



**U.S. Department
of Transportation**

Fiscal Year **2027**

Budget Highlights

**Secretary of Transportation
Sean P. Duffy**

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Technical Notes

Tables presented in this document may not add due to differences in rounding.

Time frames in this document represent fiscal years (FY). The Federal fiscal year runs from October 1 through September 30.

Full-time equivalent employment (40 hours in a standard workweek for 52 weeks a year) is identified as FTE throughout this document.

The Department of Transportation has General Funds (GF), Trust Funds (TF), and Special Funds (SF), and distinguishes discretionary (D) and mandatory (M) types of funding. Tables in this document use these indicators to identify the source and type of funding.

Acronyms

Acronym	Description
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
NHTSA	National Highway Traffic Safety Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
PHMSA	Pipeline and Hazardous Materials Safety Administration
MARAD	Maritime Administration
GLS	Great Lakes St. Lawrence Seaway Development Corporation
OST	Office of the Secretary of Transportation
OIG	Office of Inspector General
FY	Fiscal Year
FTE	Full-Time Equivalent
GF	General Fund
TF	Trust Fund
SF	Special Fund
D	Discretionary Funding
M	Mandatory Funding
Oblim	Limitation on Obligations
IIJA	Infrastructure Investment and Jobs Act

Executive Summary

The FY 2027 President's Budget requests **\$114.1 billion** in new budgetary resources for the Department of Transportation (DOT), including **\$26.8 billion** in new discretionary budget authority and **\$87.3 billion** in mandatory budget authority. The Budget's program and management proposals will enable DOT to achieve its mission. Highlights of the Budget include:

- **Big, Beautiful Infrastructure:** The Budget supports the President's vision for the Golden Age of Transportation, building big, beautiful infrastructure for the American people, while eliminating spending on Green New Scam programs. The Budget provides a total of **\$87.6 billion** for core surface transportation programs to make our highway and transit systems the safest and most efficient and innovative in the world. The Budget provides an additional \$1.5 billion for nationally significant freight projects and bridge repair, while cancelling wasteful spending on electric vehicle (EV) chargers.
- **National Airspace Modernization and Air Traffic Controller Hiring:** Building on the \$12.5 billion downpayment made in the Working Families Tax Cut Act, DOT requests **\$4 billion** for the Federal Aviation Administration (FAA) to modernize and sustain its expansive system for managing the national airspace. With this funding, the FAA will continue to develop the Brand New Air Traffic Control System, ensuring safety and improving system performance for decades to come. In addition, DOT requests funds to continue its hiring surge of air traffic controller trainees and to hire additional safety personnel to oversee FAA operations and the aviation industry.

- **Restoring Maritime Dominance:** The Budget contains a series of major proposals to restore the Nation’s maritime dominance, starting with the creation of a Maritime Security Trust Fund. The trust fund will provide **\$1.4 billion** in new dedicated resources for mariner education, U.S. Merchant Marine Academy campus improvements, mariner workforce development, domestic shipyard development grants, Port Infrastructure Development Program grants, and the procurement of new vessels for the Maritime Administration.
- **D.C. Safe and Beautiful Fund:** DOT requests **\$403 million** to make America’s capital city safe and beautiful. Following through on the President’s Executive Order 14252, *Making the District of Columbia Safe and Beautiful*, this fund would address issues such as crime on the transit system, the deterioration of Washington Union Station, and the need to improve local highways, bridges, boulevards, and parks.
- **DOT Headquarters Building Consolidation:** To save American taxpayers money and to improve organizational efficiencies, DOT is consolidating its building footprint in the National Capital Region. Several thousand FAA employees will vacate the aging FAA headquarters facility and relocate to the DOT headquarters building. DOT requests **\$60 million** for moving and facility outfitting costs.

Budgetary Resources Table

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
FEDERAL AVIATION ADMINISTRATION			
Operations (GF/TF) (D)	13,482,783	13,710,000	14,191,600
Facilities & Equipment (GF/TF) (D)	3,176,250	4,000,000	4,000,000
Air Traffic Control Improvements (GF) (M)	12,520,000	-	-
Research, Engineering & Dev (TF) (D)	280,000	290,000	165,000
Grants-in-Aid for Airports (GF) (D)	50,000	208,686	-
<i>Grants-in-Aid for Airports (repurposed IIJA funds) (GF) (D)</i>	-	368,670	-
Grants-in-Aid for Airports (TF) (M)	4,000,000	4,000,000	4,000,000
<i>Cancellation [non-add] IRA Balances (GF) (M)</i>	<i>(234,000)</i>	-	-
Total	33,509,033	22,577,356	22,356,600
IIJA Supplemental Total	5,000,000	5,000,000	-
Repurposed IIJA Supplemental Total	-	(368,670)	-
Total Budgetary Resources	38,509,033	27,208,686	22,356,600

FEDERAL HIGHWAY ADMINISTRATION

Federal-Aid Highways (OBLIM) (TF) (M)	61,314,171	62,657,106	63,973,000
Exempt Obligations (TF) (M)	602,577	602,577	602,577
Emergency Relief (TF) (M)	94,300	94,300	94,300
Highway Infrastructure Program (GF) (D)	340,500	927,213	1,483,650
<i>Highway Infrastructure Program (repurposed IIJA funds) (GF) (D)</i>	-	1,468,668	-
<i>Admin Expenses (OBLIM) [non-add]</i>	<i>[497,016]</i>	<i>[507,436]</i>	<i>[507,436]</i>

Budgetary Resources (Cont.)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
<i>Cancellation [non-add] CHIMP – Unobligated Balances (TF) (M)</i>	-	-	(1,558,000)
<i>Cancellation [non-add] IIJA Supplemental – Unobligated Balances (GF) (D)</i>	-	-	(2,665,244)
<i>Cancellation [non-add] IRA Balances (GF) (M)</i>	(4,194,183)	-	-
Total	62,351,548	65,749,863	66,153,527
IIJA Supplemental Total	9,454,400	9,454,400	-
Repurposed IIJA Supplemental Total	-	(1,093,756)	-
Emergency Relief Supplemental Total	8,086,020	-	-
Total Budgetary Resources	79,891,968	74,110,507	66,153,527

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Operations & Programs (OBLIM) (TF) (M)	382,500	390,000	398,000
Motor Carrier Safety Grants (OBLIM) (TF) (M)	526,450	541,600	548,000
Total	908,950	931,600	946,000
IIJA Supplemental Total	134,500	134,500	-
Repurposed IIJA Supplemental Total	-	(20,000)	-
Total Budgetary Resources	1,043,450	1,046,100	946,000

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Operations and Research (GF) (D)	223,000	71,000	211,850
<i>Operations and Research (repurposed IIJA funds) (GF) (D)</i>	-	129,000	-
Operations and Research (OBLIM) (TF) (M)	205,400	209,600	214,000
Highway Traffic Safety Grants (OBLIM) (TF) (M)	831,445	849,655	867,000
Total	1,259,845	1,259,255	1,292,850

Budgetary Resources (Cont.)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
IIJA Supplemental Total	321,700	321,700	-
Repurposed IIJA Supplemental Total	-	(129,000)	-
Total Budgetary Resources	1,581,545	1,451,955	1,292,850

FEDERAL TRANSIT ADMINISTRATION

Capital Investment Grants (GF) (D)	2,205,000	1,700,000	1,214,500
Washington Metro Area Transit Authority (GF) (D)	150,000	150,000	150,000
Technical Assistance & Training (GF) (D)	7,500	7,500	-
Transit Infrastructure Grants (GF) (D)	45,569	23,052	-
<i>Transit Infrastructure Grants (repurposed IIJA funds) (GF) (D)</i>	-	188,371	-
Transit Formula Grants (OBLIM) (TF) (M)	14,279,000	14,642,000	14,950,000
<i>Administrative Expenses [non-add]</i>	[143,147]	[147,442]	[147,442]
Total	16,687,069	16,710,923	16,314,500
IIJA Supplemental Total	4,250,000	4,250,000	-
Repurposed IIJA Supplemental Total	-	(50,371)	-
Total Budgetary Resources	20,937,069	20,910,552	16,314,500

FEDERAL RAILROAD ADMINISTRATION

NEC Grants to Amtrak (GF) (D)	1,141,442	850,000	650,000
Nat Network Grants to Amtrak (GF) (D)	1,286,321	1,577,000	1,450,000
<i>Amtrak Subtotal [non-add]</i>	2,427,763	2,427,000	2,100,000
Railroad Research & Dev (GF) (D)	54,000	40,000	26,200
Safety & Operations (GF) (D)	267,799	264,761	271,000
CRISI Grants (GF) (D)	100,000	7,426	300,000
<i>CRISI Grants (repurposed IIJA funds) (GF) (D)</i>	-	130,000	-

Budgetary Resources (Cont.)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Railroad Crossing Elimination Program (GF) (D)	-	-	100,000
Fed-State Partnership (GF) (D)	75,000	25,000	-
<i>Fed-State Partnership (repurposed IIJA funds) (GF) (D)</i>	-	40,000	-
<i>Cancellation [non-add] (GF) (D)</i>	-	(949,802)	-
Total	2,924,562	2,934,187	2,797,200
IIJA Supplemental Total	13,200,000	13,200,000	-
Repurposed IIJA Supplemental Total	-	(308,000)	-
Total Budgetary Resources	16,124,562	15,826,187	2,797,200

