



**U.S. Department
of Transportation**

FY 2026

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

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
OIG	Office of Inspector General
BA	Budget Authority
Oblim	Limitation on Obligations
FTE	Full-Time Equivalent
GF	General Fund
TF	Trust Fund
SF	Special Fund
D	Discretionary Funding
M	Mandatory Funding
IIJA	Infrastructure Investment and Jobs Act

Executive Summary

The FY 2026 President's Budget requests **\$111.3 billion** in new budgetary resources for the Department of Transportation (DOT). When combined with **\$35.8 billion** in advance appropriations provided from the Infrastructure Investment and Jobs Act (IIJA), the Department's FY 2026 budget total is **\$147.1 billion**.

The request focuses on supporting DOT's core safety mission while also investing in big, beautiful transportation infrastructure.

Highlights of the request include:

- **\$1.5 billion** increase in new discretionary budget authority for a total of **\$27 billion**, a nearly six percent increase from FY 2025 enacted.
- A historic **\$22 billion** investment in Federal Aviation Administration (FAA) operations and infrastructure, including funding to hire up to 2,500 new air traffic controllers, and an \$824 million increase for FAA Facilities and Equipment, including \$450 million for radar modernization.
- **\$1.5 billion** for the Maritime Administration (MARAD) to support key priorities in the President's Executive Order 14269, *Restoring America's Maritime Dominance*, including \$550 million for the Port Infrastructure Development Program (PIDP) and \$105 million for Assistance to Small Shipyards.
- **\$2.3 billion** for the Infrastructure for Rebuilding America (INFRA) grant program—an increase of \$770 million from FY 2025 enacted—to advance the President's infrastructure priorities.
- **\$500 million** for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program, a \$400 million increase over FY 2025 enacted.
- Proposed cancellation of approximately **\$5.7 billion** in IIJA funding for wasteful and ineffective electric vehicle (EV) charger programs.

Budgetary Resources Table

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
FEDERAL AVIATION ADMINISTRATION									
OPERATIONS (GF/TF) (D)	12,729,627	-	12,729,627	13,482,783	-	13,482,783	13,842,000	-	13,842,000
FACILITIES & EQUIPMENT (GF/TF) (D)	3,191,250	1,000,000	4,191,250	3,176,250	1,000,000	4,176,250	4,000,000	1,000,000	5,000,000
RESEARCH, ENGINEERING & DEV (TF) (D)	280,000	-	280,000	280,000	-	280,000	165,000	-	165,000
GRANTS-IN-AID FOR AIRPORTS (GF) (D)	532,392	-	532,392	50,000	-	50,000	-	-	-
GRANTS-IN-AID FOR AIRPORTS (OBLIM) (TF) (M)	3,350,000	-	3,350,000	4,000,000	-	4,000,000	4,000,000	-	4,000,000
AIRPORT INFRASTRUCTURE GRANTS (GF) (D)	-	3,000,000	3,000,000	-	3,000,000	3,000,000	-	3,000,000	3,000,000
AIRPORT TERMINAL PROGRAM (GF) (D)	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000
Cancellation [non-add] F&E, Other (GF) (D)	(1,593)	-	(1,593)	-	-	-	-	-	-
Total	20,083,269	5,000,000	25,083,269	20,989,033	5,000,000	25,989,033	22,007,000	5,000,000	27,007,000
FEDERAL HIGHWAY ADMINISTRATION									
FEDERAL-AID HIGHWAYS (OBLIM) (TF) (M)	60,095,783	-	60,095,783	61,314,171	-	61,314,171	62,657,106	-	62,657,106
EXEMPT OBLIGATIONS (TF) (M)	602,577	-	602,577	602,577	-	602,577	602,577	-	602,577
EMERGENCY RELIEF (TF) (M)	94,300	-	94,300	94,300	-	94,300	94,300	-	94,300
HIGHWAY INFRASTRUCTURE PROGRAM (GF) (D)	2,224,677	9,454,400	11,679,077	340,500	9,454,400	9,794,900	770,000	9,454,400	10,224,400
Cancellation - New BA (GF) (D)	-	-	-	-	-	-	-	(1,000,000)	(1,000,000)
Admin Expenses (OBLIM) [non-add]	486,800	86,816	573,616	497,016	86,816	583,832	507,436	71,816	579,252
Cancellation [non-add] ADHS (GF) (D)	(11,065)	-	(11,065)	-	-	-	-	-	-
Cancellation [non-add] Misc. Approps., Other (GF) (D)	(55,850)	-	(55,850)	-	-	-	-	-	-

