



**U.S. Department
of Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2027

FEDERAL HIGHWAY ADMINISTRATION

**SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS**

FHWA FY 2027 BUDGET

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**FEDERAL HIGHWAY ADMINISTRATION (FHWA)
FISCAL YEAR 2027 BUDGET**

BUDGET SUMMARY OVERVIEW

The Federal Highway Administration’s (FHWA) fiscal year (FY) 2027 Budget requests \$66.2 billion to carry out President Trump and Secretary Duffy’s vision to get America building again. FHWA will enhance safety, accelerate project delivery, expand opportunity, and empower States and local partners to deliver the transportation infrastructure America needs. Through this request FHWA will expand, restore, and modernize highways and bridges to improve the state of good repair, enhance resiliency, and improve system performance.

- **Federal-aid Highway Program: \$64.7 billion** is requested for FHWA’s Federal-aid Highway Program, which supports highway construction and safety activities to ensure the Nation’s highway system is safe and efficient for all users and contributes to economic growth. The program is financed from the Highway Account of the Highway Trust Fund, and most funds are distributed via formula apportionments and allocations to States.
- **Highway Infrastructure Programs: \$1.5 billion** is requested to improve highway safety and efficiency for all Americans through General Fund investments. These targeted investments will bolster amounts authorized through the Federal-aid Highway Program for activities in close alignment with the Administration’s priorities.
 - **\$770.0 million is requested for the Infrastructure for Rebuilding America (INFRA) grant program.** The INFRA program awards competitive grants for projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of people and freight. INFRA projects are selected by the Office of the Secretary based on rigorous benefit-cost analysis, consistent with the principles articulated in DOT Order 2100.7, *Ensuring Reliance Upon Sound Economic Analysis in DOT Policies, Programs, and Activities*.
 - **\$713.7 million is requested for the Bridge Formula Program.** This funding will support States and Tribal governments in repairing or replacing highway bridges in disrepair. Bridges are integral to America’s economic prosperity. However, many of our Nation’s bridges are in poor condition. The Bridge Formula Program invests in our aging bridge infrastructure to improve safety, strengthen the economy through new employment opportunities and the efficient movement of freight, and enhance quality of life nationwide.
- To focus on Administration priorities — such as safety and investment in core, nationally significant infrastructure — the FY 2027 President’s Budget proposes to **cancel the unobligated balances of the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Grants Program**. This proposal is consistent with the President’s Executive Order 14154, *Unleashing American Energy*, and will save American taxpayers approximately **\$4.2 billion**.

FHWA's mission is to improve safety and mobility on our Nation's highways through national leadership, innovation, and program delivery. FHWA supports State and local governments in the design, construction, and maintenance of our Nation's highway system, including on Federal and Tribal-owned lands. Through financial and technical assistance to State and local governments, FHWA is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.

Safety First: Safety is FHWA's top priority. FHWA supports the Administration's Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS) initiative. FHWA has engaged with all 50 States, the District of Columbia, and Puerto Rico to identify almost 4,300 specific arterial segments and intersections in need of improvement. FHWA is also committed to improving safety for first responders and work zone workers. FHWA works closely with stakeholders to advance the safety culture of incident responses, encourage performance-driven safety practices, and advocate for the deployment of innovative safety countermeasures.

Infrastructure Investment: Transportation infrastructure investments are critical to building a stronger economy for workers and businesses alike nationwide. For 70 years, our Interstates have powered commerce, bolstered the economy, and connected communities across our beautiful country. In the first year of the Trump Administration, FHWA cleared the way for more than 72,000 unique infrastructure projects to move forward.

Expedited Project Delivery: FHWA supports the Administration's goal to clear the way for vital infrastructure projects to be built faster and more efficiently. In the first year of the Administration, FHWA cleared an unprecedented backlog of grants which translates to roughly \$9.8 billion to jumpstart projects. FHWA's NEPA Assignment Program allows States to take more ownership of environmental permitting requirements, cutting down on red tape so critical bridge and highway projects are started and completed faster.

Federal Lands and Tribal Programs: FHWA's Federal Lands Programs help ensure that these national treasures are accessible to all Americans and are economic generators. In response to Hurricane Helene damage, FHWA's Office of Federal Lands Highway is repairing 58 landslides and damaged sites across 200 miles of roadway on the Blue Ridge Parkway in North Carolina. Through innovative contracting and project delivery methods, FHWA will complete the \$150 million in damage repairs by end of 2026, one year ahead of initial completion estimates. FHWA's Tribal Programs improve transportation safety, access, and mobility in Tribal communities, providing better access to housing, emergency services, schools, jobs, and medical services, thereby improving the quality of life on Tribal lands.

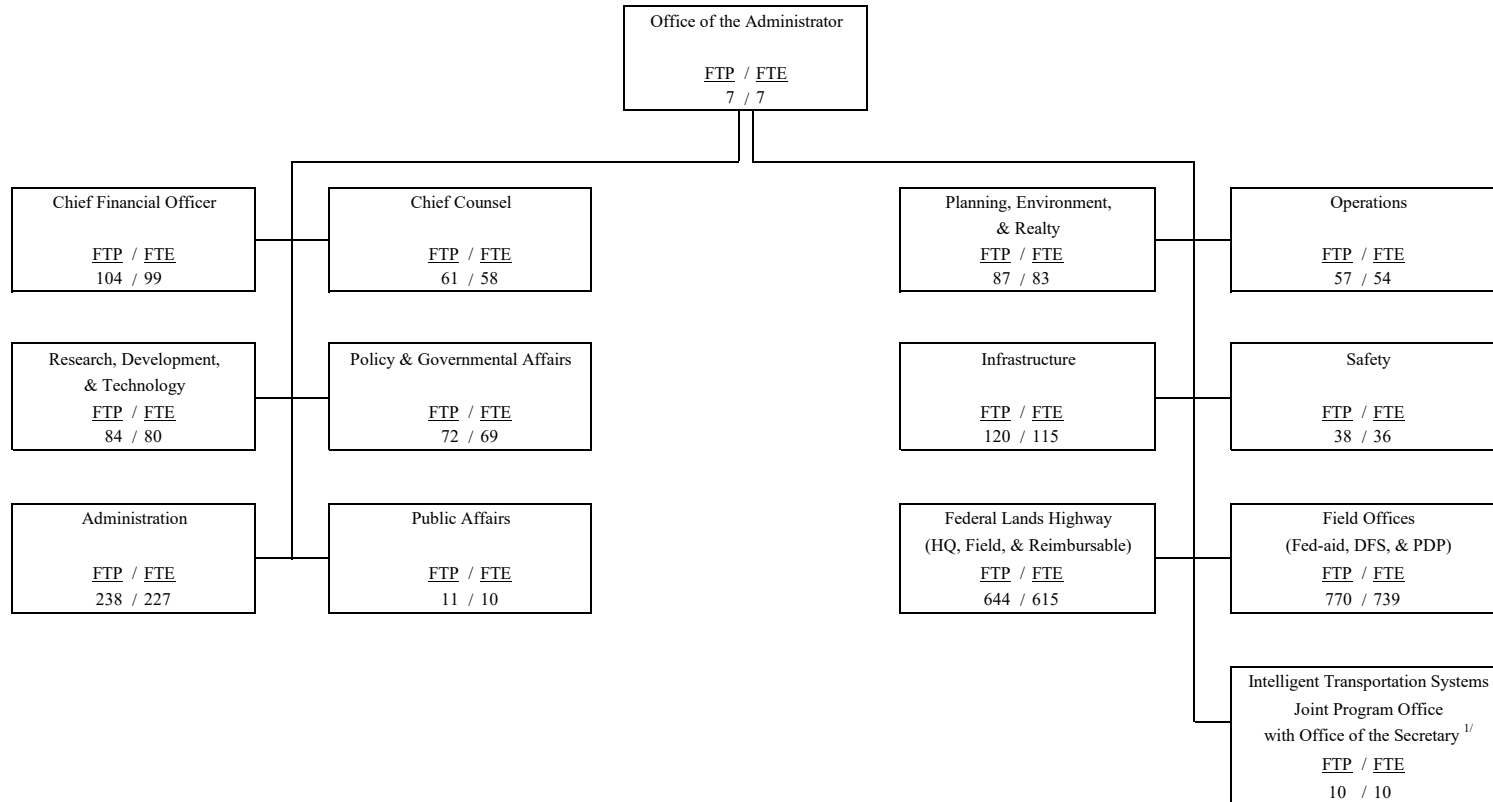
Research, Innovation, and Training: Cutting-edge research, development, and deployment efforts make FHWA an innovation leader in the ever-changing transportation landscape. The latest round of FHWA's Every Day Counts Program, which identifies and rapidly deploys proven yet underutilized innovations, will continue this highly successful program that has resulted in each State implementing numerous innovations, many of which have become mainstream practices across the country.

The details of activities funded by these accounts are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

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EXHIBIT I-A

**FEDERAL HIGHWAY ADMINISTRATION ORGANIZATION CHART
FY 2026 ESTIMATED FTP BY OFFICE AND ESTIMATED FTE BY OFFICE**



FTP - FULL-TIME PERMANENT POSITIONS	
Direct funded	2,208
Indirect funded	95
Total	2,303

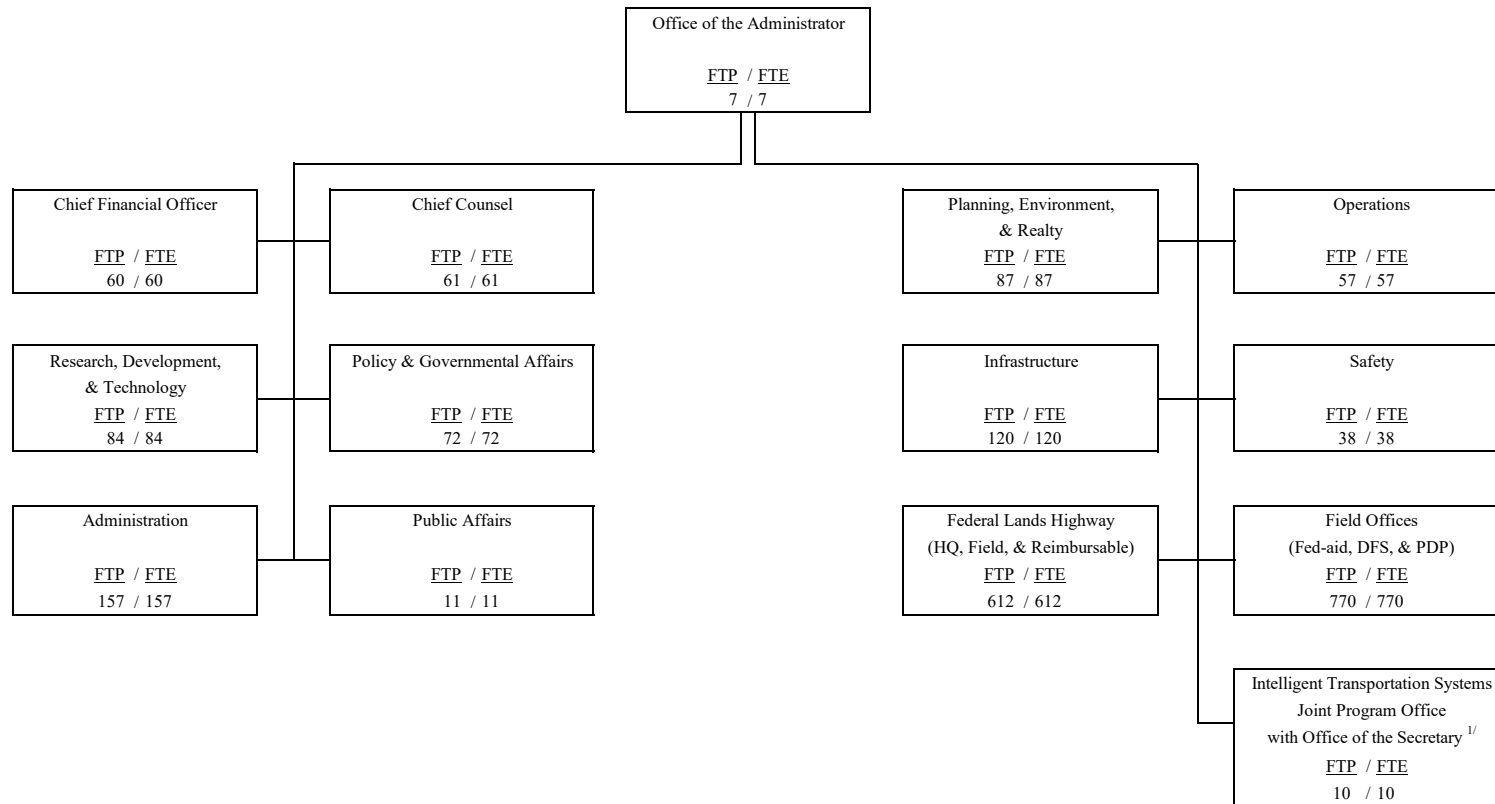
FTE - FULL-TIME EQUIVALENTS	
Direct funded	2,107
Indirect funded	95
Total	2,202

^{1/} The Department submitted a reorganization notification to Congress in January 2026 moving this office from FHWA to the Office of the Secretary of Transportation. The Department fully intends to implement the reorganization of this office in the future.