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Operational Expenses (GF) (D)	31,681	28,647	30,097
Hazardous Materials Safety (GF) (D)	74,556	66,050	74,556
Emergency Prep Grants (SF) (M)	27,157	27,000	27,000
<i>Emergency Prep Grants (OBLIM) [non-add]</i>	<i>[46,825]</i>	<i>[46,825]</i>	-
Pipeline Safety (SF) (D)	188,186	184,807	188,186
Pipeline Safety Trust Fund (TF) (D)	30,000	30,000	30,000
Total	351,580	336,504	349,839
IIJA Supplemental Total	200,000	200,000	-
Repurposed IIJA Supplemental Total	-	(100,000)	-
Total Budgetary Resources	551,580	436,504	349,839

MARITIME ADMINISTRATION

Operations and Training (GF) (D)	267,775	275,791	333,260
Maritime Security Trust Fund Programs (TF) (M)	-	-	1,412,000

Budgetary Resources (Cont.)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
State Maritime Academy Operations (GF) (D)	125,788	138,900	87,200
Ship Disposal (GF) (D)	6,000	6,000	6,000
Assistance to Small Shipyards (GF) (D)	8,750	35,000	105,000
Maritime Security Program [Defense] (GF) (D)	318,000	390,000	400,500
Maritime Guaranteed Loans (Title XI) (GF) (D)	53,586	3,940	4,500
Port Infrastructure Development (GF) (D)	50,000	103,330	50,000
Cable Security Fleet [Defense] (GF) (D)	10,000	10,000	-
Tanker Security Program [Defense] (GF) (D)	60,000	81,600	167,600
<i>Cancellation [non-add] Prior Year Balances [Defense] (GF) (D)</i>	-	(93,600)	-
<i>Cancellation [non-add] Prior Year Balances [non-Defense] (GF) (D)</i>	-	(34,000)	-
Total	899,899	1,044,561	2,566,060
IJA Supplemental Total	450,000	450,000	-
Total Budgetary Resources	1,349,899	1,494,561	2,566,060

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Great Lakes St. Lawrence Seaway Dev. Corp. (TF) (D)	40,288	38,080	50,000
Total	40,288	38,080	50,000

OFFICE OF THE SECRETARY OF TRANSPORTATION

Salaries and Expenses (GF) (D)	191,295	187,344	223,850
DOT Headquarters Building Consolidation (GF) (D)	-	-	60,000
Finance Bureau (GF) (D)	9,558	9,250	5,000

Budgetary Resources (Cont.)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Transp. Planning, Research & Dev (GF) (D)	20,926	32,043	22,500
Office of Civil Rights (GF) (D)	18,228	11,761	-
Financial Management Capital (GF) (D)	5,000	5,000	5,000
Essential Air Service (SF) (M)	159,686	166,603	173,300
Payments to Air Carriers (TF) (D)	450,000	513,637	142,000
Nat'l Infrastructure Investments (GF) (D)	345,000	145,000	-
Research and Technology/ARPA-I (GF) (D)	49,040	74,471	40,000
Cyber Security Initiatives (GF) (D)	49,000	60,000	75,000
Office of Small Business Programs (GF) (D)	5,330	5,330	-
Asset Concessions (GF) (M)	18,860	18,860	-
Rural and Tribal Infrastructure Advancement (GF) (D)	25,000	10,000	-
D.C. Safe & Beautiful Fund (GF) (D)	-	-	403,000
TIFIA/RRIF Negative Subsidy [non-add] (GF) (D)	(57,000)	(44,427)	(10,102)
Cancellation [non-add] RRIF Year Balances (GF) (D)	-	(12,520)	-
Total	1,346,923	1,239,299	1,149,650
IIJA Supplemental Total	3,800,000	3,800,000	-
Repurposed IIJA Supplemental Total	-	(254,912)	-
Total Budgetary Resources	5,146,923	4,784,387	1,149,650

OFFICE OF INSPECTOR GENERAL

Inspector General (GF) (D)	116,452	113,000	104,802
Total	116,452	113,000	104,802

Budgetary Resources (Cont.)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
TOTAL BUDGETARY RESOURCES	120,396,148	112,934,628	114,081,028
GROSS DISCRETIONARY BUDGET AUTHORITY	25,434,603	26,410,619	26,821,851
<i>PHMSA User Fees</i>	(187,786)	(184,407)	(187,786)
<i>Cancellations/Rescissions (Defense)</i>	-	(996,322)	-
<i>Cancellations/Rescissions (Non-Defense)</i>	-	(93,600)	-
<i>Negative Subsidy</i>	(57,000)	(44,427)	(10,102)
CHIMPS	-	-	(1,558,000)
<i>Cancellations [non-add] IRA Balances</i>	(4,428,183)	-	-
TOTAL BUDGETARY RESOURCES AFTER OFFSETS	120,151,362	111,615,872	112,325,140
Non-Defense Discretionary Subtotal	24,801,817	24,703,863	24,497,863
Defense Discretionary Subtotal	388,000	388,000	568,100
Mandatory Subtotal	94,961,546	84,199,300	87,259,177
Repurposed IIJA Advance Appropriations	-	2,324,709	-
IIJA SUPPLEMENTAL	36,810,600	34,485,891	-
Advance Appropriations	36,810,600	36,810,600	-
Repurposed Advance Appropriations*	-	(2,324,709)	-
DISASTER RELIEF SUPPLEMENTAL	8,086,020	-	-
FHWA Emergency Relief	8,086,020	-	-
TOTAL RESOURCES	165,047,982	146,101,763	112,325,140

* The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from multiple years.

Federal Aviation Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Operations (GF/TF) (D)	13,482,783	13,710,000	14,191,600
Facilities & Equipment (GF/TF) (D)	3,176,250	4,000,000	4,000,000
Air Traffic Control Improvements (GF) (M)	12,520,000	-	-
Research, Engineering & Dev (TF) (D)	280,000	290,000	165,000
Grants-in-Aid for Airports (GF) (D)	50,000	208,686	-
Grants-in-Aid for Airports (repurposed IIJA funds) (GF) (D)	-	368,670	-
Grants-in-Aid for Airports (TF) (M)	4,000,000	4,000,000	4,000,000
Cancellation [non-add] IRA Balances (GF) (M)	(234,000)	-	-
Total	33,509,033	22,577,356	22,356,600
IIJA Supplemental Total	5,000,000	5,000,000	-
Repurposed IIJA Supplemental Total*	-	(368,670)	-
Total Budgetary Resources	38,509,033	27,208,686	22,356,600
FTEs	45,992	44,846	45,828

* The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The Federal Aviation Administration (FAA) oversees all aspects of civil aviation in the United States, operating the world's largest, safest, and most complex aerospace system. Safety is the core of FAA's mission and its top priority. Guiding over 45,000 aircraft through our Nation's airspace every single day, FAA programs and infrastructure deliver safety, mobility, and security to the traveling public. FAA also strives to demonstrate global leadership through integrating new users and technologies into the National Airspace System (NAS). The FAA is committed to transforming the air traffic control system through state-of-the-art communication, surveillance, automation, and facilities. With cutting-edge technology and intelligent systems, FAA will enhance safety, efficiency, and the United States' global leadership in aviation for decades to come.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget includes **\$22.4 billion** for critical investments to keep pace with the aviation industry and to improve the safety and efficiency of the NAS. The FAA's air traffic system is based on outdated technologies that are unable to meet growing demands. The FAA has strategically realigned its priorities to address urgent needs for modernization of critical systems and infrastructure.

The FY 2027 President's Budget requests **\$4.0 billion** for the Facilities & Equipment (F&E) account, which complements the \$12.5 billion investment provided in FY 2025 by the Working Families Tax Cut Act (Public Law 119–21). Work funded by the Working Families Tax Cut Act spans five core modernization and improvement work streams: communication, automation systems, surveillance, Alaska Airspace, and facilities. These activities will replace outdated and failing technologies with a Brand New Air Traffic Control System. FAA's annual F&E funding request will augment those efforts and ensure the continuity of critical services that millions of people depend on each day.

The President's Budget continues FAA's hiring and training surge of the next generation of air traffic controllers while not growing the administrative staff. Building on the hiring initiative started in FY 2026, **\$95.4 million** is requested to bring **2,300 controller trainees** on board in FY 2027. The President's Budget also includes **\$39.0 million** to increase aviation safety oversight and strengthen commercial space transportation oversight, compliance, enforcement, and investigation processes that ensure safety.

Key Components of the Request

Operations: \$14.2 billion is requested to promote aviation safety, enhanced air traffic controller hiring and training, management of the air traffic control system, safe operations of the airlines, and certification of new aviation products. This request also funds FAA's oversight of the commercial space transportation industry as well as FAA's policy and management functions. Highlights include:

- **\$95.4 million** to continue the supercharged controller hiring and training. FAA plans to hire 2,300 new controller trainees in FY 2027, 100 more than in FY 2026. FAA will also streamline the path for controller training, which is a critical step for rebuilding the pipeline of trainees who will eventually become Certified Professional Controllers.
- **\$21.8 million** to enhance the aviation safety workforce. This funding will allow FAA to manage the growing demand for operator and airman certifications and operational suitability evaluations more effectively. In addition, FAA will hire more safety inspectors, including those specializing in Unmanned Aircraft Systems (UAS) permitting, ensuring comprehensive surveillance and oversight as the aviation system continues to expand.
- **\$17.2 million** to ensure the safety of the commercial space industry. The number of launch and re-entry permits submitted by the industry to FAA in FY 2025 was 53 percent higher than in FY 2023, and this trend is projected to continue. The requested funding is vital to sustain the highest standards of safety and efficiently handle the increasing demand for commercial space operations.

