



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2027

**FEDERAL MOTOR
CARRIER SAFETY
ADMINISTRATION**

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

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Section 1: Overview

Section 1 – Administrator’s Overview

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

FISCAL YEAR (FY) 2027 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) FY 2027 Budget requests **\$946 million** supporting **1,189** full time equivalents (FTE) to execute our core mission of reducing crashes, injuries, and fatalities involving large trucks and buses. This budget reaffirms our commitment to safety as our highest priority. This budget is also grounded in our commitment to transparency, accountability, and efficiency—providing greater value to the American taxpayer.

Guided by an unwavering dedication to roadway safety, data-informed decision making, and strong partnership development, we are committed to enhancing the safety of our Nation's roadways through diligent oversight of the commercial motor vehicle (CMV) industry, which includes over 800,000 active motor carriers, and approximately 7.2 million commercial driver's license (CDL) holders operating roughly 15 million large trucks and buses. This budget prioritizes the core safety functions mandated by Congress while advancing programmatic improvements to enhance operational effectiveness and streamline processes.

FMCSA is committed to leveraging technology, reducing regulatory burdens, and ensuring fair enforcement to achieve our safety goals. Through strategic consolidation of services, we are becoming a leaner, more efficient organization focused on our primary mission—safety. With this budget, CMV safety will remain our top priority through the following funding allocations:

- Motor Carrier Safety Grants: \$548 million
- Motor Carrier Safety Operations and Programs: \$398 million

Motor Carrier Safety Grants

The **\$548 million** requested for FY 2027 will enable FMCSA to increase compliance and improve roadway safety nationwide through motor carrier safety grant programs. These grant programs are essential force multipliers, representing our commitment to strong partnership development and coordination with state and local partners who conduct the majority of CMV safety enforcement activities, including millions of inspections and thousands of audits annually.

In FY 2027, these grant programs will support our partners in conducting enforcement, targeting unsafe driving behaviors, deploying innovative technologies, and ensuring driver records are accurate. Additionally, FMCSA is proposing revisions to the DataQs requirements for MCSAP grant funding to improve impartiality, timeliness, and transparency, ensuring proper due process for drivers and other users. Strengthening this process enhances our ability to make data-driven decisions to prevent crashes. These investments ensure FMCSA and its partners have the resources to deliver quality safety programs.

Motor Carrier Safety Operations and Programs

The requested **\$398 million** for Motor Carrier Safety Operations and Programs provides the necessary resources for dedicated FMCSA staff to sustain mission-critical operations at headquarters and in the field. These funds support the direct execution of FMCSA's safety mission through enforcement, compliance reviews, research, and technology initiatives, ensuring that every program, policy, and partnership under its purview advances the core mission of reducing crashes, injuries and fatalities involving large trucks and buses.

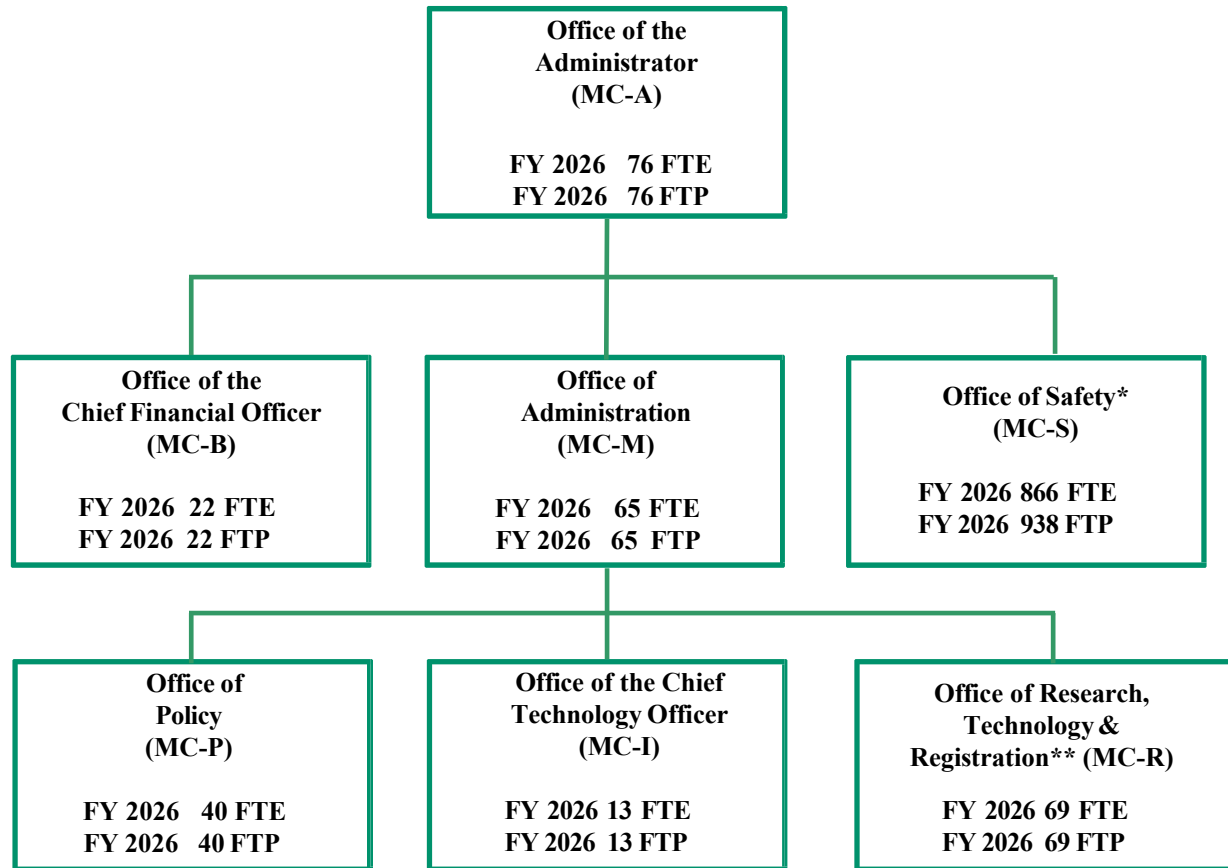
- **Modernizing Technology Systems:** A significant priority is modernizing FMCSA's Information Technology (IT) systems to enhance security and efficiency. While improving our IT systems remains a priority, we are aligning with Department-level initiatives to consolidate services, which we believe will lead to more efficient processes. Modernization efforts include improving and refining systems like the National Consumer Complaint Database and the overall IT infrastructure supporting field operations and data exchange. Fraudulent activities, including identity theft and the manipulation of safety records, pose a serious threat to public safety and undermine our core mission by allowing unqualified operators onto the road. Modernized technology is crucial for combating fraud, maintaining data integrity, and supporting effective safety oversight.
- **Optimized Enforcement and Compliance:** We will maintain robust safety monitoring programs, including new entrant safety audits. We will continue data-driven enforcement to identify and intervene with high-risk carriers, ensuring fairness and due process. Enhancing collaboration with our state and local partners to use real-time data to predict and prevent high-risk behaviors will be crucial to removing bad actors from our roadways. In support of E.O. 14286, FMCSA is also enhancing safety through strengthened enforcement of ELP for truck drivers, including revised out-of-service criteria and a review of state issuance of non-domiciled CDLs.
- **Advancing Safety Through Research and Data:** FMCSA will continue to emphasize research and data analysis to inform safety programs and policies that unleash American ingenuity in transportation. Key efforts include the Crash Causal Factors Program (CCFP) and exploring innovative safety technologies. Our research will also help move forward an automated vehicle regulatory framework, advance policy in data sharing, and explore innovative technologies and inspection methods, such as Level VIII inspections. Further, FMCSA is launching two new pilot programs—the Flexible Sleeper Berth and Split Duty Period pilots—to study increased flexibility in hours-of-service regulations. These initiatives, along with efforts to address truck parking shortages, are crucial for improving transportation worker safety, developing effective countermeasures to promote safety, and targeting resources efficiently.
- **Streamlining Regulations:** In alignment with the Department's focus on improving efficiency and reducing regulatory burden, FMCSA will continue to review existing regulations. This review will identify opportunities for simplification and the removal of outdated or ineffective requirements to ensure rules are necessary and cost-effective while maintaining safety.