Budgetary Resources (Cont.)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Cancellation [non-add] State Infrastructure Banks (GF) (D)	(1,375)	-	(1,375)	-	-	-	-	-	-
Cancellation [non-add] CHIMP - New BA (TF) (M)	-	-	-	-	-	-	(700,000)	-	(700,000)
Cancellation [non-add] CHIMP - Unobligated Balances (TF) (M)	-	-	-	-	-	-	(866,709)	-	(866,709)
Cancellation [non-add] Unobligated Balances (GF) (D)	-	-	-	-	-	-	-	(3,094,351)	(3,094,351)
Total	63,017,337	9,454,400	72,471,737	62,351,548	9,454,400	71,805,948	64,123,983	8,454,400	72,578,383
EMERGENCY RELIEF SUPPLEMENTAL (GF) (D)	-	-	-	8,086,020	-	8,086,020	-	-	-
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION									
OPERATIONS & PROGRAMS (OBLIM) (TF) (M)	411,000	-	411,000	382,500	-	382,500	390,000	-	390,000
OPERATIONS & PROGRAMS (GF) (D)	-	10,000	10,000	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (OBLIM) (TF) (M)	516,300	-	516,300	526,450	-	526,450	536,600	-	536,600
MOTOR CARRIER SAFETY GRANTS (GF) (D)	-	124,500	124,500	-	124,500	124,500	-	124,500	124,500
Total	927,300	134,500	1,061,800	908,950	134,500	1,043,450	926,600	134,500	1,061,100
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION									
OPERATIONS AND RESEARCH (GF) (D)	223,000	-	223,000	223,000	-	223,000	223,000	-	223,000
OPERATIONS AND RESEARCH (OBLIM) (TF) (M)	201,200	-	201,200	205,400	-	205,400	209,600	-	209,600
HIGHWAY TRAFFIC SAFETY GRANTS (OBLIM) (TF) (M)	813,301	-	813,301	831,445	-	831,445	849,655	-	849,655
CRASH DATA (GF) (D)	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY & BEHAV RESEARCH (GF) (D)	-	109,700	109,700	-	109,700	109,700	-	109,700	109,700
SUPP GF HIGHWAY TRAFFIC SAFETY GRANTS (GF) (D)	-	62,000	62,000	-	62,000	62,000	-	62,000	62,000
Total	1,237,501	321,700	1,559,201	1,259,845	321,700	1,581,545	1,282,255	321,700	1,603,955

Budgetary Resources (Cont.)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
FEDERAL TRANSIT ADMINISTRATION									
CAPITAL INVESTMENT GRANTS (GF) (D)	2,205,000	1,600,000	3,805,000	2,205,000	1,600,000	3,805,000	2,205,000	1,600,000	3,805,000
WASHINGTON METRO AREA TRANSIT AUTHORITY (GF) (D)	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000
TECHNICAL ASSISTANCE & TRAINING (GF) (D)	7,500	-	7,500	7,500	-	7,500	-	-	-
TRANSIT INFRASTRUCTURE GRANTS (GF) (D)	253,387	2,050,000	2,303,387	45,569	2,050,000	2,095,569	-	2,050,000	2,050,000
TRANSIT FORMULA GRANTS (OBLIM) (TF) (M)	13,990,000	-	13,990,000	14,279,000	-	14,279,000	14,642,000	-	14,642,000
Administrative Expenses [non-add]	[138,978]	-	[138,978]	[143,147]	-	[143,147]	[147,442]	-	[147,442]
ALL STATIONS ACCESSIBILITY PROGRAM (GF) (D)	-	350,000	350,000	-	350,000	350,000	-	350,000	350,000
ELECTRIC OR LOW-EMITTING FERRY PROGRAM (GF) (D)	-	50,000	50,000	-	50,000	50,000	-	50,000	50,000
FERRY SERVICE FOR RURAL COMMUNITIES (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
Cancellation [non-add] Inactive Transit Programs (GF) (D)	(978)	-	(978)	-	-	-	-	-	-
Total	16,605,887	4,250,000	20,855,887	16,687,069	4,250,000	20,937,069	16,997,000	4,250,000	21,247,000
FEDERAL RAILROAD ADMINISTRATION									
NE CORR GRANTS TO AMTRAK (GF) (D)	1,141,442	1,200,000	2,341,442	1,141,442	1,200,000	2,341,442	850,000	1,200,000	2,050,000
NAT NETWORK GRANTS TO AMTRAK (GF) (D)	1,286,321	3,200,000	4,486,321	1,286,321	3,200,000	4,486,321	1,577,000	3,200,000	4,777,000
Amtrak Subtotal [non-add]	2,427,763	4,400,000	6,827,763	2,427,763	4,400,000	6,827,763	2,427,000	4,400,000	6,827,000
RAILROAD RESEARCH & DEV (GF) (D)	54,000	-	54,000	54,000	-	54,000	44,000	-	44,000
SAFETY & OPERATIONS (GF) (D)	267,799	-	267,799	267,799	-	267,799	268,000	-	268,000
CRISI GRANTS (GF) (D)	198,958	1,000,000	1,198,958	100,000	1,000,000	1,100,000	500,000	1,000,000	1,500,000

Budgetary Resources (Cont.)