- **\$42.1 million** to strengthen the FAA’s IT systems against cyber threats. This funding is necessary to keep FAA’s technology and aviation systems safe. FAA will track progress, carry out key security projects, make FAA software development more secure, expand the FAA’s global cyber capabilities, and update regulations.
- **\$127.0 million** to fund increases in essential contracts, including the Federal Contract Tower Program and telecommunication carrier costs.

Facilities and Equipment (F&E): \$4.0 billion is requested for FAA’s modernization and sustainment initiatives. As the FAA implements the Brand New Air Traffic Control System, the FAA must sustain legacy capabilities that keep the airspace system safe, resilient, and functional. Highlights include:

- **\$1.5 billion** to support the overarching Brand New Air Traffic Control System effort. This includes providing additional resources to programs that were funded by the Working Families Tax Cut Act, such as the Terminal Flight Data Manager, which delivers real-time flight data to 89 sites. It also supports programs that were not funded by the Working Families Tax Cut Act, such as the Common Automation Platform that will streamline en route and terminal environments that currently operate independently.
- **\$106.5 million** for the Major Airspace Redesign program, a high priority initiative to reduce congestion and improve performance across core markets that account for more than 70 percent of daily delays in the NAS. Funding will address structural inefficiencies, increase system throughput, and enhance operational resilience.
- **\$1.3 billion** to sustain legacy systems that underpin safe and reliable aviation operations and that provide critical system redundancies. Funding also supports sustaining NAS systems and infrastructure scheduled to be replaced under modernization efforts.

- **\$373.8 million** for emerging technologies and to implement current programs such as Notice to Airmen Modernization, which enhances safety by providing pilots and flight crews with real-time information.

Research, Engineering & Development:

\$165.0 million is requested for FAA’s applied research on new and advanced technologies that will improve performance across all elements of the aviation system. Noteworthy investments include:

- **\$15.7 million** to support research that builds upon current drone operations, rules policy, and procedures to achieve full UAS integration in the airspace system.
- **\$10.0 million** to support phasing out leaded aviation fuel by the end of 2030. Aviation gasoline is the only remaining transportation fuel in the U.S. that contains lead additives.
- **\$3.5 million** to increase the safety of commercial space operations, including researching human space flight and improved rocket fuels.

Grants-in-Aid for Airports: \$4.0 billion is requested in obligation limitation, of which **\$3.8 billion** is for Airport Improvement Program Grants to preserve and improve critical airfield infrastructure—including keeping airport pavement in good, safe condition—at more than 3,300 public-use airports nationwide.

Facilities and Equipment Summary (in millions of dollars)

Budget Line Item (BLI)	FY 2025 Enacted*	FY 2026 Enacted	FY 2027 Request
Activity 1 – Engineering, Development, Test and Evaluation	153.6	258.8	230.5
William J. Hughes Technical Center Laboratory Sustainment	18.4	19.9	16.9
William J. Hughes Technical Center Infrastructure Sustainment	39.0	23.0	17.0
Unmanned Aircraft Systems	18.0	16.0	9.5
Other	78.2	200.0	187.1
Activity 2 – Air Traffic Control Facilities and Equipment	1,933.7	2,552.0	2,694.7
En Route Automation Modernization – System Enhancements and Tech Refresh	67.0	52.3	62.2
Next Generation Weather Radar (NEXRAD)	3.0	3.0	3.0
System-Wide Information Management	0.8	24.6	1.9
ADS-B NAS Wide Implementation	273.5	179.9	256.0
Time Based Flow Management Portfolio	5.8	20.9	24.6
Data Communications	30.0	94.7	106.9
Commercial Space Integration	2.5	10.0	1.0
Standard Terminal Automation Replacement System	133.7	189.7	115.7
Terminal Flight Data Manager	55.1	0.0	170.0
Unmanned Aircraft Systems Implementation	0.0	10.0	5.1
Terminal and EnRoute Surveillance Portfolio	28.6	42.8	13.4
Terminal and EnRoute Voice Switch and Recorder Portfolio	246.0	21.6	36.4
Wide Area Augmentation System for GPS	85.2	92.0	81.1
Aircraft Replacement and Related Equipment Program	113.1	119.9	6.5
FAA Telecommunications Infrastructure	169.5	303.2	716.7
Other	720.0	1,387.4	1,130.6

Facilities and Equipment Summary (Cont.)

Budget Line Item (BLI)	FY 2025 Enacted*	FY 2026 Enacted	FY 2027 Request
Activity 3 — Non-Air Traffic Control Facilities and Equipment	165.6	258.5	200.8
Aviation Safety Analysis System (ASAS)	27.9	40.0	35.8
National Air Space Recovery Communications (RCOM)	12.0	12.0	12.0
System Approach for Safety Oversight (SASO)	12.2	13.6	8.3
System Safety Management Portfolio	15.0	13.7	15.0
Aeronautical Center Infrastructure Sustainment	20.0	40.0	22.5
Other	78.5	139.2	107.2
Activity 4 — Facilities and Equipment Mission Support	288.6	232.9	224.0
System Engineering and Development Support	36.0	39.0	39.0
Transition Engineering Support	16.0	17.0	16.0
Technical Support Services Contract	24.0	28.0	24.0
Center for Advanced Aviation System Development	55.0	55.0	40.0
Other	157.6	93.9	105.0
Activity 5 — Personnel and Related Expenses	634.7	697.9	650.0
Total F&E	3,176.3	4,000.0	4,000.0

* These BLIs do not define programs, projects, or activities (PPAs) for FY 2025 for the purposes of section 405 of division F of P.L. 118-42.

Federal Highway Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Federal-Aid Highways (OBLIM) (TF) (M)	61,314,171	62,657,106	63,973,000
Exempt Obligations (TF) (M)*	602,577	602,577	602,577
Emergency Relief (TF) (M)*	94,300	94,300	94,300
Highway Infrastructure Program (GF) (D)	340,500	927,213	1,483,650
<i>Highway Infrastructure Program (repurposed IIJA funds) (GF) (D)</i>	-	1,468,668	-
Admin Expenses (OBLIM) [non-add]	[497,016]	[507,436]	[507,436]
Cancellation [non-add] CHIMP - Unobligated Balances (TF) (M)	-	-	(1,558,000)
Cancellation [non-add] IIJA Supplemental - Unobligated Balances (GF) (D)	-	-	(2,665,244)
Cancellation [non-add] IRA Balances (GF) (M)	(4,194,183)	-	-
Total	62,351,548	65,749,863	66,153,527
IIJA Supplemental Total	9,454,400	9,454,400	-
Repurposed IIJA Supplemental Total**	-	(1,093,756)	-
Emergency Relief Supplemental Total	8,086,020	-	-
TOTAL BUDGETARY RESOURCES	79,891,968	74,110,507	66,153,527
FTEs	2,895	2,202	2,146

* Amounts reflect sequestration of 5.7 percent of contract authority exempt from obligation limitation pursuant to 2 U.S.C. 901a(6)(B)(ii).

** The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The mission of the Federal Highway Administration (FHWA) 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.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget requests **\$66.2 billion** to support FHWA's efforts 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.

In order to focus on Administration priorities—such as safety and investing in core, nationally significant infrastructure—and consistent with the President's Executive Order 14154, *Unleashing American Energy*, 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 will save American taxpayers approximately **\$4.2 billion**.

Key Components of the Request

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.

Federal Motor Carrier Safety Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Operations & Programs (OBLIM) (TF) (M)	382,500	390,000	398,000
Motor Carrier Safety Grants (OBLIM) (TF) (M)	526,450	541,600	548,000
Total	908,950	931,600	946,000
IIJA Supplemental Total	134,500	134,500	-
Repurposed IIJA Supplemental Total*	-	(20,000)	-
TOTAL BUDGETARY RESOURCES	1,043,450	1,046,100	946,000
FTEs	1,230	1,151	1,189

* The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The core mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA is dedicated to fulfilling its safety mandate by strengthening its regulatory framework, enhancing enforcement, compliance, and accountability, and promoting a nationwide safety culture. FMCSA prioritizes evidence-based policies, technology modernization, efficient data collection and sharing, and cost-efficient operations, while sustaining strong partnerships with State, local, Tribal, and private-sector stakeholders. FMCSA oversees more than 800,000 regulated motor carriers and approximately 7.2 million commercial drivers operating across diverse operating environments.

Highlights of the FY 2027 President’s Budget

The FY 2027 President’s Budget includes **\$946.0 million** for FMCSA. This request ensures that FMCSA can continue to target high-risk carriers and behaviors, reduce service barriers, and deploy modern tools that improve safety outcomes and regulatory effectiveness. Under President Trump and Secretary Duffy, DOT is focused on raising the standard for roadway safety through accountability, compliance, and enforcement.

In 2025, FMCSA launched a nationwide audit into State practices for issuing non-domiciled commercial driver’s licenses (CDLs), specifically reviewing the potential for unqualified individuals obtaining licenses and posing a hazard on our roads. FMCSA conducted audits of all 50 States and took appropriate corrective actions to ensure that only qualified drivers are issued CDLs. In FY 2027, FMCSA will continue to hold States accountable for their CDL issuance practices.