As the transportation industry evolves, FMCSA must adapt to ensure the safe movement of goods and passengers. This budget represents effective stewardship of federal resources, providing the necessary funding for FMCSA's dedicated workforce to uphold our safety mandate effectively and efficiently and support state and local enforcement partners. We are confident this request supports our unwavering commitment to improving safety on America's roadways, and we will ensure that every action taken under this budget advances our core mission of reducing crashes, injuries and fatalities involving large trucks and buses.

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. FMCSA 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.

Exhibit I-A

**Federal Motor Carrier Safety Administration
FY 2026 FTE/FTP Organization Chart**



Total FY 2026 FTE Estimate: 1,151 FTE

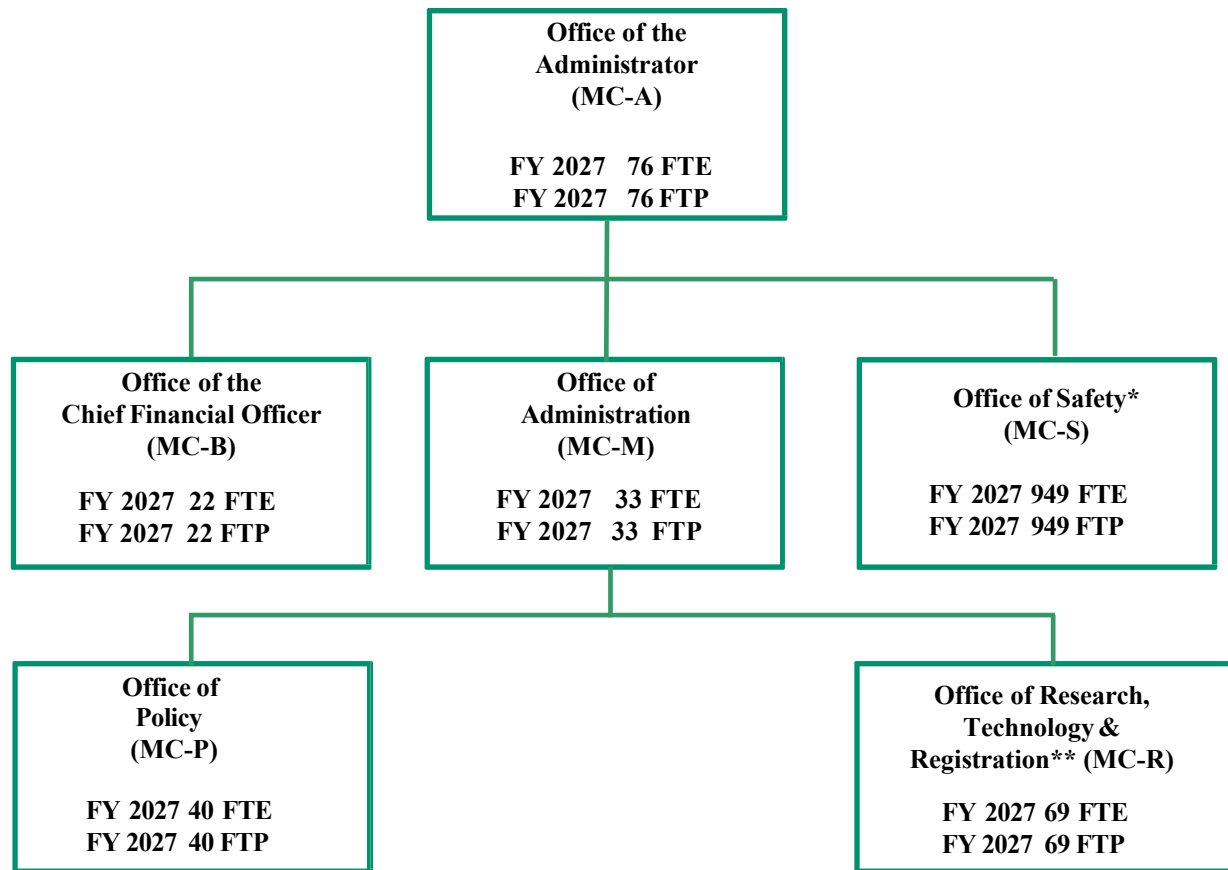
Total FY 2026 FTP Estimate: 1,223 FTP

* Includes 6 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

** Includes 46 FTE funded with Licensing & Insurance (L & I) collected fees

Exhibit I-A

**Federal Motor Carrier Safety Administration
FY 2027 FTE/FTP Organization Chart**



Total FY 2027 FTE Estimate: 1,189 FTE

Total FY 2027 FTP Estimate: 1,189 FTP

* Includes 6 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

** Includes 46 FTE funded with Licensing & Insurance (L & I) collected fees

Section 2: Budget Summary Tables

**EXHIBIT II-1
FY 2027 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

ACCOUNT NAME	M / D	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Base Budget:				
Motor Carrier Safety Operations and Programs (TF) (Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 382,500	\$ 390,000	\$ 398,000
Liquidation on Obligation		\$ (382,500)	\$ (390,000)	\$ (398,000)
Motor Carrier Safety Grants (TF) (Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 526,450	\$ 536,600	\$ 548,000
Liquidation on Obligation		\$ (526,450)	\$ (536,600)	\$ (548,000)
Total Base Contract Authority Gross (TF)		\$ 908,950	\$ 926,600	\$ 946,000
<i>[Mandatory BA]</i>		\$ 908,950	\$ 926,600	\$ 946,000
<i>[Discretionary BA]</i>				