FY 2024				FY 2025			FY 2026 PRESIDENT’S BUDGET		
Account	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
RAILROAD CROSSING ELIMINATION PROGRAM (GF) (D)	-	600,000	600,000	-	600,000	600,000	-	600,000	600,000
FED-STATE PARTNERSHIP (GF) (D)	75,000	7,200,000	7,275,000	75,000	7,200,000	7,275,000	-	7,200,000	7,200,000
Cancellation [non-add] Inactive Rail Grant Programs (GF) (D)	(53,326)	-	(53,326)	-	-	-	-	-	-
Total	3,023,520	13,200,000	16,223,520	2,924,562	13,200,000	16,124,562	3,239,000	13,200,000	16,439,000
PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION									
OPERATIONAL EXPENSES (GF) (D)	31,681	-	31,681	31,681	-	31,681	31,681	-	31,681
HAZARDOUS MATERIALS SAFETY (GF) (D)	74,556	-	74,556	74,556	-	74,556	74,556	-	74,556
EMERGENCY PREP GRANTS (SF) (M)	27,936	-	27,936	44,156	-	44,156	44,156	-	44,156
Emergency Prep Grants (OBLIM) [non-add]	[46,825]	-	[46,825]	[46,825]	-	[46,825]	-	-	-
PIPELINE SAFETY (SF) (D)	188,186	-	188,186	188,186	-	188,186	188,186	-	188,186
PIPELINE SAFETY TRUST FUND (TF) (D)	30,000	-	30,000	30,000	-	30,000	30,000	-	30,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
Total	352,359	200,000	552,359	368,579	200,000	568,579	368,579	200,000	568,579
MARITIME ADMINISTRATION									
OPERATIONS AND TRAINING (GF) (D)	267,775	-	267,775	267,775	-	267,775	235,000	-	235,000
READY RESERVE FORCE – NDRF [DEFENSE] (GF) (D)	12,000	-	12,000	-	-	-	-	-	-
STATE MARITIME ACADEMY OPERATIONS (GF) (D)	125,788	-	125,788	125,788	-	125,788	90,000	-	90,000
SHIP DISPOSAL (GF) (D)	6,000	-	6,000	6,000	-	6,000	6,000	-	6,000
ASSISTANCE TO SMALL SHIPYARDS (GF) (D)	8,750	-	8,750	8,750	-	8,750	105,000	-	105,000

Budgetary Resources Table

Budgetary Resources (Cont.)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
MARITIME SECURITY PROGRAM [DEFENSE] (GF) (D)	318,000	-	318,000	318,000	-	318,000	372,000	-	372,000
MARITIME GUARANTEED LOANS (TITLE XI) (GF) (D)	53,586	-	53,586	53,586	-	53,586	4,000	-	4,000
PORT INFRASTRUCTURE DEVELOPMENT (GF) (D)	120,460	450,000	570,460	50,000	450,000	500,000	550,000	450,000	1,000,000
CABLE SECURITY FLEET [DEFENSE] (GF) (D)	10,000	-	10,000	10,000	-	10,000	-	-	-
TANKER SECURITY PROGRAM [DEFENSE] (GF) (D)	60,000	-	60,000	60,000	-	60,000	120,000	-	120,000
<i>Cancellation [non-add] Prior Year Balances [non-Defense] (GF) (D)</i>	<i>(3,664)</i>	<i>-</i>	<i>(3,664)</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>(86,000)</i>	<i>-</i>	<i>(86,000)</i>
<i>Cancellation [non-add] Prior Year Balances [Defense] (GF) (D)</i>	<i>(38,000)</i>	<i>-</i>	<i>(38,000)</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>(104,000)</i>	<i>-</i>	<i>(104,000)</i>
Total	982,359	450,000	1,432,359	899,899	450,000	1,349,899	1,482,000	450,000	1,932,000
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION									
GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP. (TF) (D)	40,288	-	40,288	40,288	-	40,288	41,000	-	41,000
Total	40,288	-	40,288	40,288	-	40,288	41,000	-	41,000
OFFICE OF THE SECRETARY OF TRANSPORTATION									
SALARIES AND EXPENSES (GF) (D)	191,295	-	191,295	191,295	-	191,295	200,000	-	200,000
FINANCE BUREAU (GF) (D)	9,558	-	9,558	9,558	-	9,558	10,000	-	10,000
TRANSPORTATION PLANNING, RESEARCH & DEV (GF) (D)	24,369	-	24,369	20,926	-	20,926	25,000	-	25,000
OFFICE OF CIVIL RIGHTS (GF) (D)	18,228	-	18,228	18,228	-	18,228	-	-	-