Direct funded FTP presented by office reflects an estimated on-board level at fiscal year end, not total positions including vacancies. This is consistent with Exhibit II-8. Direct funded FTE presented by office reflects an illustrative proration of total FTE. Indirect funded FTP & FTE include Federal Lands Highway reimbursable FTE and allocation FTE from OST. FTP/FTE numbers and their allocation among FHWA offices is subject to change, with the amounts shown above being illustrative. The above reflects office restructuring which includes: elimination of the Office of Civil Rights and the Office of Technical Services.

EXHIBIT I-B

**FEDERAL HIGHWAY ADMINISTRATION ORGANIZATION CHART
FY 2027 ESTIMATED FTP BY OFFICE AND ESTIMATED FTE BY OFFICE**



FTP - FULL-TIME PERMANENT POSITIONS	
Direct funded	2,077
Indirect funded	69
Total	2,146

FTE - FULL-TIME EQUIVALENTS	
Direct funded	2,077
Indirect funded	69
Total	2,146

1/ The Department submitted a reorganization notification to Congress in January 2026 moving this office from FHWA to the Office of the Secretary of Transportation. The Department fully intends to implement the reorganization of this office in the future.

Direct funded FTP presented by office reflects an estimated on-board level at fiscal year end, not total positions including vacancies. This is consistent with Exhibit II-8. Direct funded FTE presented by office reflects an illustrative proration of total FTE. Indirect funded FTP & FTE include Federal Lands Highway reimbursable FTE and allocation FTE from OST. FTP/FTE numbers and their allocation among FHWA offices is subject to change, with the amounts shown above being illustrative. FY 2027 reflects the full consolidation of information technology, procurement, and human resources within the Office of the Secretary through the Working Capital Fund.

**EXHIBIT II-1
FY 2027 BUDGET AUTHORITY
FEDERAL HIGHWAY ADMINISTRATION
(S000)**

ACCOUNT NAME	M / D	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Federal-aid Highways	M	\$60,376,606	\$61,819,159	\$63,310,877
Contract Authority (subject to limitation)		\$61,314,171	\$62,657,106	\$63,973,000
[Administrative Expenses] ^{1/}		[\$497,016]	[\$507,436]	[\$507,436]
Exempt Contract Authority ^{2/}		\$739,000	\$739,000	\$739,000
Flex Transfers to/from FTA		-\$1,381,095	-\$1,300,000	-\$1,300,000
Transfer to NHTSA ^{3/}		-\$140,241	-\$150,824	----
Transfer to/from OST		-\$113,106	-\$84,000	-\$59,000
Sequestered Exempt Contract Authority ^{4/}		-\$42,123	-\$42,123	-\$42,123
Highway Infrastructure Programs (GF) ^{5/}	D	\$340,500	\$2,395,881	\$1,483,650
New Appropriations		\$340,500	\$927,213	\$1,483,650
Repurposed IIJA Funds - Transfer from other FHWA programs		----	\$1,093,756	----
Repurposed IIJA Funds - Transfer from FMCSA			\$20,000	
Repurposed IIJA Funds - Transfer from OST			\$254,912	
Repurposed IIJA Funds - Transfer from PHMSA			\$100,000	
Emergency Relief Funds (GF) ^{6/}	D	\$8,086,020	----	----
Miscellaneous Trust Funds (TF)	M	\$8,522	\$8,522	\$8,522
Federal-Aid Highway - Cancellation of Prior Year Balances ^{7/}	M	----	----	-\$1,558,000
Highway Infrastructure Programs - Cancellation of Prior Year Balances ^{7/}	D	----	----	-\$2,665,244
Neighborhood Access and Environmental Programs - Cancellation of Prior Year Balances ^{8/}	M	-\$4,194,183	----	----
Gross New Budget Authority		\$70,488,213	\$64,331,841	\$66,204,172
Rescissions		-\$4,194,183	----	-\$4,223,244
Transfers ^{9/}		-\$1,634,442	-\$66,156	-\$1,359,000
Sequestration		-\$42,123	-\$42,123	-\$42,123
NET NEW BUDGET AUTHORITY REQUESTED		\$64,617,465	\$64,223,562	\$60,579,805
[Mandatory BA]		\$56,190,945	\$61,827,681	\$61,761,399
[Discretionary BA]		\$8,426,520	\$2,395,881	-\$1,181,594
 IIJA Supplemental (Division J)				
Highway Infrastructure Programs ^{10/}	D	\$9,454,400	\$9,454,400	----
[Administrative Expenses] ^{11/}		[\$86,816]	[\$86,816]	----
Transfer to OIG		-\$1,000	-\$1,000	----
Grand Total, All Appropriations		\$74,070,865	\$73,676,962	\$60,579,805

[] Non-add

1/ All fiscal years include FHWA General Operating Expenses (GOE) and transfers to the Appalachian Regional Commission (ARC) for administrative activities associated with the Appalachian Development Highway System. All fiscal years do not include amounts for other non-administrative programs authorized under Administrative Expenses.

2/ In FY 2025 and FY 2026, the exempt contract authority is comprised of \$639 million for the National Highway Performance Program and \$100 million for the Emergency Relief Program. In FY 2027, the exempt contract authority split is to be determined.

3/ FHWA anticipates transfers to NHTSA in FY 2027 in amounts to be determined based on State penalty information.

4/ FY 2025 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated March 11, 2024. FY 2026 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated May 30, 2025. FY 2027 reflect sequestration of 5.7 percent of contract authority exempt from obligation limitation pursuant to 2 U.S.C. 901a(6)(B)(ii).

5/ The Full-Year Continuing Appropriations and Extensions Act, 2025, provided \$340.5 million in additional funding from the General Fund in FY 2025. The Department of Transportation Appropriations Act, 2026, appropriated \$927 million in new budget authority and repurposed \$1.5 billion in previously appropriated budget authority for a total of \$2.4 billion made available from the General Fund for FY 2026. The repurposed funding is comprised of \$1.1 billion from FHWA with the remaining transferred from the Office of the Secretary of Transportation, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration. The FY 2027 Budget requests \$770 million in additional funding from the General Fund in FY 2027 for the Nationally Significant Freight and Highway Projects program, and \$714 million in additional funding from the General Fund in FY 2027 for the Bridge Formula Program.

6/ The American Relief Act, 2025, provided \$8.1 billion in additional funding from the General Fund in FY 2025 for the Emergency Relief Program.

7/ The FY 2027 Budget proposes permanently cancelling a total of \$4.2 billion in unobligated balances in FY 2027 from the accounts noted above for Charging and Fueling Infrastructure Grants and the National Electric Vehicle Infrastructure Program.

8/ The Working Families Tax Cut Act, Sections 60019, 60023, and 60024, rescinded the unobligated amounts made available to carry out the following sections of title 23, U.S.C.: Section 177, Neighborhood access and equity grant program; Section 178 Environmental review implementation funds; and Section 179, Low-carbon transportation materials grants.

9/ Exhibit does not reflect transfers of carryover contract authority.

10/ The Department of Transportation Appropriations Act, 2026, repurposed \$1.1 billion from amounts previously appropriated to FHWA from the General Fund through Division J of the IIJA. New IIJA Division J funding is not reflected in FY 2027 due to the expiration of the IIJA after FY 2026.

11/ The IIJA provided funding for administrative expenses as a takedown from the Highway Infrastructure Programs. Amounts shown reflect the aggregate of such takedowns.

EXHIBIT II-2
FY 2027 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNT NAME	M / D	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
[Limitation on Administrative Expenses] ^{1/}	D	[\$497,016]	[\$507,436]	[\$507,436]
Federal-aid Highways		\$60,376,606	\$61,819,159	\$63,310,877
Obligation Limitation	D	\$61,314,171	\$62,657,106	\$63,973,000
Exempt Contract Authority ^{2/}	M	\$739,000	\$739,000	\$739,000
Flex Transfers to/from FTA	D	-\$1,381,095	-\$1,300,000	-\$1,300,000
Transfer to NHTSA ^{3/}	D	-\$140,241	-\$150,824	----
Transfer to/from OST	D	-\$113,106	-\$84,000	-\$59,000
Sequestered Exempt Contract Authority ^{4/}	M	-\$42,123	-\$42,123	-\$42,123
[Liquidation of contract authorization]	D	[\$61,314,171]	[\$63,396,106]	[\$64,669,877]
Highway Infrastructure Programs (GF)^{5/}	D	\$340,500	\$2,395,881	\$1,483,650
New Appropriations		\$340,500	\$927,213	\$1,483,650
Repurposed IJA Funds - Transfer from other FHWA programs		----	\$1,093,756	----
Repurposed IJA Funds - Transfer from FMCSA			\$20,000	
Repurposed IJA Funds - Transfer from OST			\$254,912	
Repurposed IJA Funds - Transfer from PHMSA			\$100,000	
Emergency Relief Funds (GF)^{6/}	D	\$8,086,020	----	----
Miscellaneous Trust Funds (TF)	M	\$8,522	\$8,522	\$8,522
Federal-aid Highways - Cancellation of Prior Year Balances^{7/}	M	----	----	-\$1,558,000
Highway Infrastructure Programs (GF) - Cancellation of Prior Year Balances^{7/}	D	----	----	-\$2,665,244
Neighborhood Access and Environmental Programs - Cancellation of Prior Year Balances^{8/}	M	-\$4,194,183	----	----
Gross New Budgetary Resources		\$70,488,213	\$64,331,841	\$66,204,172
Rescissions		-\$4,194,183	----	-4,223,244
Transfers^{9/}		-\$1,634,442	-\$66,156	-\$1,359,000
Sequestration		-\$42,123	-\$42,123	-\$42,123
TOTAL BUDGETARY RESOURCES		\$64,617,465	\$64,223,562	\$60,579,805
[Mandatory]		-\$3,488,784	\$705,399	-\$852,601
[Discretionary]		\$68,106,249	\$63,518,163	\$61,432,406
[Obligation Limitation]		\$61,314,171	\$62,657,106	\$63,973,000
IJA Supplemental (Division J)				
Highway Infrastructure Programs ^{10/}	D	\$9,454,400	\$9,454,400	----
[Administrative Expenses] ^{11/}		[\$86,816]	[\$86,816]	----
Transfer to OIG		-\$1,000	-\$1,000	----
Grand Total, All Appropriations		\$74,070,865	\$73,676,962	\$60,579,805

[] Non-add

1/ All fiscal years include FHWA General Operating Expenses (GOE) and transfers to the Appalachian Regional Commission (ARC) for administrative activities associated with the Appalachian Development Highway System. All fiscal years do not include amounts for other non-administrative programs authorized under Administrative Expenses.

