# AMERICA'S INFRASTRUCTURE ON THE CHOPPING BLOCK

## *State-by-State Edition – October 2026*

In May, the Senate Commerce Committee warned of the devastating impacts to Transportation Infrastructure if funding is gutted in the next Surface Transportation Bill.

***Those cuts have come***

### THESE CUTS ARE A TAX ON AMERICAN FAMILIES

The American Society of Civil Engineers found that if federal infrastructure funding reverts to previous levels, it will **cost the average American family $700 per year** due to the negative impacts of congestion, vehicle repairs, and lost economic productivity. With rising gas prices, that number has only gone up.

## IT'S NOT TOO LATE TO ACT!

The Bipartisan Infrastructure Law's Advance Appropriations ended October 1st. Congress must act by **DECEMBER 11** to prevent **permanent cuts** to these programs:

**HIGHWAYS:** Bridge Formula Program; Bridge Investment Program (BIP); National Electric Vehicle Infrastructure (NEVI) Formula Program; Appalachian Development Highway System;

**RAIL:** Federal-State Partnership for Intercity Passenger Rail (FSP); Consolidated Rail Infrastructure and Safety Improvements (CRISI); Amtrak National Network & Northeast Corridor Grants; Railroad Crossing Elimination Program (RCE);

**TRANSIT:** Capital Investment Grants (CIG) Program; State of Good Repair (SGR) Formula; Enhanced Mobility of Seniors and Individuals with Disabilities; Low or No Emission (Low-No) Vehicle Program; Buses and Bus Facilities Competitive Program; All Stations Accessibility Program (ASAP);

**MULTI-MODAL AND SAFETY:** National Infrastructure Investments (BUILD/RAISE); National Infrastructure Project Assistance (Mega); Infrastructure for Rebuilding America (INFRA) Grants; Port Infrastructure and Development Program (PIDP); Ferry Boat Program, Electric or Low-Emitting Ferry Pilot Program; Safe Streets and Roads for All (SS4A); Highway Safety Programs; Reconnecting Communities Pilot (RCP); Airport Infrastructure Grants (AIG); Motor Carrier Safety Assistance Program; and National Culvert Removal, Replacement, and Restoration Grants.

U.S. Senate Committee on Commerce, Science and Transportation
MARIA CANTWELL, Ranking Member

**Turn the page to see how permanently cutting advance appropriations funding will impact YOUR STATE's infrastructure**

# NORTH CAROLINA'S TRANSPORTATION FUNDING on the CHOPPING BLOCK

## NATIONWIDE:

**$36.8 billion at risk**
in FY2027 transportation funding

**A $10.8 billion cut**
to formula funding on October 1, 2026

**A $26 billion cut**
to non-formula funding on October 1, 2026

**A $59.5 billion need**
(Unfunded grant applications in recent discretionary rounds[1])

## NORTH CAROLINA:

**A $240.0 million cut**
to formula funding on October 1, 2026

**A $2.5 billion need**
(Unfunded North Carolina grant applications in recent discretionary rounds)

## NORTH CAROLINA'S FY2027 FORMULA FUNDING AT RISK[2]

| Program | Formula funding cut |
|---|---|
| Airport Infrastructure Grants **(100% cut)** | $93.9 million |
| Appalachian Development Highway System | $17.5 million |
| Bridge Formula Program **(100% cut)** | $98.7 million |
| Ferry Boat Program | $1.4 million |
| FMCSA Motor Carrier Safety Assistance Program | $2.4 million |
| FTA Enhanced Mobility | $0.8 million |
| FTA State of Good Repair Grants | $1.0 million |
| NEVI Formula Program **(100% cut)** | $23.2 million |
| NHTSA Highway Safety Programs | $1.1 million |
| **Total** | **$240.0 million** |

[1] Unfunded dollar amounts for INFRA reflect applications and awards as of 9/1/26. DOT announced additional INFRA awards in October 2026 but did not include unfunded amounts.
[2] Source: Senate Committee on Appropriations - Minority fact sheet estimates of North Carolina's FY2027 formula exposure using the most recent full-year allocations for the formula programs. July 24, 2026. Percent cuts are only calculated for programs funded entirely through advance appropriations.

## NATIONWIDE DISCRETIONARY FUNDING AT RISK

| Program | FY26 Funding | Est. FY27 without advance appropriations | Percent change |
|---|---|---|---|
| Nationally Significant Freight and Highways (INFRA) | $1.7 billion | $1.1 billion | -37% |
| National Infrastructure Project Assistance (Mega) | $1.0 billion | $0 | -100% |
| Port Infrastructure Development Program (PIDP) | $553.0 million | $103.0 million | -81% |
| Consolidated Rail Infrastructure and Safety Improvement (CRISI) | $1.1 billion | $137.0 million | -88% |
| Railroad Crossing Elimination (RCE) | $600.0 million | $0 | -100% |
| BUILD/RAISE | $1.6 billion | $145.0 million | -91% |
| Safe Streets and Roads for All (SS4A) | $1.0 billion | $0 | -100% |
| Reconnecting Communities Pilot (RCP) | $235.0 million | $130.0 million | -45% |

## THE BIPARTISAN INFRASTRUCTURE LAW DELIVERED FOR NORTH CAROLINA[3]

### FY22 – FY26

| Programs | Projects awarded | Federal funding received |
|---|---|---|
| Freight and Rail — INFRA, Mega, PIDP, CRISI, RCE | 14 | $406.4 million |
| Main Streets — BUILD/RAISE, SS4A, RCP | 81 | $326.3 million |
| Total | 95 | $732.6 million |

[3] Totals include only projects announced for listed programs. For more detail on the impact of the Bipartisan Infrastructure Law on your state see: Investing in America Funding Tracker.

## NORTH CAROLINA'S UNMET DISCRETIONARY GRANT DEMAND[4]

**for programs with publicly available application data**

| Programs | Projects rejected | Federal funding requested |
|---|---|---|
| Freight and Rail — INFRA, Mega, PIDP, CRISI, RCE | 13 | $2.0 billion |
| Main Streets — BUILD/RAISE, SS4A, RCP | 37 | $435.0 million |
| Total | 50 | $2.5 billion |

**Example of just one project in need of funding:**

## CAPE FEAR MEMORIAL BRIDGE REPLACEMENT[5]



**FUNDING REQUESTED**
$362.3 million under INFRA

**DETAILS**
Funding would replace and raise the bridge to accommodate barges, U.S. Coast Guard vessels, and other ships critical to freight travel.

**ECONOMIC BENEFITS**
This project would facilitate the improved movement of freight, military transportation, and other vessels during evacuations in this region.

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[4] Senate Committee on Commerce, Science, and Transportation analysis of non-selected projects from most recent announced application period for each listed program.

[5] U.S. *Environmental Assessment: STIP HB-0039 Cape Fear Memorial Bridge Replacement Project: July 2026,* and photograph, https://www.ncdot.gov/projects/cape-fear-bridge-replacement/Documents/cape-fear-environmental-assessment.pdf. North Carolina Department of Transportation, *Environmental Assessment: STIP HB-0039 Cape Fear Memorial Bridge Replacement Project: July 2026,* and photograph, https://www.ncdot.gov/projects/cape-fear-bridge-replacement/Documents/cape-fear-environmental-assessment.pdf.