Rescissions				
Transfers				
Offsets				
Total Base Budget (Contract Authority) Net		\$ 908,950	\$ 926,600	\$ 946,000
IIJA Supplemental (Division J) (GF)				
Motor Carrier Safety Operations and Programs (GF)	D	\$ 134,500	\$ 114,500	\$ -
Funding repurposed and transferred	D	\$ 10,000	\$ 10,000	
Motor Carrier Safety Grants (GF)	D	\$ -	\$ (20,000) ^{1/}	
	D	\$ 124,500	\$ 124,500	
Grand Total, All Appropriations		\$ 1,043,450	\$1,041,100	\$ 946,000

^{1/} 2026 Enacted Appropriation repurposed and transferred \$20M to FHWA (\$10M carryover FY 2025, \$10M FY 2026) , P.L. 119-75

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

ACCOUNT NAME	M / D	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Motor Carrier Safety Operations and Programs (TF)	M	\$ 382,500	\$ 390,000	\$ 398,000
Operating Expenses		\$ 269,329	\$ 312,829	\$ 320,829
Surface Transportation Reauthorization (STR) Activities				\$ 77,171
Research and Technology		\$ 14,073	\$ 14,073	
Information Technology		\$ 99,098	\$ 63,098	
Motor Carrier Safety Grants (TF)	M	\$ 526,450	\$ 541,600	\$ 548,000
Surface Transportation Reauthorization (STR) Activities				\$ 548,000
Motor Carrier Safety Assistance Program (MCSAP)		\$ 414,500	\$ 422,500	
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 1,400	\$ 1,500	
High Priority Activities Program (HPAP)		\$ 61,200	\$ 62,400	
Commercial Drivers' License (CDL) Program Implementation Program		\$ 44,350	\$ 45,200	
CMV Enforcement Training & Support (CMVETS)		\$ 5,000	\$ 10,000 ^{1/}	
TOTALS				
Gross New Budgetary Resources		\$ 908,950	\$ 931,600	\$ 946,000
TOTAL BUDGETARY RESOURCES:		\$ 908,950	\$ 931,600	\$ 946,000
IIJA Supplemental (Division J)		\$ 134,500	\$ 114,500	\$ -
Motor Carrier Safety Operations and Programs (GF)		\$ 10,000	\$ 10,000	
Funding repurposed and transferred		\$ -	\$ (20,000) ^{2/}	
Motor Carrier Safety Grants (GF)		\$ 124,500	\$ 124,500	
Grand Total, All Appropriations		\$ 1,043,450	\$ 1,046,100	\$ 946,000

^{1/} 2026 Enacted Appropriation included \$5M of PY Unobligated Balance, P.L. 119-75

^{2/} 2026 Enacted Appropriation repurposed and transferred \$20M to FHWA (\$10M carryover FY 2025, \$10M FY 2026), P.L. 119-75