2/ In FY 2025 and FY 2026, the exempt contract authority is comprised of \$639 million for the National Highway Performance Program and \$100 million for the Emergency Relief Program. In FY 2027, the exempt contract authority split is to be determined.

3/ FHWA anticipates transfers to NHTSA in FY 2027 in amounts to be determined based on State penalty information.

4/ FY 2025 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated March 11, 2024. FY 2026 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated May 30, 2025. FY 2027 reflect sequestration of 5.7 percent of contract authority exempt from obligation limitation pursuant to 2 U.S.C. 901a(6)(B)(ii).

5/ The Full-Year Continuing Appropriations and Extensions Act, 2025, provided \$340.5 million in additional funding from the General Fund in FY 2025. The Department of Transportation Appropriations Act, 2026, appropriated \$927 million in new budget authority and repurposed \$1.5 billion in previously appropriated budget authority for a total of \$2.4 billion made available from the General Fund for FY 2026. The repurposed funding is comprised of \$1.1 billion from FHWA with the remaining transferred from the Office of the Secretary of Transportation, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration. The FY 2027 Budget requests \$770 million in additional funding from the General Fund in FY 2027 for the Nationally Significant Freight and Highway Projects program, and \$714 million in additional funding from the General Fund in FY 2027 for the Bridge Formula Program.

6/ The American Relief Act, 2025, provided \$8.1 billion in additional funding from the General Fund in FY 2025 for the Emergency Relief Program.

7/ The FY 2027 Budget proposes permanently cancelling a total of \$4.2 billion in unobligated balances in FY 2027 from the accounts noted above for Charging and Fueling Infrastructure Grants and the National Electric Vehicle Infrastructure Program.

8/ The Working Families Tax Cut Act, Sections 60019, 60023, and 60024, rescinded the unobligated amounts made available to carry out the following sections of title 23, U.S.C.: Section 177, Neighborhood access and equity grant program; Section 178 Environmental review implementation funds; and Section 179, Low-carbon transportation materials grants.

9/ Exhibit does not reflect transfers of obligation limitation for carryover contract authority transferred.

10/ The Department of Transportation Appropriations Act, 2026, repurposed \$1.1 billion from amounts previously appropriated to FHWA from the General Fund through Division J of the IJA. New IJA Division J funding is not reflected in FY 2027 due to the expiration of the IJA after FY 2026.

11/ The IJA provided funding for administrative expenses as a takedown from the Highway Infrastructure Programs. Amounts shown reflect the aggregate of such takedowns.

EXHIBIT II-3
FY 2027 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS
FEDERAL HIGHWAY ADMINISTRATION

This exhibit not provided at this time pending surface transportation reauthorization and finalization of the Department's FY 2026 - 2030 Strategic Plan.

**EXHIBIT II-4
FY 2027 OUTLAYS
FEDERAL HIGHWAY ADMINISTRATION
(\$000)**

<u>ACCOUNT NAME</u>	<u>M / D</u>	<u>FY 2025 ACTUAL</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
Federal-aid Highways (TF)		\$56,025,436	\$57,169,185	\$58,408,459
Subject to Obligation Limitation	D	\$55,191,439	\$56,503,992	\$57,706,160
Exempt Contract Authority	M	\$837,018	\$663,519	\$697,303
Emergency Relief Supplementals	D	-\$3,021	\$1,674	\$4,996
Highway Infrastructure Program (GF)	D	\$2,721,626	\$2,894,890	\$3,271,628
Neighborhood Access and Environmental Programs (GF)	D	\$70,075	\$79,910	\$90,633
Miscellaneous Highway Trust Funds (TF)	D	\$13,033	\$2,432	\$1,562
Right of Way Revolving Fund (TF)	M	----	\$4,279	----
Miscellaneous Trust Funds (TF)	M	\$11,258	\$10,652	\$10,743
Appalachian Development Highway System (GF)	D	\$252	\$297	\$282
Emergency Relief Program (GF)	D	\$1,444,687	\$1,473,865	\$1,513,862
Miscellaneous Appropriations (GF)	D	\$5,758	\$4,252	\$3,388
TOTAL		<u>\$60,292,125</u>	<u>\$61,639,762</u>	<u>\$63,300,557</u>
Mandatory		\$848,276	\$678,450	\$708,046
Discretionary		\$59,443,849	\$60,961,312	\$62,592,511
Supplemental Funding				
IIJA Supplemental (Division J)				
Highway Infrastructure Programs		\$4,740,424	\$5,042,209	\$5,698,396
Grand Total, Outlays from all Appropriations		<u>\$65,032,549</u>	<u>\$66,681,971</u>	<u>\$68,998,953</u>

EXHIBIT II-5.1
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

ADMINISTRATIVE EXPENSES
LIMITATION ON ADMINISTRATIVE EXPENSES
(\$000)

	Baseline Changes										FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base				
PERSONNEL RESOURCES (FTE)													
Direct FTE ^{1/}	2,223	1,657		101							1,758	(102)	1,656
FINANCIAL RESOURCES ^{2/}													
LIMITATION ON ADMINISTRATIVE EXPENSES (LAE)													
Salaries and Benefits	\$431,468	\$316,487	\$791	\$19,291							\$336,569	(\$19,482)	\$317,087
Travel	\$1,009	\$5,600							\$112		\$5,712		\$5,712
Transportation		\$1,160							\$23		\$1,183		\$1,183
GSA Rent	\$20,450	\$16,152				\$2,374					\$18,526		\$18,526
Communications & Utilities	\$256	\$545							\$11		\$556		\$556
Printing		\$467							\$9		\$476		\$476
Other Services:													
-WCF ^{3/}	\$38,797	\$56,044					\$1,121				\$57,165	\$55,843	\$113,008
-Other		\$104,781							\$2,096		\$106,877	(\$62,248)	\$44,629
Supplies		\$498							\$10		\$508		\$508
Equipment		\$2,454							\$49		\$2,503		\$2,503
Appalachian Regional Commission (ARC)	\$2,569	\$3,248									\$3,248		\$3,248
Subtotal, LAE ^{4/ 5/}	\$494,549	\$507,436	\$791	\$19,291	\$0	\$0	\$2,374	\$1,121	\$2,310	\$533,323	(\$25,887)	\$507,436	
Disadvantaged Business Enterprise Supportive Services Program	\$10,000	\$10,000									\$10,000		\$10,000
Highway Use Tax Evasion Projects	\$4,000	\$4,000									\$4,000		\$4,000
On-the-Job Training Supportive Services Program	\$10,000	\$10,000									\$10,000		\$10,000
Total, LAE	\$518,549	\$531,436	\$791	\$19,291	\$0	\$0	\$2,374	\$1,121	\$2,310	\$557,323	(\$25,887)	\$531,436	

1/ The FTE shown in this exhibit are funded by General Operating Expenses and exclude additional FTEs funded by reimbursements and from allocations from other organizations.

2/ The categories depict illustrative estimates reflecting the full utilization of administrative resources subject to the limitation on administrative expenses. The "Other" category may be comprised of expenses such as information technology investments, headquarters and field operations, facility improvements, and training.

3/ In this exhibit, Department of Transportation headquarters rent costs paid through the WCF are subtracted from the WCF category and presented in the GSA Rent category.

4/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

5/ FY 2026 reflects staffing reductions resulting from the Deferred Resignation Program.

EXHIBIT II-5.2
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

ADMINISTRATIVE EXPENSES
HIGHWAY INFRASTRUCTURE PROGRAMS
(\$000)

	Baseline Changes										FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base				
PERSONNEL RESOURCES (FTE)													
Direct FTE													
FINANCIAL RESOURCES													
HIGHWAY INFRASTRUCTURE PROGRAMS^{1/}													
Salaries and Benefits		\$3,653											
Travel		\$2,854											
Transportation		\$1,137											
GSA Rent													
Communications & Utilities		\$278											
Printing		\$458											
Other Services:													
-WCF													
-Other		\$39,328	\$86,816							\$1,736	\$88,552	(\$88,552)	\$0
Supplies		\$488											
Equipment		\$2,406											
Appalachian Regional Commission (ARC)													
Total, Highway Infrastructure Programs	\$50,602	\$86,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,736	\$88,552	(\$88,552)	\$0
Disadvantaged Business Enterprise Supportive Services Program													
Highway Use Tax Evasion Projects													
On-the-Job Training Supportive Services Program													
Total, Highway Infrastructure Programs^{2/}	\$50,602	\$86,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,736	\$88,552	(\$88,552)	\$0

1/ The IJA provided \$86.8 million in administrative expenses as takedowns from several Highway Infrastructure Programs from FY 2022 through FY 2026. Amounts not obligated in the year provided will be carried forward for obligation in a future fiscal year. The HIP administrative expenses funding will be used for information technology investments, contractual services, and other investments, services, and activities to support the implementation and administration of the IJA on a to-be-determined basis. This table is an illustrative example of how HIP administrative expenses funding may be utilized.

2/ The FY 2027 Budget does not continue IJA Division J funding, including the administrative expenses takedowns.

EXHIBIT II-5.3
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	Baseline Changes										FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base				
PERSONNEL RESOURCES (FTE)													
Direct FTE ^{1/}	2,223	1,657		101							1,758	(102)	1,656
FINANCIAL RESOURCES ^{2/}													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits ^{3/}	\$435,121	\$316,487	\$791	\$19,291							\$336,569	(\$19,482)	\$317,087
Travel	\$3,863	\$5,600							\$112		\$5,712	\$0	\$5,712
Transportation	\$1,137	\$1,160							\$23		\$1,183	\$0	\$1,183
GSA Rent	\$20,450	\$16,152					\$2,374				\$18,526	\$0	\$18,526
Communications & Utilities	\$534	\$545							\$11		\$556	\$0	\$556
Printing	\$458	\$467							\$9		\$476	\$0	\$476
Other Services:													
-WCF ^{3/}	\$38,797	\$56,044						\$1,121			\$57,165	\$55,843	\$113,008
-Other	\$39,328	\$191,597							\$3,832		\$195,429	(\$150,800)	\$44,629
Supplies	\$488	\$498							\$10		\$508	\$0	\$508
Equipment	\$2,406	\$2,454							\$49		\$2,503	\$0	\$2,503
Appalachian Regional Commission (ARC)	\$2,569	\$3,248									\$3,248	\$0	\$3,248
Total Limitation on Administrative Expenses (LAE) and HIP ^{5/ 5/ 11/}	\$545,151	\$594,252	\$791	\$19,291	\$0	\$0	\$2,374	\$1,121	\$4,046	\$621,875	(\$114,439)	\$507,436	
Disadvantaged Business Enterprise Supportive Services Program	\$10,000	\$10,000									\$10,000		\$10,000
Highway Use Tax Evasion Projects	\$4,000	\$4,000									\$4,000		\$4,000
On-the-Job Training Supportive Services Program	\$10,000	\$10,000									\$10,000		\$10,000
Subtotal, Administrative Expenses	\$569,151	\$618,252	\$791	\$19,291	\$0	\$0	\$2,374	\$1,121	\$4,046	\$645,875	(\$114,439)	\$531,436	
PROGRAMS													
Federal-aid Highways													
Obligation Limitation	\$60,831,836	\$62,125,670									\$62,125,670	\$1,315,894	\$63,441,564
Exempt Contract Authority ^{6/}	\$739,000	\$739,000									\$739,000		\$739,000
Sequestered Exempt Contract Authority ^{7/}	(\$42,123)	(\$42,123)									(\$42,123)		(\$42,123)
Highway Infrastructure Programs													
Appropriations ^{8/}	\$340,500	\$927,213									\$927,213	\$556,437	\$1,483,650
IIJA Supplemental (Division J) ^{9/}	\$9,367,584	\$9,367,584									\$9,367,584	(\$9,367,584)	\$0
Emergency Relief Funds ^{10/}	\$8,086,020	\$0									\$0		\$0
Miscellaneous Trust Funds	\$8,522	\$8,522									\$8,522		\$8,522
Rescissions/Cancellations of Prior Year Balances ^{11/}	(\$4,194,183)	\$0									\$0	(\$4,223,244)	(\$4,223,244)
Subtotal, Programs	\$75,137,156	\$73,125,866									\$73,125,866	(\$11,718,497)	\$61,407,369
BASE PROGRAMS TOTAL	\$75,706,307	\$73,744,118	\$791	\$19,291	\$0	\$0	\$2,374	\$1,121	\$4,046	\$73,771,741	(\$11,832,936)	\$61,938,805	

1/ The FTE shown in this exhibit are funded by General Operating Expenses and exclude additional FTEs funded by reimbursements and from allocations from other organizations.