FMCSA will also continue to crack down on illegal CDL training providers. In 2025, FMCSA announced the removal of nearly 3,000 training providers from FMCSA’s Training Provider Registry for failing to equip trainees with the Trump Administration’s standards of readiness. Another 4,500 training providers were placed on notice due to potential noncompliance.

In 2025, FMCSA initiated Phase 1 of its new registration system, Motus, and implemented identity verification as a required element of the motor carrier registration process, enabling confirmation of applicant identities before credentials are issued. In FY 2027, FMCSA will continue to improve its registration system by streamlining processes and reducing fraud.

Key Components of the Request

Motor Carrier Safety Operations and Programs: \$398.0 million is requested to support mission-critical headquarters and field operations that directly enable FMCSA’s enforcement, compliance, research, and technology activities. Funding sustains a national enforcement presence and ensures consistent application of Federal safety standards across all 50 States, the District of Columbia, and U.S. territories. Investments in staff, training, and operational support strengthen oversight, improve accountability, and enable FMCSA to implement risk-based, data-driven enforcement strategies that focus resources where safety risks are greatest.

Motor Carrier Safety Grants: \$548.0 million is requested for FMCSA’s grant programs, which represent a cornerstone of the agency’s safety strategy, enabling strong community collaboration and consistent nationwide enforcement. These grants support State, local, and Tribal partners in conducting inspections, investigations, enforcement, training, and technology deployments that directly improve commercial motor vehicle (CMV) safety. Such investments promote accountability, enhance data quality, support workforce development, and reinforce a culture of safety across jurisdictions.

National Highway Traffic Safety Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Operations and Research (GF) (D)	223,000	71,000	11,850
<i>Operations and Research (repurposed IIJA funds) (GF) (D)</i>	-	129,000	-
Operations and Research (OBLIM) (TF) (M)	205,400	209,600	214,000
Highway Traffic Safety Grants (OBLIM) (TF) (M)	831,445	849,655	867,000
Total	1,259,845	1,259,255	1,292,850
IIJA Supplemental Total	321,700	321,700	-
Repurposed IIJA Supplemental Total*	-	(129,000)	-
TOTAL BUDGETARY RESOURCES	1,581,545	1,451,955	1,292,850
FTEs	782	590	544

* The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The National Highway Traffic Safety Administration (NHTSA) is dedicated to the mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes. NHTSA establishes and enforces safety standards for motor vehicles and motor vehicle equipment, collects data and conducts research on vehicle safety and driver behavior, carries out public awareness campaigns to combat safety risks, provides consumers with independent and reliable information about the crashworthiness and safety features of new vehicles, operates the National Driver Register, and administers a comprehensive program of safety grants to States.

Highlights of the FY 2027 President’s Budget

The FY 2027 President’s Budget requests **\$1.3 billion** for NHTSA. In FY 2027, NHTSA will focus on key Administration and Departmental priorities, including deregulation to remove unnecessary barriers to safety innovations, fixing the Corporate Average Fuel Economy (CAFE) Program, establishing and implementing an Automated Vehicle (AV) Framework, and supporting law enforcement to reduce fatalities and improve road safety for all.

Key Components of the Request

Operations and Research (GF) Account:

\$211.9 million is requested to support NHTSA’s rulemaking program, enforcement initiatives, and the vehicle safety research portfolio. This funding supports general administration of the agency and the following initiatives:

- **Deregulation Activities (Rulemaking):**
\$16.0 million is requested for NHTSA’s Office of Rulemaking to focus on deregulation activities. The cornerstone of this effort is a key Secretarial priority: fixing the CAFE Program, which will ensure that newer, safer vehicles are affordable for the American public. In FY 2027, NHTSA will continue its work to amend prior CAFE rules and align the program with Administration priorities. In addition, NHTSA’s Office of Automation Safety will support the Secretary’s AV Framework by removing unnecessary regulatory barriers. For example, NHTSA will continue to modernize Federal Motor Vehicle Safety Standards to allow their applicability to novel AV vehicle designs. NHTSA will also maintain streamlined reporting under the Standing General Order on Crash Reporting for vehicles equipped with certain advanced driver assistance systems (ADAS) and automated driving systems (ADS). NHTSA will continue accepting applications from domestic manufacturers and operators of ADS vehicles with novel designs as part of the agency’s expanded AV Exemption Program, which previously was open only to imported vehicles. The agency will also update safety standards to accommodate modern technologies—spurring innovation that will improve both safety and economic growth.
- **Vehicle Safety Research: \$26.4 million** is requested to support research programs aimed at the safe testing and deployment of advanced vehicle technologies. This funding will facilitate the implementation of an AV framework to ensure safety, foster innovation, and maintain U.S. leadership in the field. The program also prioritizes creating advanced tools and methods, such as next generation crash test dummies, to spur crashworthiness and crash avoidance innovations. The requested funding will support the assessment of new vehicle technologies, including their performance, capabilities, limitations, and effectiveness, while also addressing emerging risks such as motor vehicle cybersecurity.
- **Enforcement: \$5.2 million** is requested for programs and activities that will support the enforcement of vehicle safety standards, identify and address safety-related defects, oversee recalls of vehicles and motor vehicle equipment, and investigate criminal fraud associated with rolling back and disabling odometers. This funding will also support the Secretary’s AV Framework by continuing to analyze crash data related to vehicles equipped with automated driving technologies through streamlined crash reporting requirements, prioritizing safety while reducing regulatory burden. The funding will also support the Secretary’s priority of fixing the CAFE Program.

- **Communication and Consumer Information:** **\$6.0 million** is requested for initiatives to increase vehicle safety recall repair rates, promote crashworthiness through NHTSA's 5-Star Safety Rating Program, operate the Vehicle Safety Hotline, and advance public understanding and adoption of advanced driver assistance system technologies.

Operations and Research (TF) Account: **\$214.0 million** is requested for behavioral research activities. Funding supports research and development activities, including pilot projects, education on evidence-based countermeasures and best practices for national, State, and local stakeholders. Resources are intended to prevent destructive behavior, such as speeding and driving while impaired by alcohol and/or other drugs; encourage positive behavior, such as using a seat belt and proper child restraints; protect vulnerable road users, including pedestrians and bicyclists; support traffic law enforcement; and improve lifesaving emergency medical services (EMS), including 911 systems, as part of a comprehensive Safe System Approach.

Highway Traffic Safety Grants (TF) Account: **\$867.0 million** is requested for Highway Traffic Safety Grants to States, the District of Columbia, U.S. territories, and the Bureau of Indian Affairs on behalf of Federally recognized Tribes to carry out highway safety programs within their jurisdictions. These grants help improve road safety through implementing proven and innovative countermeasures for efforts such as promoting the proper use of seat belts and car seats, including the highly successful "Click It Or Ticket" media campaign; preventing impaired, distracted, and aggressive driving; and implementing behavioral safety strategies to improve pedestrian safety. Highway Traffic Safety grants provide critical resources to State and local law enforcement agencies across the country to enforce highway safety laws.

Federal Transit Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Capital Investment Grants (GF) (D)	2,205,000	1,700,000	1,214,500
Washington Metro Area Transit Authority (GF) (D)	150,000	150,000	150,000
Technical Assistance & Training (GF) (D)	7,500	7,500	-
Transit Infrastructure Grants (GF) (D)	45,569	23,052	-
<i>Transit Infrastructure Grants (repurposed IIJA funds) (GF) (D)</i>	-	188,371	-
Transit Formula Grants (OBLIM) (TF) (M)	14,279,000	14,642,000	14,950,000
<i>Administrative Expenses [non-add]</i>	<i>[143,147]</i>	<i>[147,442]</i>	<i>[147,442]</i>
Total	16,687,069	16,710,923	16,314,500
IIJA Supplemental Total	4,250,000	4,250,000	-
Repurposed IIJA Supplemental Total*	-	(50,371)	-
TOTAL BUDGETARY RESOURCES	20,937,069	20,910,552	16,314,500
FTEs	752	552	547

* The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The Federal Transit Administration (FTA) improves America's communities through public transportation, supporting the safety, accessibility, and quality of America's transit systems for American families. FTA fulfills its mission by providing financial assistance to public transit systems to support service improvements, overseeing transit safety requirements to protect transit riders and workers, and maintaining effective stewardship of taxpayer funding through oversight of its recipients and major projects.

A well-functioning transit system provides families with safe, clean, and accessible transportation options and enhances local economies. FTA's programs support a wide range of public transportation systems, including subways, light rail, commuter rail, buses (including metrobuses and commuter buses), ferries, and on-demand transit services. FTA's programs improve system safety, modernize and expand existing transit systems, and support economic development.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget requests **\$16.3 billion** to improve America's communities through public transportation. The request supports FTA's ability to fund transit infrastructure enhancements and ensure continued safety and compliance oversight for nearly 4,000 local transit systems that operate buses, subways, light rail, commuter rail, and ferries, as well as on-demand service for seniors and individuals with disabilities.