Budgetary Resources (Cont.)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
FIN MANAGEMENT CAPITAL (GF) (D)	5,000	-	5,000	5,000	-	5,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (SF) (M)	157,470	-	157,470	166,091	-	166,091	173,891	-	173,891
PAYMENTS TO AIR CARRIERS (TF) (D)	348,554	-	348,554	450,000	-	450,000	142,000	-	142,000
NAT'L INFRASTRUCTURE INVESTMENTS (GF) (D)	345,000	2,500,000	2,845,000	345,000	2,500,000	2,845,000	-	2,500,000	2,500,000
RESEARCH AND TECHNOLOGY/ARPA-E (GF) (D)	49,040	-	49,040	49,040	-	49,040	50,000	-	50,000
CYBER SECURITY INITIATIVE (GF) (D)	49,000	-	49,000	49,000	-	49,000	75,000	-	75,000
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF) (D)	5,330	-	5,330	5,330	-	5,330	-	-	-
ASSET CONCESSIONS (GF) (M)	18,860	-	18,860	18,860	-	18,860	18,860	-	18,860
NATIONAL CULVERT REMOVAL, REPLACEMENT, RESTORATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
SMART GRANTS (GF) (D)	-	100,000	100,000	-	100,000	100,000	-	100,000	100,000
SAFE STREETS AND ROADS FOR ALL (GF) (D)	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000
RURAL AND TRIBAL INFRASTRUCTURE ADVANCEMENT (GF) (D)	25,000	-	25,000	25,000	-	25,000	-	-	-
TIFIA/RRIF NEGATIVE SUBSIDY [non-add] (GF) (D)	(33,000)	-	(33,000)	(57,000)	-	(57,000)	(35,000)	-	(35,000)
Cancellation [non-add] RRIF Year Balances (GF) (D)	(8,948)	-	(8,948)	-	-	-	-	-	-
Total	1,246,704	3,800,000	5,046,704	1,353,328	3,800,000	5,153,328	699,751	3,800,000	4,499,751
OFFICE OF INSPECTOR GENERAL									
INSPECTOR GENERAL (GF) (D)	116,452	-	116,452	116,452	-	116,452	116,452	-	116,452
Total	116,452	-	116,452	116,452	-	116,452	116,452	-	116,452

Budgetary Resources (Cont.)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
TOTAL BUDGETARY RESOURCES	107,632,975	36,810,600	144,443,575	107,899,552	36,810,600	144,710,152	111,283,620	35,810,600	147,094,220
GROSS DISCRETIONARY BA	27,354,249	36,810,600	64,164,849	25,434,603	36,810,600	62,245,203	27,064,875	35,810,600	62,875,475
PHMSA USER FEES	(187,786)	-	(187,786)	(187,786)	-	(187,786)	(187,786)	-	(187,786)
Cancellations/ Rescissions (Defense)	(38,000)	-	(38,000)	-	-	-	(104,000)	-	(104,000)
Cancellations/ Rescissions	(136,800)	-	(136,800)	-	-	-	(86,000)	(3,094,351)	(3,180,351)
Negative Subsidy	(33,000)	-	(33,000)	(57,000)	-	(57,000)	(35,411)	-	(35,411)
CHIMPS	-	-	-	-	-	-	(1,566,709)	-	(1,566,709)
TOTAL BUDGETARY RESOURCES AFTER OFFSETS	107,237,389	36,810,600	144,047,989	107,654,766	36,810,600	144,465,366	109,303,714	32,716,249	142,019,963
Non-Defense Discretionary Subtotal	26,596,663	36,810,600	63,407,263	24,801,817	36,810,600	61,612,417	24,696,969	32,716,249	57,413,218
Defense Discretionary Subtotal	362,000	-	362,000	388,000	-	388,000	388,000	-	388,000
Mandatory Subtotal	80,278,727	-	80,278,727	82,464,950	-	82,464,950	84,218,745	-	84,218,745
DISASTER RELIEF SUPPLEMENTAL									
FHWA Emergency Relief	-	-	-	8,086,020	-	8,086,020	-	-	-
TOTAL RESOURCES	107,237,389	36,810,600	144,047,989	115,740,786	36,810,600	152,551,386	109,303,714	32,716,249	142,019,963

Federal Aviation Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Operations (GF/TF) (D)	12,729,627	-	12,729,627	13,482,783	-	13,482,783	13,842,000	-	13,842,000
Facilities & Equipment (GF/TF) (D)	3,191,250	1,000,000	4,191,250	3,176,250	1,000,000	4,176,250	4,000,000	1,000,000	5,000,000
Research, Engineering & Dev (TF) (D)	280,000	-	280,000	280,000	-	280,000	165,000	-	165,000
Grants-In-Aid for Airports (GF) (D)	532,392	-	532,392	50,000	-	50,000	-	-	-
Grants-In-Aid for Airports (OBLIM) (TF) (M)	3,350,000	-	3,350,000	4,000,000	-	4,000,000	4,000,000	-	4,000,000
Airport Infrastructure Grants (GF) (D)	-	3,000,000	3,000,000	-	3,000,000	3,000,000	-	3,000,000	3,000,000
Airport Terminal Program (GF) (D)	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000
Cancellation [non-add] F&E, Other (GF) (D)	(1,593)	-	(1,593)	-	-	-	-	-	-
Total	20,083,269	5,000,000	25,083,269	20,989,033	5,000,000	25,989,033	22,007,000	5,000,000	27,007,000
FTEs			45,268			45,268			46,064

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 help to deliver safety, mobility, and security to the traveling public. FAA strives to reach the next level of safety and efficiency and to demonstrate global leadership in how new users and technologies are integrated into the National Airspace System (NAS).