**EXHIBIT II-4
FY 2027 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

	<u>M / D</u>	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
Motor Carrier Safety Operations and Program:	D	\$ 422,000	\$ 428,000	\$ 432,000
Motor Carrier Safety Grants	D	\$ 481,000	\$ 580,000	\$ 586,000
TOTAL:		<u><u>\$ 903,000</u></u>	<u><u>\$ 1,008,000</u></u>	<u><u>\$ 1,018,000</u></u>
IIJA Supplemental (Division J)				
Motor Carrier Safety Operations and Program:	M	\$ 12,000	\$ 3,000	\$ 3,000
Motor Carrier Safety Grants	M	\$ 89,000	\$ 114,000	\$ 101,000
Grand Total, Outlays from all Appropriations		<u><u>\$ 1,004,000</u></u>	<u><u>\$ 1,125,000</u></u>	<u><u>\$ 1,122,000</u></u>
[Mandatory]		\$ 101,000	\$ 117,000	\$ 104,000
[Discretionary]		\$ 903,000	\$ 1,008,000	\$ 1,018,000

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Operations and Programs (TF) 69-X-8159	FY 2025 ENACTED	FY 2026 ENACTED	Baseline Changes							FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 REQUEST
			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	1,180	1,099		72						1,171	(34)	1,137
L&I FTE (User Fee Funded)	44	46								46		46
DACH FTE (User Fee Funded)	6	6								6		6
Total FTE	1,230	1,151								1,223	(34)	1,189
										\$1,223		
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits (S&B)	\$197,742	\$179,476	\$449	\$11,731		\$688				\$192,344	(\$4,679)	\$187,665
Travel	\$5,000	\$5,800							\$116	\$5,916		\$5,916
Transportation	\$383	\$391							\$8	\$399		\$399
GSA Rent	\$12,102	\$14,733								\$14,733		\$14,733
Communications, & Utilities	\$318	\$324							\$6	\$330		\$330
Printing	\$300	\$306							\$6	\$312		\$312
Contracts	\$39,994	\$91,839							\$1,837	\$93,676	(\$6,864)	\$86,812
Other Services:		\$0										
- WCF ^{1/}	\$12,375	\$18,822								\$18,822	\$4,679	\$23,501
Supplies	\$584	\$596							\$12	\$608		\$608
Equipment	\$250	\$255							\$5	\$260		\$260
Insurance Claims and Indemnities	\$281	\$287							\$6	\$293		\$293
Gross New Budgetary Authority	\$269,329	\$312,829	\$449	\$11,731	\$0	\$688	\$0	\$0	\$1,996	\$327,693	(\$6,864)	\$320,829
PROGRAMS												
Surface Transportation Reauthorization (STR) Activities	\$0	\$0										\$77,171
Research and Technology	\$14,073	\$14,073										
Information Technology												
- WCF IT (Shared Services IT) ^{1/}	\$34,267	\$39,308										
- WCF IT (Programmatic IT)	\$64,831	\$23,790										
Programs Subtotal	\$113,171	\$77,171							\$0	\$77,171	\$0	\$77,171
TOTAL	\$382,500	\$390,000	\$449	\$11,731	\$0	\$688	\$0	\$0	\$1,996	\$404,864	(\$6,864)	\$398,000

^{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 FMCSA 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-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Grants (TF)
69-X-8158

	FY 2025 ENACTED	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	FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 REQUEST
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	0								0		0
GRANT PROGRAMS												
Motor Carrier Safety Grants												
Surface Transportation Reauthorization (STR) Activities	\$0	\$0										\$548,000
Motor Carrier Safety Assistance Program (MCSAP)	\$414,500	\$422,500										
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,400	\$1,500										
High Priority Activities Program (HPAP)	\$61,200	\$62,400										
Commercial Driver's License (CDL) Program Implementation Program	\$44,350	\$45,200										
CMV Enforcement Training & Support (CMVETS)	\$5,000	\$5,000										
Subtotal	\$526,450	\$536,600								\$536,600	\$11,400	\$548,000
TOTAL	\$526,450	\$536,600								\$536,600	\$11,400	\$548,000

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

Motor Carrier Safety Operations and Programs (GF) 69-2818 2026/2029	FY 2025	FY 2026	FY 2027
Unobligated Carryforward Balance, start of FY (+)	24,845	16,062	0
FY Advance Appropriations (Budget Authority) (+)	10,000	10,000	0
Funding repurposed and transferred ^{1/}		(20,000)	
FY Planned Obligations (-)	(18,783)	(6,062)	0
Unobligated Balance, end of FY (+)	16,062	0	0
 <u>Planned Obligations by Fiscal Year</u>	 18,783	 6,062	 0
 PERSONNEL RESOURCES (FTE)			
Direct FTE	0	0	0
 FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits			
Travel			
Transportation			
GSA Rent			
Communications, & Utilities			
Printing			
Other Services:	18,783	6,062	0
-WCF			
Supplies			
Equipment			
Admin Subtotal	\$18,783	\$6,062	\$0
 IIJA TOTAL	 \$18,783	 \$6,062	 \$0

^{1/} 2026 Enacted Appropriation repurposed and transferred \$20M to FHWA (\$10M carryover FY 2025, \$10M FY 2026) , P.L. 119-75

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

Motor Carrier Safety Grants (GF)

69-2817 2026/2029	FY 2025	FY 2026	FY 2027
Unobligated Carryforward Balance, start of FY (+)	33,338	34,660	0
FY Advance Appropriations (Budget Authority) (+)	124,500	124,500	0
FY Planned Obligations (-)	(123,178)	(159,160)	0
Unobligated Balance, end of FY (+)	34,660	0	0