Key Components of the Request

Transit Formula Grants: \$14.95 billion is requested for the Transit Formula Grants account, as authorized under Chapter 53 of Title 49, U.S. Code. The request supports core transit programs for capital projects and planning, operating support, research, technical assistance, and data collection. Funding will support public transportation systems' efforts to improve the quality of service, maintain a state of good repair, and increase ridership. Grants funded under this request will improve safety for workers and riders through financial assistance, technical assistance, training, and oversight. Additionally, it provides resources to administer and oversee these programs, including evaluations of key programs, and to ensure that they deliver results for the American people.

Washington Metropolitan Area Transit

Authority (WMATA): \$150.0 million is requested to fund capital projects to help return the existing system to a state of good repair and improve the safety and reliability of service.

Capital Investment Grants (CIG): \$1.2 billion is requested for CIG to supplement State, local, and private investment in the construction of major capital projects that provide new and expanded transit service. These project investments support increasing transit ridership, economic growth, and affordable transportation choices in local communities. The request supports the following:

- **\$1.2 billion** for existing New Starts Full Funding Grant Agreements and other projects that may become ready for construction funding during FY 2027.
- **\$12.1 million** for FTA program oversight (1.0% of CIG's FY 2027 funding level).

Federal Railroad Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
NEC Grants to Amtrak (GF) (D)	1,141,442	850,000	650,000
Nat Network Grants to Amtrak (GF) (D)	1,286,321	1,577,000	1,450,000
<i>Amtrak Subtotal [non-add]</i>	<i>2,427,763</i>	<i>2,427,000</i>	<i>2,100,000</i>
Railroad Research & Dev (GF) (D)	54,000	40,000	26,200
Safety & Operations (GF) (D)	267,799	264,761	271,000
CRISI Grants (GF) (D)	100,000	7,426	300,000
<i>CRISI Grants (repurposed IIJA funds) (GF) (D)</i>	<i>-</i>	<i>130,000</i>	<i>-</i>
Railroad Crossing Elimination Program (GF) (D)	-	-	100,000
Fed-State Partnership (GF) (D)	75,000	25,000	-
<i>Fed-State Partnership (repurposed IIJA funds) (GF) (D)</i>	<i>-</i>	<i>40,000</i>	<i>-</i>
<i>Cancellation [non-add] (GF) (D)</i>	<i>-</i>	<i>(949,802)</i>	<i>-</i>
Total	2,924,562	2,934,187	2,797,200
IIJA Supplemental Total	13,200,000	13,200,000	-
Repurposed IIJA Supplemental Total*	-	(308,000)	-
TOTAL BUDGETARY RESOURCES	16,124,562	15,826,187	2,797,200
FTEs	1,183	1,010	997

* The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The mission of the Federal Railroad Administration (FRA) is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. FRA executes its dual railroad safety and development mission by establishing and enforcing minimum safety standards, modernizing regulations to enable technological advances that promote safety, investing in rail services and infrastructure, and researching and developing innovations and advanced technology solutions. FRA's safety oversight and grant programs enable the agency to address safety concerns across the railroad network and empower the railroad industry to effectively innovate and respond to emerging safety and operational challenges to ensure the continued growth of the U.S. economy.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget includes **\$2.8 billion** for FRA. These resources will enable FRA to continue to deploy the people, processes, and technology necessary to effectively monitor and enforce the safety of the nation's railroad operations. The FY 2027 President's Budget supports a railroad safety inspector workforce of upwards of 370 highly trained and dedicated inspectors and provides **\$21.6 million** for the Automated Track Inspection Program (ATIP), which inspected more than 234,000 miles of track in FY 2025. These inspector levels and ATIP investment and mileage metrics represent records for the agency. FRA is also aggressively pursuing a deregulatory agenda that maintains the highest standard of safety while encouraging innovation and the use of technology. The FY 2027 President's Budget will further FRA's efforts to identify, update, rescind, or amend burdensome regulations that do not enhance rail safety, building on the 57 such deregulatory actions FRA took in FY 2025.

The FY 2027 President's Budget also provides **\$400.0 million for FRA's two safety-focused grant programs**, including **\$300.0 million** for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and **\$100.0 million** for the Railroad Crossing Elimination program. These programs provide critical assistance to States, local governments, and short line railroads, among other recipients, to address pressing railroad safety issues, including grade crossing and trespass hotspots; improve the condition of aging railroad track, bridges, and signal systems; and alleviate motor vehicle and train congestion, increasing fluidity and throughput on both the rail and road networks.

Key Components of the Request

- Safety and Operations (S&O): \$271.0 million** is requested to support FRA's organizational infrastructure—including payroll, rent, and contributions to the Working Capital Fund—that allows the agency to carry out its railroad safety and development mission. In addition to directly funding FRA's railroad safety personnel, the S&O account also supports FRA's discrete railroad safety programs, including continued investment in ATIP, the Confidential Close Call Reporting System, drug and alcohol testing, positive train control oversight, grade crossing safety and trespass prevention, and safety data analysis.
- Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$300.0 million** is requested for CRISI to improve the safety, efficiency, and reliability of both freight and intercity passenger rail systems across the United States. CRISI embodies Secretary Duffy's

“safety first” and “back to basics” values and continues to represent one of the Department’s most popular and effective competitive grant programs due to its ability to support a wide range of recipients and project types.

- **Railroad Crossing Elimination: \$100.0 million** is requested for the Railroad Crossing Elimination program to address grade crossing safety issues in our communities. The Department recognizes the importance of providing dedicated grade crossing safety resources to States and local governments and is requesting to continue this critical program in FY 2027. Since the Railroad Crossing Elimination program was first funded in FY 2022, the program has helped to improve or close more than 1,400 grade crossings in 48 States.
- **Amtrak: \$2.1 billion** is requested for Amtrak’s base operating, capital, and debt service requirements, including **\$650.0 million for the Northeast Corridor (NEC)** and **\$1.5 billion for the National Network**. The funding requested in the FY 2027 President’s Budget supports the continued operations of Amtrak’s NEC, State-Supported, and Long Distance services lines, and reflects the record revenue and ridership Amtrak produced in FY 2025 of more than \$3.9 billion and 34.5 million customer trips, respectively. The request also supports FRA’s oversight program that encourages Amtrak to drive revenue growth, improve operating efficiency, and increase discipline over capital spending in order to deliver projects more cost-effectively for the American taxpayer.
- **Research and Development: \$26.2 million** is requested to advance research projects that provide the engineering and scientific foundation for FRA’s safety oversight mission. With the requested funds, FRA seeks to partner with the railroad industry on research projects that spur technological and operating practice innovations that will improve safety and lower costs for the traveling public. Funding will also be used to conduct new research and improve facilities at FRA’s Transportation Technology Center.

Pipeline and Hazardous Materials Safety Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Operational Expenses (GF) (D)	31,681	28,647	30,097
Hazardous Materials Safety (GF) (D)	74,556	66,050	74,556
Emergency Prep Grants (SF) (M)*	27,157	27,000	27,000
<i>Emergency Prep Grants (OBLIM) [non-add]</i>	<i>[46,825]</i>	<i>[46,825]</i>	-
Pipeline Safety (SF) (D)	188,186	184,807	188,186
Pipeline Safety Trust Fund (TF) (D)	30,000	30,000	30,000
Total	351,580	336,504	349,839
IIJA Supplemental Total	200,000	200,000	-
Repurposed IIJA Supplemental Total**	-	(100,000)	-
TOTAL BUDGETARY RESOURCES	551,580	436,504	349,839
FTEs	650	558	537

* FY 2025 reflects sequestration of 5.7 percent of mandatory budget authority per Sequestration Order dated March 11, 2024. FY 2026 reflects sequestration of 5.7 percent of mandatory budget authority pursuant to 2 U.S.C. 901a(6)(B)(ii). FY 2027 assumes 5.7 percent sequestration.

**The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The Pipeline and Hazardous Materials Safety Administration (PHMSA) ensures the safe transportation of energy and other hazardous materials. The agency oversees one of the largest transportation safety systems in the world, including more than 3.3 million miles of pipelines that transport American energy products to homes and businesses across the United States. PHMSA also regulates the shipment of 3.3 billion tons of regulated hazardous materials each day by truck, rail, air, and vessel.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget request for PHMSA includes **\$349.8 million** to modernize safety standards, conduct inspections of vital infrastructure, and ensure the safe transportation and storage of energy products. The agency will also continue to invest in safety research, provide specialized training for local first responders, and support State partners.

Key Components of the Request

- **Pipeline Safety: \$218.2 million** is requested to support modernizing safety standards, conducting safety inspections, and investigating accidents. Funding will also support research to inform safety standards and outreach to encourage companies to adopt the best safety management practices.
- **Operational Expenses: \$30.1 million** is requested to support PHMSA's operations, including legal services, financial and human resource management, and information technology solutions. This includes \$4.5 million for grants to communities and to train local first responders.
- **Hazardous Materials Safety: \$74.6 million** is requested to set standards for the safe packaging and shipping of hazardous materials. This request will also fund training for local first responders on how to handle incidents involving hazardous materials.
- **Emergency Preparedness Grants: \$27.0 million** is requested from registration fee collections to help local communities prepare for emergencies and train first responders to manage incidents involving hazardous materials. The funding also allows PHMSA to publish, print, and distribute the Emergency Response Guidebook that first responders and shippers rely on as a reference.

