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

OREGON'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])

OREGON:

A $118.9 million cut
to formula funding on October 1, 2026

A $1.7 billion need
(Unfunded Oregon grant applications in recent discretionary rounds)

OREGON'S FY2027 FORMULA FUNDING AT RISK[2]

Program	Formula funding cut
Airport Infrastructure Grants **(100% cut)**	$38.4 million
Bridge Formula Program **(100% cut)**	$57.7 million
Ferry Boat Program	$0.4 million
FMCSA Motor Carrier Safety Assistance Program	$1.0 million
FTA Enhanced Mobility	$0.4 million
FTA State of Good Repair Grants	$9.3 million
NEVI Formula Program **(100% cut)**	$11.1 million
NHTSA Highway Safety Programs	$0.6 million
Total	**$118.9 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 Oregon'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 OREGON[3]

FY22 – FY26

Programs	Projects awarded	Federal funding received
Freight and Rail — INFRA, Mega, PIDP, CRISI, RCE	18	$1.2 billion
Main Streets — BUILD/RAISE, SS4A, RCP	53	$186.2 million
Total	71	$1.4 billion

[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.

OREGON'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	21	$1.4 billion
Main Streets — BUILD/RAISE, SS4A, RCP	48	$376.3 million
Total	69	$1.7 billion

Example of just one project in need of funding:

EARTHQUAKE-READY BURNSIDE BRIDGE[5]



FUNDING REQUESTED
$447 million under INFRA

DETAILS
Funding would replace a 94-year-old bridge with a multimodal, earthquake-resilient bridge in Portland.

ECONOMIC BENEFITS
This project is projected to add $51.9 million in employment income, $255.7 million in business revenue, and $136 million in value annually.

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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] "Earthquake Ready Burnside Bridge," Multnomah County, accessed 10/16/26, https://multco.us/programs/earthquake-ready-burnside-bridge. Multnomah County, *Economic Impacts Supplemental Memorandum*, April 22, 2022, https://multco.us/file/economic_impacts_supplemental_memo/download. "Design Phase," Multnomah County, photograph, accessed 10/16/26, https://multco.us/info/design-phase.