Planned Obligations by Fiscal Year	123,178	159,160	-
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PERSONNEL RESOURCES (FTE)

Direct FTE	0	0	0
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FINANCIAL RESOURCES

ADMINISTRATIVE EXPENSES

Salaries and Benefits			
Travel			
Transportation			
GSA Rent			
Communications, & Utilities			
Printing			
Other Services:	1,911	4,132	-
-WCF			
Supplies			
Equipment			
Admin Subtotal	\$1,911	\$4,132	\$0

PROGRAMS

Motor Carrier Safety Grants

Motor Carrier Safety Assistance Program (MCSAP)	78,800	81,629	
Commercial Motor Vehicle (CMV) Operator Grant Program	2,200	2,000	
High Priority Activities Program (HPAP)	28,005	26,345	
Commercial Driver's License (CDL) Program Implementation Program	12,262	45,054	
Programs Subtotal	\$121,267	\$155,028	\$0

IIJA TOTAL	\$123,178	\$159,160	\$0
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**EXHIBIT II-6
WORKING CAPITAL FUND
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027^{1/} REQUEST</u>
DIRECT:			
Motor Carrier Safety Operations and Programs	\$ 46,642	\$ 58,130	\$ 86,599
TOTAL	<u>\$ 46,642</u>	<u>\$ 58,130</u>	<u>\$ 86,599</u>

^{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 FMCSA 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 MOTOR CARRIER SAFETY ADMINISTRATION
PERSONNEL RESOURCE -- SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027^{3/} REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,180	1,099	1,137
SUBTOTAL, DIRECT FUNDED	<u>1,180</u>	<u>1,099</u>	<u>1,137</u>
<u>OTHER--USER FEE FUNDED</u>			
Other			
Direct License & Insurance (L & I) (User Fee Funded) ^{1/}	44	46	46
Direct Drug and Alcohol Clearinghouse (DACH) (User Fee Funded) ^{2/}	6	6	6
SUBTOTAL, OTHER	<u>50</u>	<u>52</u>	<u>52</u>
TOTAL FTEs	<u>1,230</u>	<u>1,151</u>	<u>1,189</u>

^{1/} FMCSA collects user fees to fund L & I programs in accordance with 49 U.S.C. 13908.

^{2/} FMCSA collects user fees to fund DACH programs in accordance with 49 U.S.C. § 31306a(e)

^{3/} 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 FMCSA 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-8
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
RESOURCE SUMMARY – STAFFING
FULL-TIME PERMANENT POSITIONS**

	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,180	1,171	1,137
SUBTOTAL, DIRECT FUNDED	1,180	1,171	1,137
<u>OTHER--USER FEE FUNDED</u>			
Other			
Direct License & Insurance (L & I) (User Fee Funded) ^{1/}	44	46	46
Direct Drug and Alcohol Clearinghouse (DACH) (User Fee Funded) ^{2/}	6	6	6
SUBTOTAL, OTHER	50	52	52
TOTAL POSITIONS	1,230	1,223	1,189

^{1/} FMCSA collects user fees to fund L & I programs in accordance with 49 U.S.C. 13908.

^{2/} FMCSA collects user fees to fund DACH programs in accordance with 49 U.S.C. § 31306a(e)

^{3/} 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 FMCSA 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.

Section 3: Budget Request by Appropriation

Section 3A - Motor Carrier Safety Operations and Programs

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110 of title 49, United States Code, [as amended by the Infrastructure Investment and Jobs Act (Public Law 117-58), **\$390,000,000,]**~~**\$398,000,000,**~~ to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: Provided, That funds available for implementation, execution, or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of [**\$390,000,000]**~~**\$398,000,000,**~~ for "Motor Carrier Safety Operations and Programs" for fiscal year [2026]2027.[Provided further, that of the sums appropriated under this heading--

(1) \$312,829,000, to remain available for obligation until September 30, 2027, is for the general operation expenses; and

(2) not less than \$63,098,000, to remain available for obligation until September 30,2028, is for development, modernization, enhancement, and continued operation and maintenance of information technology and information management; and

(3) not less than \$14,073,000, to remain available for obligation until September 30, 2028, is for the research and technology program; and

Provided further, That the activities funded in paragraphs (1) through (3) of the preceding proviso may be accomplished through direct expenditure, direct research activities, grants, cooperative agreements, contracts, intra-agency or interagency agreements, or other agreements with public organizations.]

EXHIBIT III-1
Motor Carrier Safety Operations and Programs (69-X-8159) (69-2818 2026/2029)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Operating Expenses (TF)	\$ 269,329	\$ 312,829	\$ 320,829
Research and Technology (TF)	\$ 14,073	\$ 14,073	\$ -
Information Technology (TF)	\$ 34,267	\$ 63,098	\$ -
Surface Transportation Reauthorization (STR)			\$ 77,171
TOTAL, Base appropriations	\$ 317,669	\$ 390,000	\$ 398,000
FTEs			
Direct Funded	1,180	1,099	1,137
Direct L&I - User Fee Funded	44	46	46
Direct DACH - User Fee Funded	6	6	6
	<u>1,230</u>	<u>1,151</u>	<u>1,189</u>
IIJA Supplemental Advance Appropriations			
Operating Expenses (GF)	\$ -	\$ -	\$0
TOTAL, Supplemental appropriations	\$ -	\$ -	\$ -
TOTAL	\$ 317,669	\$ 390,000	\$ 398,000

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. FMCSA will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers, and service providers from operation. Funding supports Nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods; and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMSCA regulations. Resources are also provided to fund regulatory and deregulatory activities, development and implementation, investment in research and technology with a focus on research regarding highly automated vehicles and related technology, and information technology/management, safety outreach, and education.