2/ The categories depict illustrative estimates reflecting the full utilization of administrative resources subject to the limitation on administrative expenses. The "Other" category" may be comprised of expenses such as information technology investments, headquarters and field operations, facility improvements, and training.

3/ In this exhibit, DOT headquarters rent costs paid through the WCF are subtracted from the WCF category and presented in the GSA Rent category. The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

4/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

5/ FY 2026 reflect staffing reductions resulting from the Deferred Resignation Program.

6/ In FY 2025 and FY 2026, the exempt contract authority is comprised of \$639 million for the National Highway Performance Program and \$100 million for the Emergency Relief Program. In FY 2027, the exempt contract authority split is to be determined.

7/ FY 2025 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated March 11, 2024. FY 2026 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated May 30, 2025. FY 2027 reflect sequestration of 5.7 percent of contract authority exempt from obligation limitation pursuant to 2 U.S.C. 901a(6)(B)(ii).

8/ The Full-Year Continuing Appropriations and Extensions Act, 2025, provided \$340.5 million in additional funding from the General Fund in FY 2025. The Department of Transportation Appropriations Act, 2026, appropriated \$927 million in new budget authority and repurposed \$1.5 billion in previously appropriated budget authority for a total of \$2.4 billion from the General Fund for FY 2026. The repurposed funding is comprised of \$1.1 billion from FHWA with the remaining transferred from the Office of the Secretary of Transportation, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration. The FY 2027 Budget requests \$770 million in additional funding from the General Fund in FY 2027 for the Nationally Significant Freight and Highway Projects program, and \$714 million in additional funding from the General Fund in FY 2027 for the Bridge Formula Program.

9/ The Department of Transportation Appropriations Act, 2026, repurposed \$1.1 billion from amounts previously appropriated to FHWA from the General Fund through Division J of the IIJA. The FY 2027 Budget does not continue IIJA Division J funding, including the administrative expenses takedowns.

10/ The American Relief Act, 2025, provided \$8.1 billion in additional funding from the General Fund in FY 2025 for the Emergency Relief Program.

11/ The Working Families Tax Cut Act, Sections 60019, 60023, and 60024, rescinded the unobligated amounts made available to carry out the following sections of title 23, U.S.C.: Section 177, Neighborhood access and equity grant program; Section 178 Environmental review implementation funds; and Section 179, Low-carbon transportation materials grants. The FY 2027 President's Budget proposes to cancel a total of \$4.2 billion in unobligated balances from Charging and Fueling Infrastructure Grants and the National Electric Vehicle Infrastructure Program.

EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Highway Infrastructure Programs	FY 2025	FY 2026	FY 2027 ^{1/}
Unobligated Carryforward Balance, start of FY (+)	\$17,221,133	\$17,452,008	\$18,434,450
FY Advance Appropriations (Budget Authority) (+)	\$9,454,400	\$9,454,400	\$0
FY Actual/Planned Obligations (-)	(\$9,223,525)	(\$8,471,958)	(\$7,032,123)
Unobligated Balance, end of FY (+)	\$17,452,008	\$18,434,450	\$11,402,326
Actual/Planned Obligations by Fiscal Year	\$9,223,525	\$8,471,958	\$7,032,123
PERSONNEL RESOURCES (FTE)			
Direct FTE	0	0	0
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES ^{2/}			
Salaries and Benefits	\$3,653	\$0	\$0
Travel	\$2,854	\$0	\$0
Transportation	\$1,137	\$0	\$0
GSA Rent	\$0	\$0	\$0
Communications, & Utilities	\$278	\$0	\$0
Printing	\$458	\$0	\$0
Other Services:			
-WCF	\$0	\$0	\$0
-Other ^{3/}	\$39,328	\$2,000	\$10,000
Supplies	\$488	\$0	\$0
Equipment	\$2,406	\$0	\$0
Admin Subtotal	\$50,602	\$2,000	\$10,000
PROGRAMS			
IIJA Supplemental (Division J) ^{3/}	\$9,172,923	\$8,469,958	\$7,022,123
Programs Subtotal	\$9,172,923	\$8,469,958	\$7,022,123
IIJA TOTAL	\$9,223,525	\$8,471,958	\$7,032,123

1/ New IIJA Division J funding is not reflected in FY 2027 due to the expiration of the IIJA after FY 2026.

2/ The IIJA provided funding for administrative expenses as a takedown from the Highway Infrastructure Programs totaling \$86.8 million for each fiscal year from FY 2022 through FY 2026. The Department of Transportation Appropriations Act, 2026, repurposed \$125 million from amounts previously appropriated to FHWA from the General Fund through Division J of the IIJA for administrative expenses.

3/ Does not include obligations from funding for administrative expenses. Totals reflect expected obligations net of the \$1.1 billion repurposing of IIJA Division J funds pursuant to the Department of Transportation Appropriations Act, 2026.

EXHIBIT II-6
WORKING CAPITAL FUND
FEDERAL HIGHWAY ADMINISTRATION
(\$000)

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
DIRECT:			
Federal-aid Highways			
Limitation on Administrative Expenses (LAE)	\$58,288	\$64,813	\$121,777
Program Funding	\$5,487	\$6,101	\$55,620
TOTAL ^{1/}	\$63,775	\$70,914	\$177,397

1/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-7
FEDERAL HIGHWAY ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
<u>DIRECT FUND, BY APPROPRIATION</u>			
Federal-aid Highways ^{1/}	2,792	2,107	2,077
SUBTOTAL, DIRECT FUNDED	2,792	2,107	2,077
<u>REIMBURSEMENT / ALLOCATIONS / OTHER</u>			
Reimbursements (Federal-aid Highways)	66	63	37
Allocations from other Organizations ^{2/}	37	32	32
SUBTOTAL, REIMBURSEMENTS / ALLOCATIONS / OTHER	103	95	69
BASE TOTAL FTEs	2,895	2,202	2,146
<u>SUPPLEMENTAL FUNDED FTE's</u>			
IIJA Supplemental Funding			
Highway Infrastructure Programs	----	----	----
SUBTOTAL, SUPPLEMENTALS	----	----	----
TOTAL FTEs ^{3/}	2,895	2,202	2,146

1/ Includes staff funded through General Operating Expenses and direct program funded staff. Student staff not included in FTE estimates.

2/ Amounts include allocations for staffing that may be funded to support competitive grant programs through sources such as the OST Operational Support Account. Estimates do not include additional positions that may be approved through the OST Operational Support Account.

3/ FY 2026 reflects staffing reductions resulting from the Deferred Resignation Program. The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF.

**EXHIBIT II-8
FEDERAL HIGHWAY ADMINISTRATION
RESOURCE SUMMARY - STAFFING
FULL-TIME PERMANENT POSITIONS**

	<u>FY 2025 ACTUAL</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
<u>DIRECT FUND, BY APPROPRIATION</u>			
Federal-aid Highways ^{1/}	2,673	2,208	2,077
SUBTOTAL, DIRECT FUNDED	<u>2,673</u>	<u>2,208</u>	<u>2,077</u>
<u>REIMBURSEMENT / ALLOCATIONS / OTHER</u>			
Reimbursements (Federal-aid Highways)	66	63	37
Allocations from other Organizations ^{2/}	37	32	32
SUBTOTAL, REIMBURSEMENT / ALLOCATION / OTHER	<u>103</u>	<u>95</u>	<u>69</u>
BASE TOTAL POSITIONS	<u>2,776</u>	<u>2,303</u>	<u>2,146</u>
<u>SUPPLEMENTAL FUNDED FTP's</u>			
IIJA Supplemental Funding Highway Infrastructure Programs	-----	-----	-----
SUBTOTAL, SUPPLEMENTALS	<u>-----</u>	<u>-----</u>	<u>-----</u>
TOTAL POSITIONS ^{3/}	<u>2,776</u>	<u>2,303</u>	<u>2,146</u>

1/ Includes staff funded through General Operating Expenses and direct program funded staff. Student positions not included in full-time permanent positions.

2/ Amounts include allocations for staffing that may be funded to support competitive grant programs through sources such as the OST Operational Support Account. Estimates do not include additional positions that may be approved through the OST Operational Support Account.

3/ FY 2026 reflects staffing reductions resulting from the Deferred Resignation Program. The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF.

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FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID HIGHWAYS

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Not to exceed \$504,187,977 together with advances and reimbursements received by the Federal Highway Administration, shall be obligated for necessary expenses for administration and operation of the Federal Highway Administration: *Provided*, That in addition, \$3,248,000 shall be transferred to the Appalachian Regional Commission [in accordance with section 104(a) of title 23, United States Code] *for administrative activities associated with the Appalachian Development Highway System.*

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Funds available for the implementation or execution of authorized Federal-aid highway and highway safety construction programs shall not exceed total obligations of [\$62,657,105,821]\$63,973,000,000 for fiscal year [2026]2027: *Provided*, That the limitation on obligations under this heading shall only apply to contract authority authorized from the Highway Trust Fund (other than the Mass Transit Account), unless otherwise specified in law.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For the payment of obligations incurred in carrying out authorized Federal-aid highway and highway safety construction programs, [\$62,696,105,821]\$64,669,877,000 shall be derived from the Highway Trust Fund (other than the Mass Transit Account), to remain available until expended.

(CANCELLATION OF FUNDS)

(HIGHWAY TRUST FUND)

The unobligated balances and any adjustments and deobligations of funds or recoveries or refunds of funds made available in fiscal years 2022 through [2025] 2026 under section 118(a) of title 23, United States Code, and section 11101(b)(1)(C) of division A of Public Law 117-58 for Charging and Fueling Infrastructure Grants[, and all such funds made available for fiscal year 2026,] are hereby permanently cancelled:

Provided, That no such amounts may be cancelled from any funds provided in fiscal years 2022 through [2025] 2026 for which a project has an executed grant agreement regardless of whether that agreement is fully obligated except for projects that have been closed and for which payments have been made under a final voucher.