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget includes **\$22.0 billion** for FAA. When coupled with the IIJA, which provides **\$5.0 billion** in advance appropriations to invest in the modernization of our aviation infrastructure, this **\$27.0 billion** commitment will enable FAA to fund critical investments needed to keep pace with the aviation economy and enhance opportunities to improve the safety and efficiency of the NAS.

The FY 2026 President's Budget holds safety as FAA's highest priority, boosting resources to grow our air traffic controller workforce, improve aviation safety oversight, and strengthen cybersecurity. In addition, we are advancing two infrastructure priorities: transforming our telecommunications infrastructure and replacing aging radar systems. While these represent major initiatives, they are just one part of a broader plan to build a new, state of the art air traffic control system that will be the envy of the world. All efforts will be guided by a shared emphasis on innovation, efficiency, and long-term operational improvement.

The President's Budget is an investment in the future of the NAS and makes critical safety investments to improve oversight of air carriers and industry manufacturers, enhance the air traffic control workforce, and strengthen our cybersecurity posture. In addition, the President's Budget accelerates the modernization of telecommunications infrastructure and begins replacing aging and declining radar systems as part of a multi-pronged initiative to transform the NAS and unlock the future of air travel.

The President's Budget continues FAA's ongoing surge to hire and train the next generation of air traffic controllers. Building on the planned air traffic controller hiring in FY 2025, **\$97.3 million** will support the **supercharged hiring and training of up to 2,500 new controllers** in FY 2026. The President's Budget also includes **\$44.7 million** to bolster aviation safety improvements and cybersecurity enhancements to allow FAA to increase aviation safety oversight and keep pace with the proliferation of cyber and other security threats.

As part of the President's bold vision to build a new air traffic control system, FAA is also prioritizing **\$1.0 billion** to accelerate the transition from antiquated, copper wire communications infrastructure to a modern fiber optic network. FAA's **Project LIFT (Legacy Infrastructure to Future Technologies)** is a strategic set of capital investments designed to complement and enable the replacement of FAA's current analog radio network with faster, more secure Internet-Protocol (IP) communication systems. This initiative includes the replacement of voice switches and radios with IP-based equipment, which are critical to fully leveraging the capabilities of the new fiber-based infrastructure.

In addition, the President's Budget makes a down payment of **\$450.0 million** on a multi-year effort to replace all **legacy cooperative and non-cooperative radar systems**. By modernizing these foundational surveillance capabilities, FAA will enhance situational awareness and operational resilience and integrate emerging technologies and new entrants like drones and advanced air mobility. FAA's approach will prioritize innovation, cost efficiency, and modularity, delivering a future-ready solution that meets the dynamic needs of tomorrow's airspace.

Key Components of the Request

Operations: \$13.8 billion is requested to promote aviation safety and enhance air traffic controller hiring and training. The President's Budget requests funding for the Air Traffic Organization, which is responsible for managing the air traffic control system, and the Aviation Safety Organization, which ensures the safe operations of the airlines and certifies new aviation products. This account also provides for the oversight and promotion of the commercial space transportation industry, as well as FAA policy and overall management functions. This funding level preserves the highest level of safety in the national airspace while investing in innovation.

- **\$97.3 million is requested to supercharge controller hiring and training.** FAA will increase the hiring target to hire **up to 2,500 new controllers** in FY 2026 compared to 2,000 new controllers in FY 2025. This increase will streamline the path to controller training and rebuild the pipeline of the Certified Professional Controller staffing levels to meet current traffic demands and improve safety. FAA has an additional goal to increase the annual number of air traffic controllers trained to at least 1,900 or more in FY 2026.
- **\$9.7 million is requested to enhance aviation safety** and increase oversight of aviation production and maintenance. FAA has committed to increase “boots on the ground” to support improved surveillance of production and manufacturing activities as well as air carrier maintenance surveillance.
- **\$35 million is requested to enhance FAA's cybersecurity.** The security threat landscape is constantly changing, and cyber-attacks can adversely impact FAA by compromising sensitive data and disrupting operations. To enhance mission operations, FAA continues to align with Federal mandates to improve its cybersecurity posture.
- **\$217.2 million** is requested for fixed cost increases such as annualization of FY 2025 air traffic controller and aviation safety inspector hiring, the introduction of new equipment into the system, and increased costs of key air traffic service contracts like the Federal Contract Tower Program or telecommunication carrier costs.

Facilities and Equipment (F&E): \$4.0 billion

is requested to sustain FAA's long-standing systems, maintain vital infrastructure, and support critical modernization initiatives, including the transition of FAA's telecommunications infrastructure and beginning to replace FAA's aging radars. This funding will support operations, preserve the integrity of long-standing capabilities, and enable FAA to address emerging challenges and technological advancements.