EXHIBIT III-1a
Motor Carrier Safety Operations and Programs (69-X-8159)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	<u>\$390,000</u>	<u>1,151</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$449	
Annualization of new FY 2026 FTE	\$11,731	72
FY 2025 Pay Raises	\$0	
Adjustment for Compensable Days (261)	\$688	
GSA Rent	\$0	
Working Capital Fund	\$0	
Inflation and other adjustments to base	\$1,996	
SUBTOTAL, ADJUSTMENTS TO BASE	\$14,864	1223
PROGRAM REDUCTIONS		
Salaries & Benefits	(\$4,679)	(34)
Contracts	(\$6,864)	
Information Technology	(\$14,073)	
WCF IT (Shared Services IT)	(\$39,308)	
Programmatic IT	(\$23,790)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$88,714)	(34)
PROGRAM INCREASES		
WCF	\$4,679	
Surface Transportation Reauthorization (STR) Activities	\$77,171	
SUBTOTAL, PROGRAM INCREASES	\$81,850	0
FY 2027 REQUEST	\$398,000	1,189

Detailed Justification for Motor Carrier Safety Operations and Programs

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. FMCSA 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.

Section 3B - Motor Carrier Safety Grants

MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out sections 31102, 31103, 31104, and 31313 of title 49, United States Code, [~~\$536,600,000~~]~~\$548,000,000~~, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of [~~\$536,600,000~~]~~\$548,000,000~~ in fiscal year [2026]2027 for "Motor Carrier Safety Grants." [;Provided further, That of the amounts made available under this heading—

(1) \$422,500,000, to remain available for obligation until September 30, 2027, shall be for the motor carrier safety assistance program;

(2) \$45,200,000, to remain available for obligation until September 30, 2027, shall be for the commercial driver's license program implementation program;

(3) \$62,400,000, to remain available for obligation until September 30, 2027, shall be for the high priority program;

(4) \$1,500,000, to remain available for obligation until September 30, 2027, shall be for the commercial motor vehicle operators grant program; and

(5) \$5,000,000, to remain available for obligation until September 30, 2027, shall be for the commercial motor vehicle enforcement training and support grant program.]

Motor Carrier Safety Grants (69-X-8158) (69-2817 2026/2029)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Motor Carrier Safety Grants			
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 414,500	\$ 422,500	\$ -
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 1,400	\$ 1,500	\$ -
High Priority Activities Program (HPAP) (TF)	\$ 61,200	\$ 62,400	\$ -
Commercial Drivers' License (CDL) Program Implementation Program	\$ 44,350	\$ 45,200	\$ -
CMV Enforcement Training & Support Grant Program (TF)	\$ 5,000	\$ 5,000	\$ -
Surface Transportation Reauthorization (STR) Activities	\$ -	\$ -	\$ 548,000
SUBTOTAL	\$ 526,450	\$ 536,600	\$ 548,000
IIJA Supplemental Advance Appropriations			
Motor Carrier Safety Assistance Program (MCSAP) (GF)	\$ 80,000	\$ 80,000	\$ -
Commercial Motor Vehicle (CMV) Operator Grant Program (GF)	\$ 2,000	\$ 2,000	\$ -
High Priority Activities Program (HPAP) (GF)	\$ 26,500	\$ 26,500	\$ -
Commercial Driver's License (CDL) Program Implementation Program	\$ 16,000	\$ 16,000	\$ -
SUBTOTAL	\$ 124,500	\$ 124,500	\$ -
TOTAL	\$ 650,950	\$ 661,100	\$ 548,000

Motor Carrier Safety Grants provide funding to eligible States so they may conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. FMCSA also supports States by conducting training for State agency personnel to accomplish motor carrier safety objectives. In addition, FMCSA reviews State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and actively engages with industry and other stakeholders through Innovative Technology programs to improve the safety and productivity of commercial vehicles and drivers.

EXHIBIT III-1a
Motor Carrier Safety Grants (69-X-8158)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	<u>\$536,600</u>	
<u>ITEM</u>		
ADJUSTMENTS TO BASE:		
Inflation and other adjustments to base	\$0	
SUBTOTAL, ADJUSTMENTS TO BASE	\$0	0
PROGRAM REDUCTIONS		
SUBTOTAL, PROGRAM REDUCTIONS	\$0	0
PROGRAM INCREASES		
Surface Transportation Reauthorization (STR) Activities	\$11,400	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$11,400	0
FY 2027 REQUEST	\$548,000	0

Detailed Justification for Motor Carrier Safety Grants

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. FMCSA 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.

Section 3C - Administrative Provisions

Administrative Provisions

Sec. 130 The Federal Motor Carrier Safety Administration shall send notice of section 385.308 of title 49, Code of Federal Regulations, violations by certified mail, registered mail, or another manner of delivery, which records the receipt of the notice by the persons responsible for the violations.

Sec. 131 None of the funds appropriated or otherwise made available to the Department of Transportation by this Act or any other Act may be obligated or expended to implement, administer, or enforce the requirements of section 31137 of title 49, United States Code, or any regulation issued by the Secretary pursuant to such section, with respect to the use of electronic logging devices by operators of commercial motor vehicles, as defined in section 31132(1) of such title, transporting livestock as defined in section 602 of the Emergency Livestock Feed Assistance Act of 1988 (7 U.S.C. 1471) or insects.