****Reason for including:** The FY 2026 President's Budget proposed cancelling unobligated balances and FY 2026 funding for the Charging and Fueling Infrastructure Grants program. The FY 2027 Budget proposes to cancel unobligated balances for the Charging and Fueling Infrastructure Grants program.******

HIGHWAY INFRASTRUCTURE PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS

For the Nationally Significant Freight and Highway Projects program under section 117 of title 23, United States Code, \$770,000,000, which shall be available until September 30, [2029]2030, and shall not be subject to any limitation on obligations for Federal-aid highways or highway safety construction programs set forth in any Act making annual appropriations: *Provided*, That the funds made available under this heading shall be derived from the general fund of the Treasury and shall be in addition to any funds provided for such program for fiscal year [2026]2027 in this or any other Act: *Provided further*, That subsections (e) and (i)(1) and (2) of section 117 of title 23, United States Code, shall not apply to the funds made available under this heading in this Act: *Provided further*, That the Secretary shall reserve not less than 25 percent of the funds made available under this heading in this Act for projects located in rural areas, unless there is an insufficient number of qualified projects located in rural areas to fully utilize this reserve, in which case the excess funds can be used for other qualified projects.

****Reason for including:** The FY 2027 Budget proposes \$770 million in FY 2027 for the Nationally Significant Freight and Highway Projects program.******

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

For a bridge replacement and rehabilitation program, \$713,650,000, to remain available until September 30, 2030, and which shall not be subject to any limitation on obligations for Federal-aid highways or highway safety construction programs set forth in this or any other Act: Provided, That the funds made available under this heading shall be derived from the general fund of the Treasury, shall be in addition to any other funds provided for such purpose for fiscal year 2027, and shall not affect the distribution or amount of funds provided in this or any other Act: Provided further, That, except as otherwise provided under this heading, the funds made available under this heading shall be administered as if apportioned under chapter 1 of title 23, United States Code: Provided further, That a project funded with funds made available under this heading shall be treated as a project on a Federal-aid highway: Provided further, That, of the

funds made available under this heading for a fiscal year, 3 percent shall be set aside to carry out section 202(d) of title 23, United States Code: Provided further, That funds set aside under the preceding proviso to carry out section 202(d) of such title shall be in addition to funds otherwise made available to carry out such section and shall be administered as if made available under such section: Provided further, That for funds set aside under the fourth proviso under this heading to carry out section 202(d) of title 23, United States Code, the Federal share of the costs shall be 100 percent: Provided further, That, for the purposes of funds made available under this heading: (1) the term “State” has the meaning given such term in section 101 of title 23, United States Code; (2) the term “off-system bridge” means a highway bridge located on a public road, other than a bridge on a Federal-aid highway; and (3) the term “Federal-aid highway” means a public highway eligible for assistance under chapter 1 of title 23, United States Code, other than a highway functionally classified as a local road or rural minor collector: Provided further, That, after setting aside funds under the fourth proviso under this heading the Secretary shall distribute the remaining funds made available under this heading among States so that each State receives an amount equal to the proportion that—

(A) the amount apportioned to the State for fiscal year 2026 to carry out the bridge replacement, rehabilitation, preservation, protection, and construction program under the heading “Federal Highway Administration—Highway Infrastructure Programs” in division J of Public Law 117-158; bears to

(B) the total amount of funds apportioned to all States for fiscal year 2026 under such heading to carry out such program:

Provided further, That, subject to the following proviso, funds made available under this heading that are distributed to States shall be used for replacing or rehabilitating bridges that are classified as in poor condition and on a Federal-aid highway: Provided further, That of the funds made available under this heading that are distributed to a State, 15 percent shall be set aside for use on off-system bridges for the same purposes as described in the preceding proviso: Provided further, That if a State demonstrates that it does not have sufficient bridge replacement or rehabilitation needs for off-system bridges, the funds set aside in the preceding proviso may be used for replacing or rehabilitating bridges that are classified as in poor condition and on a Federal-aid highway: Provided further, That, except as provided in the following proviso, for funds made available under this heading that are distributed to States, the Federal share shall be determined in accordance with section 120 of title 23, United States Code: Provided further, That for funds made available under this heading that are distributed to States and used on an off-system bridge that is owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe the Federal share shall be 100 percent.

CANCELLATION

The unobligated balances and any adjustments and deobligations of funds or recoveries or refunds of funds made available in fiscal years 2022 through [2025] 2026 under the heading “Federal Highway Administration—Highway Infrastructure Programs” in division J of Public Law 117-58 for the National Electric Vehicle Formula Program,

including from any funds for such program transferred to the Joint Office of Energy and Transportation[, and all such funds made available for fiscal year 2026,] are hereby permanently cancelled: *Provided*, That no such amounts may be cancelled from any funds provided in fiscal years 2022 through [2025] 2026 for which a project has an executed grant agreement regardless of whether that agreement is fully obligated except for projects that have been closed and for which payments have been made under a final voucher.

****Reason for including:** The FY 2026 President’s Budget proposed cancelling unobligated balances and FY 2026 funding for the National Electric Vehicle Formula Program. The FY 2027 Budget proposes to cancel unobligated balances for the National Electric Vehicle Formula Program.******

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

SEC. 120. (a) For fiscal year [2026] 2027, the Secretary of Transportation shall—
(1) not distribute from the obligation limitation for Federal-aid highways—

(A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; and

(B) amounts authorized for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid highways that is equal to the unobligated balance of amounts—

(A) made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highway and highway safety construction programs for previous fiscal years the funds for which are allocated by the Secretary (or apportioned by the Secretary under section 202 or 204 of title 23, United States Code); and

(B) for which obligation limitation was provided in a previous fiscal year;

(3) determine the proportion that—

(A) the obligation limitation for Federal-aid highways, less the aggregate of amounts not distributed under paragraphs (1) and (2) of this subsection; bears to

(B) the total of the sums authorized to be appropriated for the Federal-aid highway and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (11) of subsection (b) and sums authorized to be appropriated for section 119 of title 23, United States Code, equal to the amount referred to in subsection (b)(12) for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2), for each of the programs (other than programs to which paragraph (1) applies) that are allocated

by the Secretary under authorized Federal-aid highway and highway safety construction programs, or apportioned by the Secretary under section 202 or 204 of title 23, United States Code, by multiplying—

(A) the proportion determined under paragraph (3); by

(B) the amounts authorized to be appropriated for each such program for such fiscal year; and

(5) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2) and the amounts distributed under paragraph (4), for Federal-aid highway and highway safety construction programs that are apportioned by the Secretary under title 23, United States Code (other than the amounts apportioned for the National Highway Performance Program in section 119 of title 23, United States Code, that are exempt from the limitation under subsection (b)(12) and the amounts apportioned under sections 202 and 204 of that title) in the proportion that—

(A) amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to each State for such fiscal year; bears to

(B) the total of the amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, to all States for such fiscal year.

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid highways shall not apply to obligations under or for—

(1) section 125 of title 23, United States Code

(2) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);

(4) subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);

(5) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);

(6) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);

(7) section 157 of title 23, United States Code (as in effect on June 8, 1998);

(8) section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(9) Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent Acts for multiple years or to remain available until expended, but only to the extent that the obligation authority has not lapsed or been used;

(10) section 105 of title 23, United States Code (as in effect for fiscal years 2005 through 2012, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(11) section 1603 of SAFETEA-LU (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and

(12) section 119 of title 23, United States Code (but, for each of fiscal years 2013 through [2026] 2027, only in an amount equal to \$639,000,000).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—

Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year—

(1) revise a distribution of the obligation limitation made available under subsection (a) if an amount distributed cannot be obligated during that fiscal year; and

(2) redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 144 (as in effect on the day before the date of enactment of Public Law 112–141) and 104 of title 23, United States Code.

(d) PERIOD OF AVAILABILITY OF OBLIGATION LIMITATION FOR ALLOCATED PROGRAMS.—

(1) ADMINISTRATIVE EXPENSES.—Obligation authority made available under subsection (a)(1)(A) that is associated with amounts made available for the purpose described in section 104(a)(2) of title 23, United States Code, other than amounts set aside under section 140(b), 140(c), or 143 of such title shall—

(A) remain available for a period of 2 fiscal years; and

(B) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(2) FOUR-YEAR FUNDING AVAILABILITY PROGRAMS —

(A) IN GENERAL.—Obligation authority described in subparagraph (B) shall—

(i) remain available for a period of 4 fiscal years; and

(ii) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(B) OBLIGATION AUTHORITY DESCRIBED.—

(i) OBLIGATION AUTHORITY.—Obligation authority described in this subparagraph is obligation authority—

(I) made available under subsection (a)(1)(A) that is associated with amounts made available for the purposes described in section 143 of title 23, United States Code; and

(II) made available under subsection (a)(4) that is associated with amounts made available for the purposes described in the provisions of law described in clause (ii).

(ii) PROVISIONS OF LAW.—The provisions of law described in this clause are the following:

(I) Sections 117, 124, 129(d), 165(b), 165(c), 171, 173, 176(d), 202, 203, and 204 of title 23, United States Code.

(II) Section 1519(a) of the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141).

(III) Section 1123 of the Fixing America's Surface Transportation Act (Public Law 114-94).

(IV) Sections 11204 and 11402 of the Infrastructure Investment and Jobs Act (Public Law 117-58).

(3) NO-YEAR FUNDING AVAILABILITY PROGRAMS.—

(A) IN GENERAL.—Obligation authority described in subparagraph (B) shall—

(i) remain available until expended; and

(ii) be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

(B) OBLIGATION AUTHORITY DESCRIBED.—

(i) OBLIGATION AUTHORITY.—Obligation authority described in this subparagraph is obligation authority—

(I) made available under subsection (a)(1) that is associated with amounts made available for the purposes described in sections 140(b) and 140(c) of title 23, United States Code, and chapter 63 of title 49, United States Code; and

(II) made available under subsection (a)(4) that is associated with amounts made available for the purposes described in the provisions of law described in clause (ii).

(ii) PROVISIONS OF LAW.—The provisions of law described in this clause are the following:

(I) Sections 147, 503(b), 503(c), 504, and 512 through 518 of title 23, United States Code.

(II) The transportation infrastructure finance and innovation program under chapter 6 of title 23 United States Code.

(III) Section 5505 of title 49, United States Code.

(IV) Section 11509 of the Infrastructure Investment and Jobs Act (Public Law 117-58).

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—

(1) IN GENERAL.—Not later than 30 days after the date of distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (excluding funds authorized for the program under section 202 of title 23, United States Code) that—

(A) are authorized to be appropriated for such fiscal year for Federal-aid highway programs; and

(B) the Secretary determines will not be allocated to the States (or will not be apportioned to the States under section 204 of title 23, United States Code), and will not be available for obligation, for such fiscal year because of the imposition of any obligation limitation for such fiscal year.

(2) RATIO.—Funds shall be distributed under paragraph (1) in the same proportion as the distribution of obligation authority under subsection (a)(5).

(3) AVAILABILITY.—Funds distributed to each State under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.

SEC. 121. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to chapter 63 of title 49, United States Code, may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses.

SEC. 122. Not less than 15 days prior to waiving, under his or her statutory authority, any Buy America requirement for Federal-aid highways projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall post on a website any waivers granted under the Buy America requirements.

SEC. 123. None of the funds made available in this Act may be used to make a grant for a project under section 117 of title 23, United States Code, unless the Secretary, at least 60 days before making a grant under that section, provides written notification to the House and Senate Committees on Appropriations of the proposed grant, including an evaluation and justification for the project and the amount of the proposed grant award.

SEC. 124. (a) A State or territory, as defined in section 165 of title 23, United States Code, may use for any project eligible under section 133(b) of title 23 or section 165 of title 23 and located within the boundary of the State or territory any earmarked amount, and any associated obligation limitation: *Provided*, That the Department of Transportation for the State or territory for which the earmarked amount was originally designated or directed notifies the Secretary of its intent to use its authority under this section and submits an annual report to the Secretary identifying the projects to which the funding would be applied. Notwithstanding the original period of availability of funds to be obligated under this section, such funds and associated obligation limitation shall remain available for obligation for a period of 3 fiscal years after the fiscal year in which the Secretary is notified. The Federal share of the cost of a project carried out with funds made available under this section shall be the same as associated with the earmark.