- **Project LIFT: \$1.0 billion** is requested to accelerate the modernization of FAA's telecommunications infrastructure, including transitioning from older **copper-based Time Division Multiplexing (TDM) to newer, fiber-based IP technologies.** To fully leverage this new network, FAA is also improving the systems that use that network, including **funding Voice Switch Replacement**, which is the backbone of FAA's communications network, and purchasing **thousands of the next generation of radios.** Project LIFT aims to enhance performance, provide scalability, and improve long-term operational efficiency of FAA's safety systems.
- **Radar Replacement Program: \$450.0 million** is requested to initiate a multi-year effort to replace FAA's aging radar systems. This critical upgrade will enhance national airspace surveillance, improve safety, and support the integration of emerging aviation technologies.

The F&E request supports the **continued sustainment of legacy infrastructure that forms the backbone of the NAS** while Project LIFT modernizes systems. Much of this infrastructure was built for an earlier era of aviation and requires ongoing strategic upgrades to prevent operational disruptions and preserve system integrity. These investments honor our responsibility to the flying public and the broader transportation ecosystem by safeguarding critical services that millions depend on each day. As FAA works toward building the system needed to deliver the future of aviation, this commitment to sustaining legacy capabilities reflects a deliberate and necessary choice to keep the system safe, resilient, and fully functional.

In addition to the **\$4.0 billion** request for F&E, the IIJA includes an additional **\$1.0 billion** in advance appropriations in FY 2026. FAA will leverage IIJA funding to invest **\$594.9 million** in sustaining aging facilities.

Research, Engineering & Development:

\$165.0 million is requested to support transformation, safety, and economic growth through FAA's applied research on new and advanced technologies. These research efforts enable the timely and safe introduction of technologies to improve performance across all elements of the aviation system. Noteworthy investments in the request include:

- **\$15.6 million** to support research that builds upon current drone operations, policy, and procedures to achieve full Unmanned Aircraft System (UAS) integration in the airspace system.
 - **\$10.0 million** to support eliminating the use of leaded aviation fuel by the end of 2030. Aviation gasoline is the only remaining transportation fuel in the U.S. that contains lead additives.
 - **\$4.2 million** to further the safe integration of commercial space operations into the national airspace. Research will support human space flight and improved rocket fuels.
- Grants-in-Aid for Airports: \$4.0 billion** is requested in obligation limitation. Airport grants support projects that keep airport pavement in good, safe condition.
- **Airport Grants: \$3.8 billion** is requested to preserve and improve critical airfield infrastructure at more than 3,300 public-use airports nationwide to support a continued focus on safety-related development projects.
 - **Airport Technology Research: \$41.8 million** is requested to support the safe and efficient integration of new and innovative technologies into the airport environment. The program also includes funding for the innovative Airport Pavement Technology Program.
 - **Airport Cooperative Research Program: \$15.0 million** is requested to carry out applied research on problems that are shared by airport operating agencies.
 - **Personnel and Related Expenses: \$160.0 million** is requested to fund the administrative expenses of the Office of Airports.
- In addition to the **\$4.0 billion** request for Grants-in-Aid for Airports, the IIJA includes advance appropriations in FY 2026 of **\$3.0 billion** for Airport Infrastructure Grants and **\$1.0 billion** for Airport Terminal Grants. This IIJA funding further supports pavement and other typical airport infrastructure projects, as well as projects that support airport terminal and airport-owned tower improvements and multimodal connections to airports.

Facilities and Equipment Summary (in millions of dollars)*

Budget Line Item (BLI)	FY 2024 Enacted	FY 2025 Enacted**	FY 2026 Request
Activity 1 – Engineering, Development, Test and Evaluation	129.4	153.6	158.8
William J. Hughes Technical Center Laboratory Sustainment	16.1	18.4	19.9
William J. Hughes Technical Center Infrastructure Sustainment	9.5	39.0	23.0
Unmanned Aircraft Systems	13.3	18.0	16.0
Other	90.6	78.2	99.9
Activity 2 – Air Traffic Control Facilities and Equipment	1,957.6	1,933.7	2,792.5
En Route Automation Modernization – System Enhancements and Tech Refresh	80.0	67.0	42.0
Next Generation Very High Frequency Air/Ground Communications	64.0	115.7	207.0
System-Wide Information Management	66.5	0.8	4.6
ADS-B NAS Wide Implementation	138.4	293.5	269.8
Time Based Flow Management Portfolio	30.0	5.8	19.9
Data Communications	70.0	30.0	94.7
Commercial Space Integration	1.0	2.5	1.0
Standard Terminal Automation Replacement System (TAMR Phase 1)	90.1	133.7	188.7
Terminal Flight Data Manager	65.2	55.1	47.3
Unmanned Aircraft Systems Implementation	5.0	0.0	3.0
Terminal and EnRoute Surveillance Portfolio	107.3	28.6	58.9
Terminal and EnRoute Voice Switch and Recorder Portfolio	70.0	172.0	36.6
Voice Switch Replace	0.0	0.0	345.0
Radar Replace	0.0	0.0	445.0
Wide Area Augmentation System for GPS	92.1	85.2	92.0
Landing and Lighting Portfolio	60.0	1.0	4.2
Aircraft Replacement and Related Equipment Program	62.0	113.1	98.5
FAA Telecommunications Infrastructure	322.3	174.5	455.2
Other	633.7	655.2	379.1

Facilities and Equipment Summary (Cont.)