Section 4: Research and Technology

Exhibit IV-1: Research, Development, and Technology (RD&T) Budget Authority
DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
FY 2027 Research, Development, & Technology Budget Authority
(\$000)

Budget Account	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 Request ^{1/}	Basic Research	Applied Research	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Motor Carrier Safety Operations and Programs - Research & Technology	\$ 14,073	\$ 14,073	\$ 14,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Produce Safer Drivers</i>	\$ 3,682	\$ 3,682	\$ -						
<i>Improve Safety of CMVs</i>	\$ 2,489	\$ 2,489	\$ -						
<i>Produce Safer Carriers</i>	\$ 1,764	\$ 1,764	\$ -						
<i>Advance Safety Through Info-Based Initiatives</i>	\$ 3,897	\$ 3,897	\$ -						
<i>Enable & Motivate Internal Excellence</i>	\$ 2,241	\$ 2,241	\$ -						
Administrative (GOE)	\$ 4,653	\$ 4,746	\$ 5,458						
Total	\$ 18,726	\$ 18,819	\$ 19,531	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

^{1/} Subject to Surface Transportation Reauthorization

Exhibit IV

Research & Technology Narrative

FMCSA Research & Technology (R&T) Program

The Federal Motor Carrier Safety Administration's (FMCSA) Research and Technology (R&T) Program conducts scientific research to improve the safety of commercial motor vehicles (CMVs) by addressing driver, vehicle, and motor carrier risk factors, while advancing safety data collection and information sharing. Authorized under 49 U.S.C. § 31108, the program provides evidence-based support for safety rulemakings, enforcement strategies, and deployment of safety-enhancing technologies.

Program Focus and Objectives

The R&T Program supports FMCSA's safety mission through coordinated research in four primary areas: driver safety, vehicle safety, carrier safety, and cross-cutting data initiatives. Program objectives are to:

- reduce crashes through driver-based safety countermeasures;
- improve CMV safety through vehicle technology research and deployment;
- enhance motor carrier safety management practices;
- strengthen safety oversight through improved data collection, analysis, and dissemination; and
- ensure high-quality, responsive, and cost-effective research.

FY 2027 Research Activities

In FY 2027, the R&T Program expects to continue its emphasis on improving the safety of drivers, vehicles, and carriers, while expanding research on automated driving systems, roadside inspection technologies, and driver employment, licensing, and fitness. The program also expects to emphasize research that improves CMV driver working conditions and will remain responsive to legislative mandates.

Safer Drivers

Driver-focused research will address truck parking availability, driver fitness, behavior, and fatigue. FMCSA will enhance its Truck Parking Information Management Systems to support hours-of-service compliance and driver rest. Research on driver medical fitness will continue beyond specific regulatory requirements. The Agency will assess how the driving public is trained to safely interact with CMVs and develop targeted outreach and training improvements. Fatigue research will continue through the North American Fatigue Management Program, with focused outreach to high-risk populations.

Safer Vehicles

Vehicle research will build on demonstrated safety benefits of advanced driver assistance systems (ADAS), which have shown significant reductions in CMV crashes. Ongoing work will address human factors to ensure appropriate driver engagement and effective use of these systems. FMCSA will continue to promote technology adoption through the TechCelerate Now Program and evaluate emerging systems. Research on automated CMVs will support safe interactions with roadside officials, development of safety metrics, and future rulemaking. Roadside technology testing will advance innovative inspection and screening tools under real-world conditions.

Safer Carriers and Cross-Cutting Activities

Carrier-focused research will examine safety culture and develop a Motor Carrier Safety Culture Self-Assessment Tool. The program will also support efforts to reduce CMV crashes in work zones through standardized data and operational coordination with Federal and State partners. Cross-cutting initiatives include electronic in-motion inspections (Level VIII), continued crash causation data collection, enhanced safety data integration and sharing, and participation in the DOT Small Business Innovation Research Program to promote innovation.

Collaboration and Impact

The R&T Program works closely with Federal, State, industry, and research partners to ensure relevance and impact. Completed research has directly supported FMCSA rulemakings, enforcement priorities, and technology transfer, contributing to measurable improvements in CMV safety nationwide.

Section 5: Information Technology

**FY 2027 INFORMATION TECHNOLOGY BUDGET REQUEST
 FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
 BUDGET AUTHORITY
 (\$000)**

Budget Account	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST ^{1/}
Motor Carrier Safety Operations and Programs	\$ 99,098	\$ 63,098	\$ 63,098
<i>IT Shared Services (WCF) (IT/IM Fund)</i>	\$ 34,267	\$ 39,308	\$ 63,098
<i>Modal IT (WCF)</i>	\$ -	\$ -	\$ -
<i>Modal IT</i>	\$ 64,831	\$ 23,790	\$ -
Motor Carrier Safety Grants	\$ 1,102	\$ 1,102	\$ 1,102
<i>Modal IT (Grant Takedown)</i>	\$ 1,102	\$ 1,102	\$ 1,102
Total	\$ 100,200	\$ 64,200	\$ 64,200

^{1/} Subject to Surface Transportation Reauthorization

The Federal Motor Carrier Safety Administration (FMCSA) is requesting **\$64.2 million** in FY 2027 for information technologies (IT) that support the full spectrum of FMCSA’s safety and regulatory programs as well as the Department’s initiative to transform and consolidate the management of IT solutions centrally by the Office of the Chief Information Officer (OCIO).

IT Shared Services through the Working Capital Fund (WCF)

OCIO will continue to provide all modes with 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.