(b) In this section, the term “earmarked amount” means—

(1) congressionally directed spending, as defined in rule XLIV of the Standing Rules of the Senate, identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the current fiscal year, and administered by the Federal Highway Administration; or

(2) a congressional earmark, as defined in rule XXI of the Rules of the House of Representatives, identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the current fiscal year, and administered by the Federal Highway Administration.

(c) The authority under subsection (a) may be exercised only for those projects or activities that have obligated less than 10 percent of the amount made available for

obligation as of October 1 of the current fiscal year, and shall be applied to projects within the same general geographic area within 25 miles for which the funding was designated, except that a State or territory may apply such authority to unexpended balances of funds from projects or activities the State or territory certifies have been closed and for which payments have been made under a final voucher.

(d) The Secretary shall submit consolidated reports of the information provided by the States and territories annually to the House and Senate Committees on Appropriations.

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**EXHIBIT III-1
FEDERAL HIGHWAY ADMINISTRATION
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
[Limitation on Administrative Expenses] ^{1/}	[\$497,016]	[\$507,436]	[\$507,436]
Federal-aid Highways			
Obligation Limitation	\$61,314,171	\$62,657,106	\$63,973,000
Exempt Programs ^{2/}	\$739,000	\$739,000	\$739,000
Sequestered Exempt Contract Authority ^{3/}	-\$42,123	-\$42,123	-\$42,123
Flex Transfers to/from FTA	-\$1,381,095	-\$1,300,000	-\$1,300,000
Transfer to NHTSA ^{4/}	-\$140,241	-\$150,824	----
Transfer to/from OST ^{5/}	-\$113,106	-\$84,000	-\$59,000
Total, Federal-aid Highways	\$60,376,606	\$61,819,159	\$63,310,877
Highway Infrastructure Programs (GF)			
Department of Transportation Appropriations Acts (GF) ^{6/}	\$340,500	\$2,395,881	\$1,483,650
New Appropriations	\$340,500	\$927,213	\$1,483,650
Repurposed IJA Funds - Transfer from other FHWA programs	----	\$1,093,756	----
Repurposed IJA Funds - Transfer from FMCSA	----	\$20,000	----
Repurposed IJA Funds - Transfer from OST	----	\$254,912	----
Repurposed IJA Funds - Transfer from PHMSA	----	\$100,000	----
IJA Supplemental (Division J) ^{7/}	\$9,454,400	\$9,454,400	----
[Administrative Expenses] ^{8/}	[\$86,816]	[\$86,816]	----
Transfer to OIG	-\$1,000	-\$1,000	----
Total, Highway Infrastructure Programs	\$9,793,900	\$11,849,281	\$1,483,650
Emergency Relief Funds (GF) ^{9/}	\$8,086,020	----	----
Miscellaneous Trust Funds (TF)	\$8,522	\$8,522	\$8,522
Rescissions/Cancellations of Prior Year Balances ^{10/}	-\$4,194,183	----	-\$4,223,244
Grand Total	\$74,070,865	\$73,676,962	\$60,579,805
FTEs			
Federal-aid Highways			
Direct Funded ^{11/}	2,792	2,107	2,077
Reimbursable, allocated, other	103	95	69

Program and Performance Statement

These accounts provide necessary resources to support Federal-aid Highways Program activities, Highway Infrastructure Program activities, Emergency Relief activities, and maintain the agency's administrative and oversight functions. Funding will aid in the development, operations, and management of a transportation system that is safe, reliable, and grows the economy.

[] Non-add

1/ All fiscal years include FHWA General Operating Expenses (GOE) and transfers to the Appalachian Regional Commission (ARC) for administrative activities associated with the Appalachian Development Highway System. All fiscal years do not include amounts for other non-administrative programs authorized under Administrative Expenses.

2/ In FY 2025 and FY 2026, the exempt contract authority is comprised of \$639 million for the National Highway Performance Program and \$100 million for the Emergency Relief Program. In FY 2027, the exempt contract authority split is to be determined.

3/ FY 2025 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated March 11, 2024. FY 2026 reflects sequestration of 5.7 percent of contract authority exempt from obligation limitation per Sequestration Order dated May 30, 2025. FY 2027 reflect sequestration of 5.7 percent of contract authority exempt from obligation limitation pursuant to 2 U.S.C. 901a(6)(B)(ii).

4/ FHWA anticipates transfers to NHTSA in FY 2027 in amounts to be determined based on State penalty information.

5/ Exhibit does not reflect transfers of obligation limitation for carryover contract authority transferred.

6/ The Full-Year Continuing Appropriations and Extensions Act, 2025, provided \$340.5 million in additional funding from the General Fund in FY 2025. The Department of Transportation Appropriations Act, 2026, appropriated \$927 million in new budget authority and repurposed \$1.5 billion in previously appropriated budget authority for a total of \$2.4 billion made available from the General Fund for FY 2026. The repurposed funding is comprised of \$1.1 billion from FHWA with the remaining transferred from the Office of the Secretary of Transportation, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration. The FY 2027 Budget requests \$770 million in additional funding from the General Fund in FY 2027 for the Nationally Significant Freight and Highway Projects program, and \$714 million in additional funding from the General Fund in FY 2027 for the Bridge Formula Program.

7/ The Department of Transportation Appropriations Act, 2026, repurposed \$1.1 billion from amounts previously provided to FHWA from the General Fund through Division J of the IJA. New IJA Division J funding is not reflected in FY 2027 due to the expiration of the IJA after FY 2026.

8/ The IJA provided funding for administrative expenses as a takedown from the Highway Infrastructure Programs. Amounts shown reflect the aggregate of such takedowns.

9/ The American Relief Act, 2025, provided \$8.1 billion in additional funding from the General Fund in FY 2025 for the Emergency Relief Program.

10/ The Working Families Tax Cut Act, Sections 60019, 60023, and 60024, rescinded the unobligated amounts made available to carry out the following sections of title 23 U.S.C.: Section 177, Neighborhood access and equity grant program; Section 178 Environmental review implementation funds; and Section 179, Low-carbon transportation materials grants. The FY 2027 Budget proposes permanently cancelling a total of \$4.2 billion in unobligated balances in FY 2027 from the Charging and Fueling Infrastructure Grants and the National Electric Vehicle Infrastructure Program.

11/ FY 2026 reflects staffing reductions resulting from the Deferred Resignation Program. The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF.

EXHIBIT III-1a
FEDERAL HIGHWAY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>(\$000)</u>	<u>FTE</u>
FY 2026 ENACTED	\$73,744,118	1,657
<u>ITEM</u> ^{1/}		
ADJUSTMENTS TO BASE:		
Annualization of FY 2026 pay raise (1 percent)	\$791	
Annualization of new FY 2026 FTE	\$19,291	101
GSA rent increase	\$2,374	
WCF increase	\$1,121	
Non-pay inflation	\$4,046	
SUBTOTAL, ADJUSTMENTS TO BASE	\$27,623	101
PROGRAM INCREASES		
WCF increase	\$55,843	
Obligation limitation increase	\$1,315,894	
General Fund appropriations increase	\$556,437	
SUBTOTAL, PROGRAM INCREASES	\$1,928,174	0
PROGRAM DECREASES		
Reduction in salaries and benefits	-\$19,482	-102
Reduction in other services	-\$150,800	
Discontinuation of IIJA Division J Funding	-\$9,367,584	
Cancellations of prior year balances	-\$4,223,244	
SUBTOTAL, PROGRAM DECREASES	-\$13,761,110	-102
FY 2027 REQUEST	\$61,938,805	1,656

1/ See Exhibits II-5 for additional item details.

Executive Summary

Federal-aid Highway Program and Highway Infrastructure Programs

What is the request and what funds are currently spent on the program?

The FY 2027 budget requests \$64.7 billion for the Federal-aid Highway Program (FAHP). The Infrastructure Investment and Jobs Act (IIJA) provided \$62.0 billion and \$63.4 billion for the FAHP in FY 2025 and FY 2026, respectively, through the Highway Trust Fund.

The FY 2027 budget requests \$1.5 billion for Highway Infrastructure Programs (HIP) from the General Fund. In FY 2025, \$340.5 million was appropriated from the General Fund for HIP. In FY 2026, \$927.0 million was appropriated from the General Fund for HIP and \$1.5 billion in unobligated IIJA HIP funding was repurposed for other HIP activities. Additionally, the IIJA authorized \$9.5 billion in advance appropriations in both FY 2025 and FY 2026 for HIP.

The FY 2027 request of \$1.5 billion for HIP is comprised of:

- \$770.0 million for the Nationally Significant Freight and Highway Projects Program (hereafter, Infrastructure for Rebuilding America (INFRA) Program)
- \$713.7 million for the Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (hereafter, Bridge Formula Program (BFP))

What is this program and what does this funding level support?

Aside from the two specific FY 2027 HIP requests shown above that are included in the Budget, the details of activities funded by these accounts are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year Budget submissions.

What benefits will be provided to the American public through this request and why is this program necessary?

FHWA supports States and local governments in the design, construction, and maintenance of the Nation's highway system, including roads and bridges on federally and Tribal owned lands. Projects supported by FHWA bring long-needed improvements to America's network of roads, bridges, and highways, increasing safety, strengthening supply chains, creating good-paying jobs, and connecting communities nationwide.

Detailed Justification

Federal-aid Highway Program and Highway Infrastructure Programs

What is the request and what funds are currently spent on the program?

FY 2027 – Federal-aid Highway Program and Highway Infrastructure Programs (\$66.2 billion) (\$000)

Program	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Federal-aid Highway Program	62,011,048	63,353,983	64,669,877
Highway Infrastructure Programs	340,500	927,213	1,483,650
Total	62,351,548	64,281,196	66,153,527

What is this program and what does this funding level support?

Aside from the two specific FY 2027 HIP requests for INFRA and BFP included in the Budget and detailed below, the details of activities funded by these accounts are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department’s mission. Details on current programs and funding levels may be found in prior year budget submissions.

The request includes **\$770.0 million for the INFRA Program**, which awards competitive grants for projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people. INFRA is consistent with the principles articulated in DOT Order: *Ensuring Reliance on Sound Economic Analysis in DOT Policies, Program, and Activities*, as projects are selected based on rigorous benefit-cost analysis.

The INFRA Program provides an opportunity for States, metropolitan planning organizations, local governments, and other eligible entities to apply for funding to complete projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. The INFRA Program will help our Nation meet the growth in freight and passenger demand in a responsible, effective, and safe way.

The request includes **\$713.7 million for the BFP**, which transforms our infrastructure by supporting States in highway bridge replacement, rehabilitation, preservation, protection, and construction projects. Portions of this funding are dedicated to off-system bridges, which are often owned by local authorities, and to Tribal transportation facilities.

The BFP keeps our Nation’s bridges safe, improves mobility and enhances economic activity – benefiting both rural and urban areas nationwide. Every State has bridges in need of repair, including bridges with weight restrictions that may force lengthy detours for travelers, school buses, first responders, or trucks carrying freight. The BFP invests in our aging bridge infrastructure to improve safety for all users, strengthen the economy through new employment opportunities and efficient movement of freight, and improved quality of life in communities nationwide.

What benefits will be provided to the American public through this request and why is this program necessary?