Maritime Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Operations and Training (GF) (D)	267,775	275,791	333,260
Maritime Security Trust Fund Programs (TF) (M)	-	-	1,412,000
State Maritime Academy Operations (GF) (D)	125,788	138,900	87,200
Ship Disposal (GF) (D)	6,000	6,000	6,000
Assistance to Small Shipyards (GF) (D)	8,750	35,000	105,000
Maritime Security Program [Defense] (GF) (D)	318,000	390,000	400,500
Maritime Guaranteed Loans (Title XI) (GF) (D)	53,586	3,940	4,500
Port Infrastructure Development (GF) (D)	50,000	103,330	50,000
Cable Security Fleet [Defense] (GF) (D)	10,000	10,000	-
Tanker Security Program [Defense] (GF) (D)	60,000	81,600	167,600
<i>Cancellation [non-add] Prior Year Balances [Defense] (GF) (D)</i>	-	(93,600)	-
<i>Cancellation [non-add] Prior Year Balances [non-Defense] (GF) (D)</i>	-	(34,000)	-
Total	899,899	1,044,561	2,566,060
IIJA Supplemental Total	450,000	450,000	-
TOTAL BUDGETARY RESOURCES	1,349,899	1,494,561	2,566,060
FTEs	800	922	982

Overview

The mission of the Maritime Administration (MARAD) is to foster, promote, and develop the U.S. maritime industry to meet our Nation's economic and security needs. MARAD remains focused on implementing policies that respond to the Nation's maritime infrastructure gaps while fostering and sustaining American job opportunities in the maritime industry.

MARAD programs assist and promote U.S. shipyards, ports, waterways, ships and shipping, vessel operations, national security and strategic mobility, and maritime education. MARAD works to maintain a strong U.S. Merchant Marine, which enables expanding trade and commerce opportunities, creating quality jobs in the U.S. and promoting our Nation's economic growth, while supporting national security. The agency operates the United States Merchant Marine Academy (USMMA) and supports six State Maritime Academies (SMAs). In addition, MARAD partners with the Department of War to maintain a fleet of ships in reserve to provide sealift to transport military equipment and supplies during war and national emergencies. MARAD is also responsible for disposing of obsolete noncombatant government ships.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget requests **\$2.6 billion** for MARAD to support a strong, resilient marine transportation system, which is essential to keep the U.S. competitive in the global economy. This historic level of investment supports the Administration's key maritime priorities outlined in the President's Executive Order 14269, *Restoring America's Maritime Dominance*. The executive order directs the creation of a comprehensive Maritime Action Plan aimed at revitalizing U.S. maritime industries and increasing U.S. shipbuilding capacity.

The FY 2027 President's Budget proposes the creation of a Maritime Security Trust Fund (MSTF) as a reliable funding source for programs detailed in the Maritime Action Plan. The MSTF would receive revenue from various existing maritime-related taxes, duties, penalties, and fees. The Budget proposes **\$1.4 billion** in mandatory appropriations from the MSTF including new proposals to increase the competitiveness of the domestic shipbuilding industry, develop the maritime workforce and industrial base, and invest in the USMMA campus. In addition, the President's Budget proposes supplemental MSTF authorizations on top of discretionary appropriations requests in certain priority areas.

Key Components of the Request

Operations and Training: \$333.3 million is requested for the USMMA and for MARAD Operations and Programs.

- **United States Merchant Marine Academy: \$249.5 million** is requested for the USMMA to educate and train the next generation of seagoing officers and maritime leaders, providing opportunities for a world-class education. Including the MSTF USMMA request,

MARAD proposes an FY 2027 USMMA budget of **\$679.5 million**, more than quadruple the FY 2026 request for the academy. This request supports the USMMA's long-term Capital Modernization Plan (CMP), which provides a roadmap for transforming the campus and educational experience of the students. This request also supports Executive Order 14269, *Restoring America's Maritime Dominance*, in providing funding for USMMA's operating expenses to hire critical positions

and fund improvements to the campus. The President’s Budget requests campus funding under a single Capital Asset Management Program (CAMP) that consolidates capital and maintenance activities, optimizes USMMA administrative control, and focuses CAMP resources on a singular strategic objective—the timely implementation of the CMP.

- **MARAD Operations and Programs: \$83.8 million** is requested to provide the resources to support core agency infrastructure and professional staff working to achieve the operating mission and to support program initiatives. This includes **\$73.8 million** for headquarter operations and **\$10.0 million** for United States Marine Highway Program (USMHP), which is supplemented by an additional \$50.0 million in MSTF funding for USMHP grants. This \$60.0 million in total funding for USMHP supports the increased use, development, and the expansion of America’s navigable waterways and landside infrastructure. Funding will enable the movement of freight by water, thereby reducing highway congestion. The MARAD Operations and Programs request also includes \$1.5 million for SafeMTS to further develop the reporting database that collects and analyzes near-miss data from U.S.-flag vessel operators and \$750,000 for operational support for licensing offshore deepwater ports.

State Maritime Academy Operations: \$87.2 million is requested to provide Federal assistance to support the six State maritime academies (SMAs) that educate and train mariners who will become future leaders in the U.S. marine transportation industry. Within this amount:

- **National Security Multi-Mission Vessel (NSMV): \$64.0 million** is requested to support Operations & Integration and Oversight & Management of the newly built NSMV vessels.

- **Student Incentive Program: \$9.4 million** is requested to provide financial assistance to 145 students enrolled at SMAs to offset the rising cost of tuition in return for maritime service obligations.
- **Direct SMA Payments: \$6.0 million** is requested to provide **\$1.0 million** to each of the six SMAs to help meet expanding domestic and international training requirements as well as increased operating costs.
- **School Ship Maintenance and Repair: \$4.0 million** is requested to fund critical maintenance and repairs for legacy training ships on loan to the SMAs to maintain them in a state of compliance with U.S. Coast Guard and American Bureau of Shipping requirements. Funding will also ensure training ship sharing capacity to enable uninterrupted mandated sea training for cadets.
- **Fuel Assistance Payments: \$3.8 million** is requested to pay for fuel used by training ships for mandated at-sea training for each of the six SMAs.

Maritime Security Trust Fund Programs (MTSF): \$1.4 billion is proposed for the following programs:

- **Commercial Shipbuilding Infrastructure Development Program: \$250.0 million** is requested for a new grant program to fund infrastructure improvements at large shipyards that have more than 1,200 production employees. The program is modeled on MARAD’s highly successful Assistance for Small Shipyard Grant Program. This investment will help large shipyards to improve efficiency and their ability to compete for domestic and international commercial ship construction and maintenance opportunities. Grant funds may also support training programs to build American workforce technical skills and improve operational productivity in communities whose economies are related to or dependent

upon the maritime industry. This program is aligned with the Administration's focus on strengthening the U.S. maritime industry in Section 10 of Executive Order 14269.

- **USMMA Capital Asset Management Program (CAMP): \$430.0 million** is requested to accomplish major capital improvements and to address the backlog of critical campus facilities, maintenance, repair, and equipment projects. This amount, combined with the \$120.0 million requested for USMMA Capital and Facilities Improvements within the Operations and Training account, provides a total of **\$550.0 million** to address projects detailed in the USMMA Capital Modernization Plan.
- **United States Marine Highway Program (USMHP): \$50.0 million** is requested for competitive grants to support the development, expansion, and modernization of services that move containerized, unitized, and bulk freight along our waterways and coastlines and to facilitate their integration into the U.S. surface transportation system. This investment is needed to match the demand for USMHP grants, which currently exceed available funds by 4 to 1. This amount combined with the \$10.0 million requested within the Operations Training account provides \$60.0 million in total for discretionary grants awards.
- **Maritime Innovation Center: \$25.0 million** is requested to support the research, development, assessment, and deployment of innovative maritime technologies, and to collaborate with workforce development programs to support the U.S. maritime industry. The U.S. Center for Maritime Innovation supports the revitalization of shipbuilding in America as outlined in Executive Order 14269.
- **Maritime Workforce Programs: \$73.0 million** is requested to focus on attracting, retaining, and maintaining a U.S. maritime workforce to support a growing commercial and strategic sealift fleet. These programs support initiatives outlined in Section 13 of Executive Order 14269.
 - » **Centers of Excellence for Domestic Maritime Workforce Training and Education: \$30.0 million** is requested to recognize and support eligible and qualified maritime education and training entities as Centers of Excellence (COEs). Funds will enable COEs to recruit, educate, train, and help retain the maritime workforce essential for meeting the Nation's strategic sealift requirements and ensuring our economic prosperity.
 - » **State Maritime Academy Reimbursement for Training Ship Cadet Tuition and Fees Program: \$26.0 million** is requested to pay SMAs for the tuition and fees of students who sail on a MARAD-owned training ship in pursuit of an unlimited tonnage license. In return, students must commit to three years of employment in the maritime industry.
 - » **Maritime Service Employment Reimbursement Program: \$15.0 million** is requested to reimburse SMAs or COEs for Domestic Maritime Workforce Training and Education for up to \$10,000 per mariner for covered training and educational expenses incurred to obtain, maintain, or upgrade their USCG Merchant Mariner Credential. The program will also reimburse SMAs or COEs for providing loans or reimbursement payments of up to \$10,000 to shoreside maritime workers for their covered training costs.
 - » **State Maritime Academy Mariner Education and Development Payments: \$2.0 million** is requested to pay SMAs for some or all charges for students' tuition, subsistence, uniforms, and books. In return, students must commit to seeking employment for five years on Federal ships.