Budget Line Item (BLI)	FY 2024 Enacted	FY 2025 Enacted**	FY 2026 Request
Activity 3 – Air Traffic Control Facilities and Equipment	215.2	165.6	154.8
Aviation Safety Analysis System (ASAS)	28.0	27.9	40.0
National Air Space Recovery Communications (RCOM)	12.0	12.0	12.0
System Approach for Safety Oversight (SASO)	21.0	12.2	13.6
System Safety Management Portfolio	6.0	15.0	13.7
Aeronautical Center Infrastructure Sustainment	39.0	20.0	20.0
Other	109.2	78.5	55.5
Activity 4 – Facilities and Equipment Mission Support	254.3	288.6	223.9
System Engineering and Development Support	36.5	36.0	39.0
Transition Engineering Support	17.0	16.0	16.0
Technical Support Services Contract	28.0	24.0	20.0
Center for Advanced Aviation System Development	55.0	55.0	55.0
Other	117.8	157.6	93.9
Activity 5 – Personnel and Related Expenses	634.7	634.7	670.0
Total F&E	3,191.3	3,176.3	4,000.0

* Amounts may not add due to rounding.

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

Federal Highway Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Federal-Aid Highways (OBLIM) (TF) (M)	60,095,783	-	60,095,783	61,314,171	-	61,314,171	62,657,106	-	62,657,106
Exempt Obligations (TF) (M)	602,577	-	602,577	602,577	-	602,577	602,577	-	602,577
Emergency Relief (TF) (M)	94,300	-	94,300	94,300	-	94,300	94,300	-	94,300
Highway Infrastructure Program (GF) (D)	2,224,677	9,454,400	11,679,077	340,500	9,454,400	9,794,900	770,000	9,454,400	10,224,400
Cancellation – New BA (GF) (D)	-	-	-	-	-	-	-	(1,000,000)	(1,000,000)
Admin Expenses (OBLIM) [non-add]	486,800	86,816	573,616	497,016	86,816	583,832	507,436	71,816	579,252
Cancellation [non-add] ADHS (GF) (D)	(11,065)	-	(11,065)	-	-	-	-	-	-
Cancellation [non-add] Misc. Approps., Other (GF) (D)	(55,850)	-	(55,850)	-	-	-	-	-	-
Cancellation [non-add] State Infrastructure Banks (GF) (D)	(1,375)	-	(1,375)	-	-	-	-	-	-
Cancellation [non-add] CHIMP – New BA (TF) (M)	-	-	-	-	-	-	(700,000)	-	(700,000)
Cancellation [non-add] CHIMP – Unobligated Balances (TF) (M)	-	-	-	-	-	-	(866,709)	-	(866,709)
Cancellation [non-add] Unobligated Balances (GF) (D)	-	-	-	-	-	-	-	(3,094,351)	(3,094,351)
Total	63,017,337	9,454,400	72,471,737	62,351,548	9,454,400	71,805,948	64,123,983	8,454,400	72,578,383
Emergency Relief Supplemental (GF) (D)	-	-	-	8,086,020	-	8,086,020	-	-	-
FTEs			2,899			2,899			2,685*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

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 2026 President's Budget

The FY 2026 President's Budget requests **\$64.1 billion** for FHWA, which, when added to **\$8.5 billion** in advance appropriations contained in the IIJA, will result in a total of **\$72.6 billion**.

The request includes an additional **\$770.0 million for the Infrastructure for Rebuilding America Program (INFRA)**, bringing the total request for INFRA to **\$2.3 billion** (including \$1.5 billion in IIJA advance appropriations and contract authority). INFRA awards competitive grants for projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people. INFRA is consistent with the principles articulated in DOT Order *Ensuring Reliance on Sound Economic Analysis in DOT Policies, Program, and Activities*, as projects are selected based on rigorous benefit-cost analysis.

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 request proposes to **cancel the FY 2026 funding**, along with unobligated balances from prior years, of the **National Electric Vehicle Infrastructure Formula Program** and the **Charging and Fueling Infrastructure Grants Program**.