FHWA delivers President Trump and Secretary Duffy’s goal of building big, beautiful infrastructure. During the first year of the Trump Administration, FHWA:

- Authorized action on over 72,000 unique projects, including more than 40,000 construction projects.
- Obligated \$67.0 billion and expended \$61.3 billion in Federal highway funding.
- Allocated \$3.37 billion in Emergency Relief (ER) funding, including \$1.15 billion to North Carolina, which is the largest allocation of ER funding ever delivered to a single State.
- Expedited project delivery through FHWA’s NEPA Assignment Program. This program cuts red tape by allowing States to assume National Environmental Policy Act responsibilities, thereby streamlining the environmental review process. Numerous States have reached agreements under this program, and FHWA is aggressively working to achieve more NEPA assignments with States.
- Executed 541 grant agreements under Departmental competitive grant programs.
- Obligated \$4.9 billion in competitive grant funding, reducing the Agency’s backlog of grants inherited from the prior Administration.

The FY 2027 Budget request will allow FHWA to build upon these successes, bringing America into a golden age of transportation.

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Exhibit IV-1
Department of Transportation
FY 2027 Budget
Federal Highway Administration
Research, Technology, and Education Budget Narrative
(Budget Authority in Thousands)

Budget Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request	Applied Research	Technology Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Research, Technology & Education (RT&E) Program ^{1/}								
Highway Research and Development	129,360	128,331						
Technology and Innovation Deployment Program	96,800	96,030						
Training and Education Program	22,660	22,698						
Intelligent Transportation Systems	96,800	96,030						
University Transportation Centers (UTC) ^{2/}	71,720	71,586						
State Planning and Research (SP&R) ^{3/}	260,948	266,191						
Advanced Transportation Technologies & Innovative Mobility Deployment [Non-add] ^{4/}	[52,800]	[52,380]						
Subtotal, RT&E Program	678,288	680,866						
Administrative, RT&E	28,904	27,081						
Add: Bureau of Transportation Statistics ^{2/}	26,750	27,000						
Less: Administrative	-28,904	-27,081						
Less: State Planning and Research (SP&R)	-260,948	-266,191						
Total RT&E Program ^{5/6/}	444,090	441,675						
IIJA HIP Supplemental Appropriations (GF) ^{7/}								
University Transportation Centers (UTC) ^{2/}	19,000	19,000						
Subtotal, IIJA HIP Supplemental Appropriations (GF)	19,000	19,000						
Administrative, IIJA HIP Supplemental Appropriations (GF)	285	285						
Less: Administrative	-285	-285						
Total HIP Supplemental Appropriations (GF)	19,000	19,000						
Total Programs ^{5/6/}	463,090	460,675						

1/ FY 2027 program specifics not provided at this time pending surface transportation reauthorization.

2/ Details for this program are contained in the Office of the Assistant Secretary for Research and Technology FY 2027 budget.

3/ Title 23 U.S.C. 505(b) requires State DOTs to expend no less than 25 percent of their annual SP&R funds on RT&E activities. Total SP&R funding represents 2 percent of apportioned programs, exclusive of the Metropolitan Planning Program, Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program.

4/ Advanced Transportation Technologies & Innovative Mobility Deployment is funded by set-asides from Highway Research and Development, Technology and Innovation Deployment Program, and Intelligent Transportation Systems.

5/ Subtotals may not add due to rounding.

6/ The FY 2025 amounts reflect the 12.0 percent reduction resulting from the imposition of the obligation limitation. The FY 2026 amounts reflect the 12.7 percent reduction resulting from the imposition of the obligation limitation.

7/ The FY 2027 Budget discontinues IIJA Division J funding.

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**FEDERAL HIGHWAY ADMINISTRATION
RESEARCH, TECHNOLOGY, AND EDUCATION (RT&E)**

**RT&E PROGRAM NAME: HIGHWAY RESEARCH & DEVELOPMENT (HRD)
PROGRAM**

Objectives: Conduct research and development of transformational technologies that support and improve safety; improve the mobility of people and goods; stimulate growth, productivity, and competitiveness; reduce congestion; improve the durability, resilience, and cost-effectiveness of highway transportation infrastructure; foster innovation in transportation and transportation technologies; accelerate and improve the efficiency of project delivery; and support the transition to the transportation system of the future through innovative practices and technologies.

Fiscal Year 2025: \$129.4 million

In FY 2025, FHWA built upon prior research and continued to work toward solutions that addressed the Nation's most critical highway transportation infrastructure-related needs. The HRD Program for FY 2025 included both follow-on initiatives from prior work and new activities that address emerging needs. Specific activities included research on automated driving systems, multimodal mobility, advanced infrastructure materials, and infrastructure resilience. FHWA carried out research that supported safety initiatives for all users of highway transportation systems and continued to develop and disseminate research to support better safety data collection and analysis and guidelines for planning, project development, and roadway design.

Fiscal Year 2026: \$128.3 million

In FY 2026, FHWA will expand on previous research and continue to work toward solutions that address the Nation's most pressing highway transportation infrastructure needs. The HRD Program for FY 2026 will include both follow-up initiatives from previous work and new activities to address emerging needs. Specific activities will include research on automated driving systems, multimodal mobility, advanced infrastructure materials, long-lasting infrastructure, and trustworthy artificial intelligence for highway transportation research and development. FHWA will conduct research to support safety initiatives for all users of highway transportation systems and will develop and disseminate research to support better safety data collection and analysis and guidelines for planning, project development, and roadway design. FHWA activities focus on leading, supporting, and enabling improvements in highway infrastructure integrity and provide tools, technologies, information, and guidelines that highway owners can apply to effectively maintain and improve infrastructure performance and meet user needs.

Fiscal Year 2027:

Funding levels and activities are pending reauthorization of surface transportation programs.

RT&E PROGRAM NAME: TECHNOLOGY AND INNOVATION DEPLOYMENT PROGRAM (TIDP)

Objectives: Accelerate the adoption of proven innovative practices and technologies as standard practices to significantly improve safety, system efficiency, infrastructure health, reliability, and performance.

Fiscal Year 2025: \$96.8 million:

In FY 2025, this program supported the deployment of innovative and proven transportation technologies and processes through financial and technical assistance, training, peer exchanges, collaboration with industry groups, information, and knowledge exchange. Innovations were rolled out to enhance the highway transportation system through the above initiatives.

FY 2026: \$96.0 million

FHWA continues to support a series of critical technology deployment programs that provide direct benefits to State and local transportation departments. These programs include:

- *Every Day Counts (EDC) Program:* A stakeholder-driven program that identifies underutilized market-ready technologies with high payoffs and accelerates their deployment and widespread adoption throughout the Nation. This program has successfully highlighted several safety-based initiatives (e.g., Night Time Visibility and Next Generation TIM Technology for Saving Lives) and others that address improvement of core assets (e.g., Targeted Overlay Pavement Solutions) and project delivery (e.g., Project Bundling).
- *Accelerated Innovation Deployment Demonstration Program:* Provides funding for eligible entities to accelerate the implementation and adoption of innovative technologies or practices on highway transportation projects.
- *State Transportation Innovation Council (STIC) Incentive Program:* Each State DOT co-chairs a STIC that works collaboratively across public and private sectors to identify, evaluate, and actively promote the implementation and adoption of innovative technologies and practices across the Nation.
- *Accelerated Market Readiness Program (AMR):* Supports promising innovations that may be considered for accelerated deployment. This program is seeking innovations that, when in a more market-ready status, can be adopted by transportation agencies.
- *Innovation Implementation Deployment Management:* Provides tools, training, technology deployment, and technical assistance that support the transportation community's use of cutting-edge innovations and technologies to deliver critical infrastructure projects. FHWA's efforts in this area primarily consist of FHWA subject matter expert-led deployment activities, including webinars, technical assistance, and just-in-time training.
- *Accelerated Implementation and Deployment of Pavement Technologies (AID-PT):* Within the Technology and Innovation Deployment Program, \$12 million is designated

to promote, demonstrate, and document the application of innovative pavement technologies, practices, performance, and benefits.

- *Advanced Transportation Technology and Innovation (ATTAIN) Program (formerly: Advanced Transportation and Congestion Management Technologies Deployment Program)*: Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. The Infrastructure Investment and Jobs Act (IIJA) funded this program at \$60 million per year for each of the fiscal years 2022 through 2026.
- *Advanced Digital Construction Management Systems (ADCMS)*: The IIJA established a program for ADCMS, funded at \$20 million per year for each of fiscal years 2022 through 2026, to promote, implement, deploy, demonstrate, showcase, support, and document the application of ADCMS, practices, performance, and benefits. The ADCMS builds on earlier initiatives that FHWA led through research and the EDC program to advance digital project delivery.

Fiscal Year 2027:

Funding levels and activities are pending reauthorization of surface transportation programs.

RT&E PROGRAM NAME: TRAINING AND EDUCATION (T&E)

Objectives: To foster a safe, efficient, and reliable surface transportation system by improving skills and increasing the knowledge of the transportation workforce and decision-makers through training and information exchanges. To attract qualified students to the field of transportation and advance transportation workforce development.

Fiscal Year 2025: \$22.7 million

In FY 2025 this program provided leadership, training, educational materials, and resources for the development and delivery of training, professional development, and education programs to improve the quality of our highway system and its intermodal connections. It also provided educational opportunities to the surface transportation community by developing core competencies and new skills, enabling technology transfer, and sharing best practices.

Fiscal Year 2026: \$22.7 million

FHWA will provide education and training on surface transportation in FY 2026 by facilitating the transfer and implementation of technologies. Innovative developments and research from the FHWA will be incorporated into training and educational materials. The T&E program provides State, local, Tribal, and Federal Land Management Agencies with cutting-edge tools, processes, and concepts to enhance professional capacity and workforce development. Workshops, peer exchanges, scholarships, fellowships, and workforce development centers will be provided by FHWA to the current and future surface transportation workforce. In FY 2026, this program will develop and execute educational, professional development, and training initiatives to enhance our highway infrastructure and intermodal links. Additionally, it will offer educational

opportunities for professionals in surface transportation to enhance their knowledge and acquire new skills. This will aid in the dissemination of best practices and technologies.

Fiscal Year 2027:

Funding levels and activities are pending reauthorization of surface transportation programs.

RT&E PROGRAM NAME: INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROGRAM

Objectives: The ITS program seeks to support safer vehicles and roadways by fostering innovation in better crash avoidance and protection measures; enhancing mobility by exploring methods and management strategies that increase system efficiency and improve individual mobility; improving accessibility by better managing traffic flow, speeds, and congestion; promoting innovation by fostering technological advancement and innovation across the DOT's ITS program; and supporting transportation system information sharing through the development of standards and systems architecture.

Fiscal Year 2025: \$96.8 million

In FY 2025, the ITS program conducted automation research in conjunction with other DOT modes, as well as State and local public agencies, industry, and other surface transportation stakeholders. These efforts continued to increase multimodal mobility options for all travelers; transform safety and mobility; increase productivity; facilitate freight movement within our Nation's transportation system; and facilitate the adoption and implementation of information and communications technology with tools such as the Smart Community Resource Center. Continued leadership with interoperable connectivity and the publication of a vehicle-to-everything (V2X) strategic plan demonstrates DOT's commitment to the continued deployment of connected vehicle and infrastructure technologies. The Intersection Safety Systems prototyping improved intersection safety through the innovative application of emerging technologies, including machine vision, sensor fusion, and real-time decision-making, to identify and mitigate unsafe conditions involving vehicles and vulnerable road users.

Fiscal Year 2026: \$96.0 million

In FY 2026, the ITS program will lead interoperable connectivity by leveraging V2X technologies identified through deployment grant opportunities related to research efforts. This initiative is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure safely and securely. In addition to V2X, the ITS Program will support an AI initiative, funding the development of decision-support tools for State, local, and Tribal transportation agencies to assist in the siting, design, and deployment of the Safe System Approach for all users. The ITS program will support ITS deployers by fostering communities of practice amongst stakeholders at the State and local levels; these collaborative forums will ensure assessment and advancement of technologies, including connectivity and digital infrastructure, that are making the greatest impacts.

Fiscal Year 2027:

Funding levels and activities are pending reauthorization of surface transportation programs.

