	\$0					\$0.0		
<i>CRISI (Annual)</i>	\$137	\$137					\$300.0		
<i>CRISI (AA)</i>	\$1,000	\$0					\$0.0		
RCE Total	\$600	\$0	-\$600	-100%	New Program	-	\$100	-\$500.0	-83%
<i>RCE (HTF)</i>	\$0	\$0					\$0.0		
<i>RCE (Annual)</i>	\$0	\$0					\$100.0		
<i>RCE (AA)</i>	\$600	\$0					\$0.0		
Total	\$4,030	\$1,340	-\$2,690	-67%	-\$265.00	-17%	\$2,588.9	-\$1,441.1	-36%

Estimated Loss over a 5-year reauthorization if AA are not renewed

1 year loss - \$2.69 billion

5-year loss - \$13.45 billion

Notes

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

**Estimated funding levels for the INFRA program 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 C – IJA FREIGHT AWARDS BY STATE

State	Projects	Requested Funding
Multi-state	17	\$1,680,212,441
Alaska	11	\$221,330,099
Alabama	5	\$80,855,292
Arkansas	5	\$14,138,108
American Samoa	1	\$2,120,000
Arizona	13	\$394,044,552
California	46	\$1,801,257,138
Colorado	10	\$317,203,397
Connecticut	8	\$167,397,433
Washington, D.C.	4	\$127,760,084
Delaware	3	\$55,875,194
Florida	26	\$501,044,458
Georgia	12	\$137,264,363
Hawaii	2	\$107,641,500
Iowa	9	\$124,884,117
Idaho	3	\$51,582,928
Illinois	19	\$583,512,321
Indiana	16	\$227,478,022
Indiana	2	\$2,120,000
Kansas	11	\$197,693,328
Kentucky	8	\$246,976,554
Louisiana	8	\$405,059,477
Massachusetts	7	\$238,817,050
Maryland	8	\$64,233,642
Maine	4	\$144,653,091
Michigan	16	\$583,676,545
Minnesota	21	\$287,917,862
Missouri	6	\$128,299,113
Mississippi	9	\$224,287,897
Montana	5	\$81,000,833
North Carolina	10	\$270,272,068
North Dakota	5	\$84,406,712
Nebraska	6	\$109,737,294
New Hampshire	1	\$345,000
New Jersey	6	\$143,473,791
New Mexico	8	\$160,421,479

State	Projects	Requested Funding
Nevada	4	\$392,483,754
New York	18	\$482,780,488
Ohio	21	\$386,862,738
Oklahoma	7	\$145,657,032
Oregon	11	\$176,353,734
Pennsylvania	13	\$197,538,273
Puerto Rico	2	\$143,526,756
Rhode Island	5	\$285,473,133
South Carolina	11	\$490,055,756
Tennessee	7	\$100,852,194
Texas	26	\$416,459,703
Utah	3	\$12,514,400
Virginia	14	\$175,817,655
Vermont	2	\$29,179,286
Washington	26	\$452,290,927
Wisconsin	12	\$208,932,712
West Virginia	7	\$46,054,500
Wyoming	3	\$8,394,260
Grand Total	543	\$14,120,220,484

APPENDIX D – UNFUNDED FREIGHT PROJECTS BY STATE

State	Projects	Requested Funding
Alaska	22	\$461,789,294
Alabama	12	\$650,505,833
Arizona	7	\$372,574,151
Arkansas	7	\$573,592,400
California	56	\$4,279,647,551
Colorado	13	\$615,119,166
Connecticut	3	\$79,692,816
Delaware	2	\$326,825,594
Washington, D.C.	9	\$543,296,169
Florida	20	\$1,076,878,975
Georgia	3	\$21,641,891
Guam	1	\$74,114,256
Hawaii	1	\$19,190,000
Idaho	5	\$96,965,612
Illinois	21	\$693,444,368
Indiana	2	\$75,620,000
Iowa	5	\$96,045,674
Kansas	5	\$28,159,452
Kentucky	4	\$240,032,150
Louisiana	15	\$413,037,093
Massachusetts	10	\$1,466,543,052
Maine	2	\$471,913,600
Maryland	7	\$2,413,175,281
Michigan	11	\$197,755,796
Minnesota	14	\$180,272,249
Mississippi	9	\$240,629,973
Missouri	9	\$254,330,614
Montana	2	\$67,444,553
Northern Mariana Islands	1	\$17,068,800
Nebraska	4	\$77,511,764
Nevada	3	\$106,101,636
New Jersey	6	\$218,379,237
New Mexico	2	\$62,654,850
New York	12	\$1,041,407,904
North Carolina	6	\$1,127,524,839
North Dakota	3	\$214,077,202

State	Projects	Requested Funding
Ohio	11	\$982,222,386
Oklahoma	5	\$308,054,069
Oregon	13	\$1,279,709,645
Pennsylvania	13	\$889,424,600
Puerto Rico	1	\$240,000
Rhode Island	2	\$16,800,000
South Carolina	5	\$496,279,465
South Dakota	4	\$298,132,312
Tennessee	4	\$226,494,350
Texas	37	\$2,425,704,642
Utah	3	\$30,962,400
Virginia	7	\$334,398,452
Vermont	2	\$53,464,760
Washington	20	\$395,849,410
West Virginia	9	\$390,740,597
Wisconsin	6	\$867,045,000
Grand Total	456	\$27,890,485,883

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