- FMCSA requests **\$39.3 million** from the Motor Carrier Safety Operations and Programs account for IT Shared Services. FMCSA’s share was based on actual IT consumption in prior years as well as planned future consumption. FMCSA will only be charged for services rendered.

Modal IT

The following major mission-critical IT systems will be maintained for FMCSA through the WCF in FY 2027. FMCSA requests **\$23.8 million** from the Motor Carrier Safety Operations and Programs account to support these programmatic IT systems.

- The following development, modernization, and enhancement activities are planned within this portfolio:
 - Enterprise Services: Data and Analytics Platform Full Operational Capability (FOC delivery, Data Exchange Platform refactoring of current applications

- Registration Services: New FMCSA Registration System FOC delivery
- Safety Services: Safespect platform FOC delivery adds full scope Investigation capability for federal and State level investigations
- Workflow Management Services: New Household Goods HHGs and National Consumer Complaint Database (NCCDB) and DataQs FOC delivery

The following capabilities are supported within this portfolio:

- Enterprise Services: FMCSA Portal, Enterprise Document Management System (EDMS), Fax services, IAA-CASTLE. IAA-PRISM
- Registration Services: National Registry for Certified Medical Examiners, Training Provider Registry
- Safety Services: Drug and Alcohol Clearinghouse (DACH), Sentri, ELD, Query Central, QC Mobile, Nlets, IAA- Hazmat Intelligence Portal
- Workflow Management Services: Microsoft Power Platform, 385.17 safety rating change, Recruitment tracking, Acquisition Tracking, State Compliance & Records Enterprise (SCORE), Workflow Tracking, Enforcement Management Information System (EMIS)-Legacy, Bizflow, Case Docket Management System-Legacy

The following legacy systems within this portfolio are planned to be retired and fully decommissioned:

- Enterprise Services: Motor Carrier Management Information System (MCMIS), FMCSA Portal, Analysis and Information (A&I), Compliance Safety and Accountability Outreach (CSA), CDLIS Gateway, Password Reset Tool, Download Center, FMCSA Enterprise Notification System (FENS)
 - Registration Services: Licensing and Insurance, URS – Legacy, Utility for Risk-based Screening and Assessment (URSA), Vetting Management Tool, Match Handler
 - Safety Services: Automated Commercial Environment Intervention Manager (AIM), Compliance Analysis and Performance Review Information System (CAPRI), SAFETYNET, Safety and Fitness Electronic Records (SAFER), Guard Electronic Field Operations Training Manual (eFOTM), File Transfer Protocol (FTP) SAFETYNET, Compliance Analysis Performance and Review Information (CAPRI) Web Service
 - Workflow Management Services: Legacy NCCDB, legacy DataQs
- Grant Takedown – **\$1.1 million** supports all the FMCSA Grants Solutions programs as well as the FMCSA Commercial Vehicle Safety Plan (CVSP) online tool, named eCVSP, which helps ensure that States satisfy the CVSP requirements in 49 CFR § 350.213, and expedites FMCSA’s associated regulatory process.

Section 6: 10-Year Funding History Table

EXHIBIT VI
HISTORY OF APPROPRIATIONS, FY 2017 - 2026
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

Account	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Motor Carrier Operations and Programs (TF)										
Contract Authority	277,200	283,000	284,000	288,000	288,000	360,000	367,500	375,000	382,500	390,000
Obligation Limitation	266,892 ^{1/}	275,318 ^{2/}	284,000	288,000	328,143 ^{3/}	360,000	367,500	411,000 ^{4/}	382,500	390,000
Liquidation of Contract Authority	277,200	283,000	284,000	288,000	328,143	360,000	367,500	375,000	382,500	390,000
Motor Carrier Safety Grants (TF)										
Contract Authority	367,000	374,800	381,800	387,800	387,800	496,000	506,150	516,300	526,450	536,600
Obligation Limitation	312,405 ^{1/}	561,800 ^{5/}	382,800 ^{6/}	391,136 ^{7/}	419,800 ^{8/}	496,000	506,150	516,300	526,450	541,600 ^{9/}
Liquidation of Contract Authority	367,000	374,800	381,800	387,800	387,800	496,000	506,150	516,300	526,450	536,600
IIJA Advance Appropriations (GF)										
Motor Carrier Operations and Programs	-	-	-	-	-	10,000	10,000	10,000	10,000	- ^{10/}
Motor Carrier Safety Grants	-	-	-	-	-	124,500	124,500	124,500	124,500	124,500

Notes:

^{1/} Continuing Resolution Annualized P.L. 114-254

^{2/} Continuing Resolution Annualized P.L. 115-96

^{3/} 2021 Enacted Appropriations included re-purposed PY Unobligated Balance of \$40.143M, P.L. 116-260

^{4/} 2025 Full-Year Continuing Appropriations and Extensions Act included re-purposed PY Unobligated Balance of \$36M, P.L. 119-4

^{5/} 2018 Enacted Appropriations included full Contract Authority plus \$187M additional obligation limitation, P.L.115-141

^{6/} 2019 Enacted Appropriation included re-purposed PY Unobligated Balance of \$1M, P.L. 116-6

^{7/} 2020 Enacted Appropriation included re-purposed PY Unobligated Balance of \$3.336M

^{8/} 2021 Enacted Appropriation included re-purposed PY Unobligated Balance of \$32,000,00

^{9/} 2026 Enacted Appropriation included \$5M of PY Unobligated Balance, P.L. 119-75

^{10/} 2026 Enacted Appropriation repurposed and transferred \$20M to FHWA, P.L. 119-75