- National Defense Reserve Fleet (NDRF) Support Ships: \$134.0 million** is requested to replace all MARAD-owned support craft at three Ready Reserve Force (RRF) fleet locations: James River Reserve Fleet (Virginia), Beaumont Reserve Fleet (Texas) and Suisun Bay Reserve Fleet (California). With these funds, MARAD will strategically procure ships and minimize life cycle costs. New and more capable fleet support craft and equipment would also increase the safety and productivity of the daily activities at the fleet and would accommodate the anticipated growth of the fleet based on Section 21 of Executive Order 14269.
- Port Infrastructure Development Program (PIDP): \$450.0 million** is requested to fund competitive grants to improve port infrastructure and facilities, stimulate economic growth in and around ports, bolster supply chain efficiency and resiliency, and improve safety. This request, combined with the \$50.0 million requested through the annual PIDP appropriation, provides \$500.0 million in Federal investment in port infrastructure to ensure that the Nation's maritime transportation system has what it needs to put American products, American workers, and American consumers first. This program remains in high demand; MARAD typically receives approximately 180 applications annually, and at this funding level, MARAD could award approximately 40 grants.

Assistance to Small Shipyards: \$105.0 million is requested to fund an unprecedented amount in annual grants to qualified shipyards for infrastructure improvements that help maximize their efficiency and ability to compete for domestic and international commercial ship construction and maintenance opportunities. This request is consistent with Executive Order 14269 and reflects the President's objective to sustain and grow supply and demand within the U.S. maritime industry.

Port Infrastructure Development Program (PIDP): \$50.0 million is requested for PIDP grants to improve port infrastructure and facilities. This request, combined with \$450.0 million in PIDP funding from the MSTF, delivers \$500.0 million in Federal investment in port infrastructure.

Ship Disposal: \$6.0 million is requested for the Ship Disposal Program. This funding includes \$3.0 million to support salaries, overhead for the Ship Disposal and Nuclear Ship Savannah (NSS) staff, and disposal of the worst-condition non-retention vessels from the National Defense Reserve Fleet. It also includes \$3.0 million to maintain the NSS in protective storage in accordance with Nuclear Regulatory Commission license requirements.

Maritime Security Program (MSP): \$400.5 million is requested for the Maritime Security Program to maintain a commercial fleet of vessels that can support a U.S. presence in foreign commerce and military sealift requirements. This request supports a stipend of \$6.7 million to each of the 60 MSP vessel operators, as authorized in Public Law 118-159. This program enables the U.S. to transfer critical military equipment and supplies by sea during times of conflict, national emergencies, and other contingency situations.

Tanker Security Program (TSP): \$167.6 million is requested to increase the number of tankers supported by the program from 10 to the fully authorized 20 ships. This request supports a stipend of \$8.4 million to each of the 20 TSP vessel operators, as authorized in Public Law 118-159. This investment addresses the urgent and critical national security requirements for U.S.-flag product tankers to support our deployed Armed Forces in contingency operations and enhance our Nation's global network of distribution capabilities.

Maritime Guaranteed Loan (Title XI) Program:
\$4.5 million is requested to support administrative costs necessary to manage the current loan guarantee portfolio of the Title XI program, as well as new loan agreements, which help to promote economic growth and modernization of the U.S. shipyard industry by providing opportunities for vessel construction and modernization, including repowering, that may otherwise be unavailable to ship owners.

Great Lakes St. Lawrence Seaway Development Corporation

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Great Lakes St. Lawrence Seaway Dev. Corp. (TF) (D)	40,288	38,080	50,000
Total	40,288	38,080	50,000
FTEs	126	125	128

Overview

The Great Lakes St. Lawrence Seaway Development Corporation (GLS), a wholly owned government corporation, is responsible for the operations, maintenance, and infrastructure renewal of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie. This includes maintaining and operating the two U.S. Seaway locks (Eisenhower Lock and Snell Lock) located in Massena, New York, and performing vessel traffic control operations in areas of the St. Lawrence River and Lake Ontario.

GLS, through international agreements, coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, particularly with respect to rules and regulations, overall day-to-day waterway and lock operations, traffic management, and trade and economic development programs. GLS also has an ownership interest with Canada in the binational vehicular Seaway International Bridge.

GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Moving 37 million metric tons of cargo in 2025, the Seaway is recognized globally as a vital commercial transportation route supporting North America’s supply chain. In terms of value created for the American taxpayer and the stakeholders engaged in the movement of commercial trade through the St. Lawrence Seaway, every \$1 appropriated to GLS produces \$127 in U.S. economic benefits.

Highlights of the FY 2027 President’s Budget

The FY 2027 President’s Budget requests **\$50.0 million** from the Harbor Maintenance Trust Fund (HMTF) to support GLS’s priorities of safety, lock and waterway operations and maintenance, promotion of commercial trade in the Great Lakes Seaway System, and infrastructure. The request includes **\$25.0 million** for the Seaway Infrastructure Program (SIP), which is designed to proactively invest in GLS’s capital assets.

Key Components of the Request

Seaway Operations and Maintenance:

\$25.0 million is requested for the operations and maintenance of the U.S. portion of the binational St. Lawrence Seaway. This request will support various activities, including lock operations, marine services, vessel traffic control, engineering and maintenance, safety and environmental inspections, and trade and economic development activities. GLS operational activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to the eight U.S. States in the Great Lakes region and beyond.

Seaway Infrastructure Program (SIP):

\$25.0 million is requested to address the Seaway's infrastructure needs. GLS's role as a waterway and lock operator requires continual, proactive investments in its capital assets to ensure the Seaway's safe, reliable, and efficient commercial operations. GLS's capital assets include Eisenhower Lock and Snell Lock, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment necessary to operate and maintain the Seaway. The FY 2027 President's Budget request supports 18 infrastructure-related projects at GLS's facilities in Massena, New York, including:

- **\$7.5 million** to rehabilitate the central electrical power distribution infrastructure at the GLS Maintenance Base. This power distribution infrastructure is critical for daily operations, and a major upgrade is necessary, as the existing 65-year-old system cannot handle the electrical load needed for multiple critical projects included in GLS's multiyear Facility Master Plan. Many of these projects involve replacing or rehabilitating outdated maintenance buildings, which will significantly increase GLS's operational efficiency and bring these buildings up to current building standards.

- » **\$6.0 million** to construct new, and to rehabilitate, lock operations buildings, as well as the upstream and downstream control towers on the north side of Snell Lock. These buildings and towers were built in the late 1950s and have reached the end of their useful life. This project will provide improved workplaces for GLS employees as well as update these operational facilities to current building standards.
- » **\$3.6 million** to construct a centralized warehouse that consolidates inventory from outlying buildings into a single location.
- » **\$2.4 million** to relocate and replace an existing obsolete facility with a modern Marine Services building, which will provide specialized maintenance areas in a waterfront-adjacent location and optimize the efficiency of tugboat and navigation aid repairs.

Office of the Secretary of Transportation

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses (GF) (D)	191,295	187,344	223,850
DOT HQ Building Consolidation (GF) (D)	-	-	60,000
Finance Bureau (GF) (D)	9,558	9,250	5,000
Transp. Planning, Research & Dev (GF) (D)	20,926	32,043	22,500
Office of Civil Rights (GF) (D)	18,228	11,761	-
Financial Management Capital (GF) (D)	5,000	5,000	5,000
Essential Air Service (SF) (M)	159,686	166,603	173,300
Payments to Air Carriers (TF) (D)	450,000	513,637	142,000
Nat'l Infrastructure Investments (GF) (D)	345,000	145,000	-
Research and Technology/ARPA-I (GF) (D)	49,040	74,471	40,000
Cyber Security Initiatives (GF) (D)	49,000	60,000	75,000
Office of Small Business Programs (GF) (D)	5,330	5,330	-
Asset Concessions (GF) (M)	18,860	18,860	-
Rural and Tribal Infra. Advancement (GF) (D)	25,000	10,000	-
D.C. Safe & Beautiful Fund (GF) (D)	-	-	403,000
TIFIA/RRIF Negative Subsidy [non-add] (GF) (D)	(57,000)	(44,427)	(10,102)
Cancellation [non-add] RRIF Year Balances (GF) (D)	-	(12,520)	-
Total	1,346,923	1,239,299	1,149,650
IIJA Supplemental Total	3,800,000	3,800,000	-
Repurposed IIJA Supplemental Total*	-	(254,912)	-
TOTAL BUDGETARY RESOURCES	5,146,923	4,784,387	1,149,650
FTEs	1,880	1,763	2,228

* The Consolidated Appropriations Act, 2026 (P.L. 119-75) repurposed IIJA Division J funds from one or more years.

Overview

The Office of the Secretary of Transportation (OST) is responsible for program and policy development and oversight within the Department of Transportation. OST also manages grant, research, credit, and other programs that support essential infrastructure, advancements in safety and technology, accessibility, and economic viability.

OST is responsible for the selection, award, and oversight of billions of dollars of multimodal infrastructure funding under several important grant programs across the Department. In addition, OST manages the Department's innovative finance programs, which broaden the availability of financial assistance for infrastructure projects.

OST is also at the forefront of monitoring and engaging with evolving technological challenges and opportunities. OST is leading DOT's efforts in Artificial Intelligence (AI) capabilities. AI will help advance and solve urgent challenges while increasing productivity, innovation, and security.