RT&E PROGRAM NAME: STATE PLANNING & RESEARCH (SPR) PROGRAM

Objectives: To solve transportation problems identified by the States. To encourage cooperation among States to leverage funds and conduct research of relevance to multi-State regions. This program is funded by a set-aside from each State's apportionments from five programs: the National Highway Performance Program, the Surface Transportation Block Grant Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, and the National Highway Freight Program.

Fiscal Year 2025: \$260.9 million

In FY 2025, the SPR program continued to meet local needs through applied research on State or regional problems, fostered innovation through the transfer of technologies from researchers to users, and conducted research for setting standards and specifications. States continued to support cooperative research programs such as the National Cooperative Highway Research Program and the Transportation Pooled Fund program.

Fiscal Year 2026: \$266.2 million

In FY 2026, the SPR program will meet local needs through applied research on State or regional problems, foster innovation through technology transfer from researchers to users, and conduct research to establish standards and specifications. States will fund cooperative research initiatives like the National Cooperative Highway Research Program and the Transportation Pooled Fund program.

Fiscal Year 2027:

Funding levels and activities are pending reauthorization of surface transportation programs.

RT&E PROGRAM NAME: UNIVERSITY TRANSPORTATION CENTERS

Project and activity summaries are provided in the Office of the Secretary of Transportation – Office of the Assistant Secretary for Research and Technology FY 2027 budget submission. FY 2027 funding levels and activities are pending reauthorization of surface transportation programs.

RT&E PROGRAM NAME: BUREAU OF TRANSPORTATION STATISTICS

Project and activity summaries are provided in the Office of the Secretary of Transportation – Office of the Assistant Secretary for Research and Technology FY 2027 budget submission. FY 2027 funding levels and activities are pending reauthorization of surface transportation programs.

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FY 2027 Budget

Federal Highway Administration Information Technology Budget Narrative

(Budget Authority in Thousands)

Budget Account (Federal-Aid Highways and Highway Infrastructure Programs)	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
<i>Shared Services WCF</i>	\$48,246	\$48,478	\$48,478
<i>FHWA IT</i>	\$80,712	83,272	
<i>FHWA IT WCF*</i>			\$81,353
Total	\$128,958	\$131,750	\$129,831

**The consolidation of information technology was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.*

The Federal Highway Administration (FHWA) is requesting **\$129.8 million** in FY 2027 for information technologies (IT) that support the full spectrum of FHWA programs, as well as the Department’s initiative to transform and consolidate the management of IT solutions centrally by the Office of the Chief Digital and Information Officer (OCDIO).

IT Shared Services through the WCF

OCDIO will continue to provide FHWA IT Shared Services in FY 2027 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- **IT Shared Services** - FHWA requests **\$48.5 million** for IT Shared Services. FHWA’s share was based on actual consumption in prior years, as well as planned future consumption. FHWA will only be charged for services rendered.

FHWA IT Consolidated through the WCF

Management of the following major mission-critical IT systems will be maintained by OCDIO in FY 2027. This list is only a subset of all IT systems that support FHWA and are reported in the Office of Management and Budget’s (OMB) Corporate Investment Management System (CIMS).

- **FMIS** – FHWA requests **\$3.1 million** for the agency’s most mission-critical system, through which States receive reimbursements for Federal-aid program costs, authorize and modify projects, as well as track and report on critical financial and program

information. FHWA staff use FMIS to apportion highway funding, set obligation limitations, transfer funds, approve projects, manage, and oversee financial management of the Federal-aid program, and report on FHWA funding. The requested funding is to support operations and maintenance, critical system enhancements necessary to meet Congressionally mandated requirements (e.g., DATA Act, audit requirements for Federal awards under 2 CFR 200, etc.), and new enhancements based on requirements from State and Federal users.

- **Highway and Bridge Data Collection** – FHWA requests **\$5.9 million** to manage several IT investments used to compile, manage, and make available vital highway and bridge data, some of which is statutorily required. These investments include:
 - The **Highway Performance Monitoring System (HPMS)** supports a data-driven decision-making process among FHWA, the Department, and Congress. HPMS data are used extensively in the analysis of highway system condition, performance, and investment needs that make up the biennial *Condition and Performance (C&P) Report* to Congress. The C&P Report serves to inform both authorization and appropriation legislation activities that ultimately determine the scope and size of the Federal-aid highway program and the level of Federal highway taxation.
 - The **National Bridge Inventory (NBI)** is a collection of bridge inventory and condition information collected under the auspices of the National Bridge Inspection Standards (NBIS) as prescribed by law. The information is used for performance measure reporting, National Highway System (NHS) penalty determination, and reporting to Congress.
 - The **Integrated Transportation Information Platform (ITIP)** provides a comprehensive source for infrastructure condition and performance and Federal-aid project data elements. The ITIP integrates and provides seamless access to a wide range of data elements, which are maintained within FMIS, HPMS, and the NBI. Through ITIP, users are provided with data analysis, visualization, and reporting capabilities.
- **Direct Program Support for the Office of Federal Lands and the Office of Research, Development, and Technology** – FHWA requests **\$20.7 million** to provide the necessary tools to effectively manage FHWA’s initiatives for Federal Lands, Tribes, and transportation research, including investments in innovative technologies that improve highway safety and infrastructure.
 - For example, FHWA’s **Turner-Fairbank Highway Research Center (TFHRC)** is a member of Internet2, which is a research and development consortium led by over 200 universities working in partnership with industry and government to develop and deploy advanced network applications and technologies. Internet2 operates the Nation’s largest and fastest, coast-to-coast research and education network that was built to deliver advanced, customized services that are accessed

and secured by the community-developed trust and identity framework. TFHRC utilizes this high-speed, highly secure network to run applications on super computers at national labs, obtain access to massive data servers at research universities, and to send large amounts of data to test facilities that provide critical operational testing environments, and which are operated by other Federal agencies. Access to this network is critical to support FHWA's world-class research and to enable efficient data sharing and processing.

- **Interagency Agreements** – FHWA requests **\$21.1 million** for funding IT-related Interagency Agreements (IAAs). FHWA partners with the Enterprise Service Center (ESC) for support services provided for accounting, contracting, and time and attendance systems. Other IAAs support grants management, roadway safety, geo-economic system modeling, rural and statewide geographic information systems, motor vehicle registration, highway needs and investment analysis, and environmental reviews.
- **Artificial Intelligence (AI)** – In FY 2027, FHWA plans to invest **\$2.5 million** into AI applications such as Robotic Process Automation (RPA) program support and development, Project Ai-RC, Henri Highway, and other initiatives. This technology will improve activities that require time consuming, resource intensive, and manual processes. The technology will also provide customer support solutions (AI-powered chatbots or virtual agents) for automating routine tasks, handling customer inquiries, and providing information or assistance through natural language conversations.
- **Additional IT maintenance and support contributions:** FHWA requests **\$28.1 million** to support IT systems that are critical to the successful delivery of the Federal-aid highway program. FHWA invests expertise and resources into various oversight and governance programs to reduce risk, positively impact program performance and effectiveness, align with strategic goals, and continuously enhance the IT environment to enable robust and flexible IT solutions. Examples of programs are IT Solutions and Data Management, IT Business Cases and Alternative Analysis, Enterprise Architecture (EA), and the Capital Planning and Investment Control (CPIC) program.

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**EXHIBIT VI-1
FEDERAL HIGHWAY ADMINISTRATION
HISTORICAL FUNDING LEVELS (2017-2026)
(\$000)**

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
Federal-Aid Highways										
Obligation Limitation	\$43,266,100	\$44,234,212	\$45,268,596	\$46,365,092	\$46,365,092	\$57,473,430	\$58,764,511	\$60,095,783	\$61,314,171	\$62,657,106
Contract Authority Exempt from Obligation Limitation ^{1/}	\$739,000	\$739,000	\$739,000	\$739,000	\$739,000	\$739,000	\$739,000	\$739,000	\$739,000	\$739,000
Liquidation of Contract Authority	\$44,005,100	\$44,973,212	\$46,007,596	\$47,104,092	\$47,104,092	\$58,212,430	\$59,503,511	\$60,834,783	\$61,314,171	\$63,396,106
Limitation on Admin Expenses [non-add] ^{2/}	\$435,795	\$442,692	\$449,692	\$456,798	\$478,897 ^{3/}	\$466,965	\$476,784	\$486,800	\$497,016	\$507,436
Supplemental Emergency Relief Funds (GF)	\$1,532,017	\$1,374,000	\$1,650,000			\$2,600,000 ^{4/}	\$803,000 ^{4/}		\$8,086,020 ^{4/}	
Highway Infrastructure Programs (GF Advance Appropriation) ^{5/}						\$9,454,400	\$9,454,400	\$9,454,400	\$9,454,400	\$9,454,400
Highway Infrastructure Programs (GF)		\$2,525,000	\$3,250,000	\$2,166,140	\$12,000,000 ^{6/}	\$2,444,928 ^{7/}	\$3,417,812 ^{7/}	\$2,224,677 ^{7/}	\$340,500 ^{7/}	\$2,395,881 ^{7/}
Neighborhood Access and Environmental Review (GF)						\$5,305,000 ^{8/}				

1/ Does not reflect sequestration of contract authority exempt from obligation limitation.

2/ All fiscal years include FHWA General Operating Expenses and transfers to the Appalachian Regional Commission for administrative activities associated with the Appalachian development highway system. All fiscal years do not include amounts for other non-administrative programs authorized under Administrative Expenses.

3/ For 2021, FHWA used carryover administrative expenses contract authority to utilize the Limitation on Administrative Expenses provided in the Appropriations Act.

4/ The Disaster Relief Supplemental Appropriations Act, 2022 (Public Law 117-43) provided \$2.6 billion in additional emergency relief funding from the General Fund for FY 2022. The Consolidated Appropriations Act, 2023 (Public Law 117-328) provided \$803 million in additional emergency relief funding from the General Fund for FY 2023. The American Relief Act, 2025 (Public Law 118-158) provided \$8.1 billion in additional emergency relief funding from the General Fund in FY 2025.

5/ The IJA provides funding for administrative expenses as a takedown from the Highway Infrastructure Programs. The aggregate of these takedowns is \$86.8 million in each year from FY 2022 through FY 2026. The Department of Transportation Appropriations Act, 2026, repurposed \$1.1 billion from amounts previously appropriated to FHWA from the General Fund through Division J of the IJA.

6/ The Department of Transportation Appropriations Act, 2021 (Public Law 116-260) provided \$2 billion in additional highway funding from the General Fund for FY 2021. The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (Public Law 116-260) provided \$10 billion in additional highway funding from the General Fund for FY 2021.

7/ The Department of Transportation Appropriations Act, 2022 (Public Law 117-103) provided \$2.4 billion in additional highway funding from the General Fund in FY 2022. The Department of Transportation Appropriations Act, 2023 (Public Law 117-328) provided \$3.4 billion in additional highway funding from the General Fund in FY 2023. The Consolidated Appropriations Act, 2024 provided \$2.2 billion in additional highway funding from the General Fund in FY 2024. The Full-Year Continuing Appropriations and Extensions Act, 2025 (Public Law 119-4) provided \$340.5 million in additional highway funding from the General Fund in FY 2025. The Department of Transportation Appropriations Act, 2026, appropriated \$927 million in new budget authority and repurposed \$1.5 billion in previously appropriated budget authority for a total of \$2.4 billion made available from the General Fund for FY 2026. The repurposed funding is comprised of \$1.1 billion from FHWA with the remaining transferred from the Office of the Secretary of Transportation, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration.

8/ The Inflation Reduction Act of 2022 (Public Law 117-169) provided \$5.3 billion in additional highway funding from the General Fund in FY 2022.

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