OST plays a crucial role in developing national transportation policy to promote the Administration's priorities and in shaping the Department's agenda.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget requests **\$1.1 billion** for OST, including **\$403.0 million** for a new **D.C. Safe and Beautiful program** which will support implementation of the President's Executive Order 14252, *Making the District of Columbia Safe and Beautiful*.

Additionally, through the Federal Highway Administration budget, DOT requests **\$770.0 million** for the Infrastructure for Rebuilding America (INFRA) grant program, which assists nationally significant highway, port, and freight rail projects on a competitive basis. INFRA projects are selected by OST 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*.

Further, DOT proposes to consolidate common program support functions across the Operating Administrations into OST to more efficiently manage the Department's resources. DOT proposes consolidating Human Resources functions into the Working Capital Fund, and consolidating Public Affairs, Government Affairs, and Civil Rights activities into the respective OST program offices.

Key Components of the Request

- D.C. Safe and Beautiful Fund: \$403.0 million** is requested to establish the D.C. Safe and Beautiful Fund. This funding supports implementation of Executive Order 14252, *Making the District of Columbia Safe and Beautiful*, and allows the Secretary to direct resources to priority initiatives that advance public safety, improve public spaces, and address infrastructure needs within the District. Projects could include supporting near-term and long-term improvements to Washington Union Station, including deferred maintenance, capital upgrades, and enhanced safety and security measures.
 - Salaries and Expenses (S&E): \$223.9 million** is requested to support the overall planning, coordination, and administration of the Department's programs. The request includes **\$19.9 million** for IT modernization. Several critical IT initiatives include overseeing and implementing AI solutions, transitioning DOT to the Office of Personnel Management's new Human Resources Information Systems, and supporting the development and implementation of GrantLens, which is DOT's new unified grants management system. The request also includes \$1.7 million for the Freight Logistics Optimization Works (FLOW) program and \$1.4 million for the Office of Intelligence, Security, and Emergency Response to fund up to four positions and professional development for the Protective Security Division. In addition, the FY 2027 President's Budget proposes consolidating the Office of Civil Rights and Office of Small Business Programs into the S&E account, and consolidating Public Affairs, Governmental Affairs, and Civil Rights activities across the Department into the respective offices within S&E.
 - DOT Headquarters Building Consolidation: \$60.0 million** is requested to support the consolidation of DOT employees across the National Capital Region into DOT Headquarters.
- The funding will enable critical upgrades, including Sensitive Compartmented Information Facility (SCIF) improvements and integration of the Transportation Operations Center and the FAA Washington Operations Center.
- Transportation Planning, Research, and Development: \$22.5 million** is requested for research activities and studies to support the Secretary's formulation of national transportation policies and to advance emerging transportation technologies. Of this funding, the Interagency Infrastructure Permitting Improvement Center will receive \$6.5 million to continue to streamline the permitting review processes.
 - Cyber Security Initiatives: \$75.0 million** is requested to support DOT's cyber security initiative, including a comprehensive, multi-year strategy aimed at improving the cyber resilience of infrastructure, systems, and processes. The request will operationalize Active Cyber Defense, integrate AI-Driven Analytics and Automation, and fund crucial enhancements to the Zero Trust Architecture and tools supporting the operation and maturation of the Continuous Diagnostic and Mitigation program. Collectively, these capabilities help DOT to identify and remediate vulnerabilities and ultimately prevent cyber security incidents by safeguarding DOT information and data.
 - Research and Technology (R&T): \$40.0 million** is requested to expand the base of knowledge from which our Nation can transform its transportation system into one that is safer, more economically competitive, and more innovative. R&T leads a range of cross-modal initiatives and ensures that the Department's strategic R&T priorities are consistent with Executive Order 14303, *Restoring Gold Standard Science*, and Executive Order 14363, *Launching the Genesis Mission*.

- **Essential Air Service & Payments to Air Carriers: \$315.3 million** to ensure that eligible small communities retain a link to the national air transportation system, funded by \$173.3 million from mandatory overflight fees collected by the Federal Aviation Administration and \$142.0 million in discretionary appropriations. This request is accompanied by a legislative proposal aimed at controlling the costs of the program while ensuring that necessary services continue.
- **Financial Management Capital: \$5.0 million** is requested to strengthen DOT's capabilities to provide oversight over DOT's risks and controls, execute DATA Act compliance requirements.
- **Build America Bureau: \$5.0 million** is requested to provide assistance and communicate best practices and financing opportunities to entities eligible under DOT's infrastructure finance programs.

Office of Inspector General

Budgetary Resources (in thousands of dollars)

Account	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Inspector General (GF) (D)	116,452	113,000	104,802
Total	116,452	113,000	104,802
FTEs	390	380	350

Overview

The Office of Inspector General (OIG) is committed to providing relevant and timely information about transportation issues to Congress, the Department, and the American public. OIG accomplishes this by fulfilling its statutory responsibilities under the Inspector General Act of 1978, as amended, while supporting DOT's mission and strategic goals, especially those concerning transportation safety and investments in infrastructure.

OIG's mission is to enhance DOT's programs and operations by conducting objective investigations and audits on behalf of the American public. Our work provides value for the American taxpayer by promoting economy, efficiency, and effectiveness in the administration of DOT's programs; preventing and detecting fraud, waste, and abuse; and keeping the Secretary and Congress fully and currently informed.

Our audit recommendations lead to substantial financial, programmatic, and safety improvements, and our investigations enhance safety by thwarting criminal activities that put lives at risk and protect taxpayer investments through court-ordered fines, restitutions, recoveries, and forfeitures.

In FY 2025, OIG issued 49 audit reports with 233 recommendations, and our investigations resulted in 68 convictions and 55 indictments. From FY 2021 through FY 2025, OIG achieved an average return on investment of \$17 for every appropriated dollar.

Highlights of the FY 2027 President's Budget

The FY 2027 President's Budget requests **\$104.8 million** for OIG to conduct independent oversight of DOT's programs and operations to promote a safer and more efficient transportation system.

Supplementary Tables

Budgetary Resources (in millions of dollars)

Appropriations, Obligation Limitations, and FHWA and OST Exempt Obligations

Administration	FY 2025	FY 2026	FY 2027
Federal Aviation Administration	38,509	27,209	22,357
Federal Highway Administration	79,892	74,111	66,154
Federal Motor Carrier Safety Administration	1,043	1,046	946
National Highway Traffic Safety Administration	1,582	1,452	1,293
Federal Transit Administration	20,937	20,911	16,315
Federal Railroad Administration	16,125	15,826	2,797
Pipeline and Hazardous Materials Safety Administration	552	437	350
Maritime Administration	1,350	1,495	2,566
Great Lakes St. Lawrence Seaway Development Corporation	40	38	50
Office of the Secretary of Transportation	5,147	4,784	1,150
Office of Inspector General	116	113	105
Discretionary Offsets (Rescissions and User Fees)	(245)	(1,319)	(1,756)
Total DOT Budgetary Resources	165,048	146,102	112,325

Net Budgetary Authority (in millions of dollars)

Administration	FY 2025	FY 2026	FY 2027
Federal Aviation Administration	38,311	27,221	22,357
Federal Highway Administration	74,025	72,536	60,580
Federal Motor Carrier Safety Administration	1,091	1,091	996
National Highway Traffic Safety Administration	1,721	1,604	1,293
Federal Transit Administration	22,319	22,211	17,615
Federal Railroad Administration	16,124	14,876	2,797
Pipeline and Hazardous Materials Safety Administration	552	437	350
Maritime Administration	1,416	1,368	2,568
Great Lakes St. Lawrence Seaway Development Corporation	40	38	50
Office of the Secretary of Transportation	5,746	5,653	1,210
Office of Inspector General	120	117	105
Offsetting Receipts	(867)	(582)	(278)
Total DOT Budget Authority	160,598	146,570	109,643

Net Outlays (in millions of dollars)

Administration	FY 2025	FY 2026	FY 2027
Federal Aviation Administration	24,806	27,258	30,457
Federal Highway Administration	65,032	66,683	69,000
Federal Motor Carrier Safety Administration	1,004	1,127	1,125
National Highway Traffic Safety Administration	1,485	1,761	1,650
Federal Transit Administration	25,348	22,418	23,011
Federal Railroad Administration	6,424	7,501	8,524
Pipeline and Hazardous Materials Safety Administration	396	445	460
Maritime Administration	992	863	1,881
Great Lakes St. Lawrence Seaway Development Corporation	32	39	40
Office of the Secretary of Transportation	2,809	3,913	4,212
Office of Inspector General	118	119	106
Offsetting Receipts	(867)	(582)	(278)
Total DOT Budget Authority	127,579	131,545	140,188

Full-Time Equivalent Employment

Administration	FY 2025	FY 2026	FY 2027
Federal Aviation Administration	45,992	44,846	45,828
Federal Highway Administration	2,895	2,202	2,146
Federal Motor Carrier Safety Administration	1,230	1,151	1,189
National Highway Traffic Safety Administration	782	590	544
Federal Transit Administration	752	552	547
Federal Railroad Administration	1,183	1,010	997
Pipeline and Hazardous Materials Safety Administration	650	558	537
Maritime Administration	800	922	982
Great Lakes St. Lawrence Seaway Development Corporation	126	125	128
Office of the Secretary of Transportation	1,880	1,763	2,228
Office of Inspector General	390	380	350
Total DOT Full-Time Equivalent Employment	56,680	54,099	55,476



U.S. Department of Transportation

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