Key Components of the Request

Safety First

- **Highway Safety Improvement Program (HSIP): \$3.2 billion** is requested to reduce deaths and serious injuries on our Nation's roads and bridges. The HSIP helps States, localities, and Tribal agencies address their safety needs and ensures that safety programs are data driven, strategic, and performance based.
- **Railway-Highway Crossing Program (HSIP set-aside): \$245.0 million** is requested to support State and local agencies in the elimination of hazards at public railway-highway crossings, thereby reducing deaths and serious injuries.
- **Wildlife Crossings Pilot Program: \$80.0 million** is requested to reduce the more than one million wildlife-vehicle collisions that occur each year resulting in approximately 200 deaths and many more injuries.
- **Tribal Transportation Program's safety set-aside: \$25.1 million** is requested to reduce deaths or serious injuries in transportation-related crashes in Tribal areas. FHWA advocates the development of strategic transportation safety plans as a means for Tribes to determine how transportation safety needs will be addressed in and around Tribal communities.

Infrastructure Investment

- **Bridge Formula Program: \$5.5 billion** in IIJA advance appropriations to support States with highway bridge replacement, rehabilitation, preservation, protection, and construction on any public road. Nationwide, this program is expected to help repair approximately 15,000 bridges.
- **Bridge Investment Program: \$700.0 million** is requested, along with \$1.8 billion in IIJA advance appropriations, to rehabilitate or replace aging bridge infrastructure, thereby enhancing the safety, capacity, and connectivity of our Nation's transportation infrastructure.
- **National Highway Performance Program: \$30.8 billion** is requested to improve the safety and mobility of the National Highway System, a roughly 220,000-mile network of high-volume roads and bridges that also carries just under 50 percent of all vehicle miles that are traveled in rural areas.
- **Surface Transportation Block Grant Program: \$15.0 billion** is requested to support States and localities in improving their transportation networks. This program is available for the approximately one million miles of Federal-aid highways, bridges on any public road, and a variety of smaller-scale transportation projects including pedestrian and bicycle facilities, Safe Routes to School projects, and road safety assessments.
- **National Highway Freight Program: \$1.5 billion** is requested to enhance the over 600,000-mile National Highway Freight Network. This program prioritizes investing in operational improvements that facilitate the movement of freight to enhance economic growth.
- **Rural Surface Transportation Grant Program: \$500.0 million** is requested to improve and expand the surface transportation infrastructure in rural areas. This program improves safety, increases connectivity, improves the reliability of the movement of people and freight, generates regional economic growth, and improves quality of life in rural areas.
- **Carbon Reduction Program: \$1.3 billion** is requested for projects that contribute to the modernization and advancement of our Nation's transportation infrastructure such as vehicle-to-infrastructure communications equipment, advanced congestion management projects, and projects that improve freight movements.
- **Congestion Mitigation and Air Quality Improvement Program: \$2.7 billion** is requested to help States and local governments reduce congestion, improve traffic flow and system efficiency, lowering crash and injury risk, and improve air quality.
- **Emergency Relief Program: \$100.0 million** to repair or reconstruct Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of either a natural disaster or catastrophic failure from external causes. Through this program, FHWA often provides "quick release" funds shortly after an event to help restore essential transportation.
- **Metropolitan Planning Program: \$474.2 million** is requested to support metropolitan planning organization activities including public engagement, transportation improvement identification, and transportation network connectivity enhancement.

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program: \$1.8 billion** is requested for projects that strengthen and protect evacuation routes, address vulnerabilities, and increase the resilience of surface transportation infrastructure from the impacts of flooding, wildfires, extreme weather events, and other natural disasters.
- **Territorial and Puerto Rico Highway Program: \$237.0 million** is requested for the construction of critical transportation infrastructure in Puerto Rico and the territories of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands.

Federal Lands and Tribal Programs

- **Federal Lands Transportation and Access Programs: \$764.9 million** is requested to support projects in and around Federal Lands. These programs are vital in keeping these areas safely accessible for millions of visitors each year and help grow local economies that are often in rural areas.
- **Tribal Transportation Program: \$628.0 million** is requested to support the approximately 157,000 miles of roads in the National Tribal Transportation Facility Inventory. Through this program, FHWA helps Tribes improve safety, quality of life, and access to economic opportunities.
- **Nationally Significant Federal Lands and Tribal Projects Program: \$55.0 million** is requested to provide funding for construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and Tribal lands.

Research, Innovation, and Training

- **Research, Technology, and Education Program: \$502.0 million** is requested, along with \$19.0 million in IIJA advance appropriations, to support research, development, and deployment of innovations to improve safety, increase the mobility of people and goods, support economic growth, reduce congestion, improve the durability and the life of transportation infrastructure, and accelerate project delivery.
- **Congestion Relief Program: \$50.0 million** is requested for projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to mitigate congestion in the most densely populated metropolitan areas of the United States.

Federal Motor Carrier Safety Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Operations & Programs (OBLIM) (TF) (M)	411,000	-	411,000	382,500	-	382,500	390,000	-	390,000
Operations & Programs (GF) (D)	-	10,000	10,000	-	10,000	10,000	-	10,000	10,000
Motor Carrier Safety Grants (OBLIM) (TF) (M)	516,300	-	516,300	526,450	-	526,450	536,600	-	536,600
Motor Carrier Safety Grants (GF) (D)	-	124,500	124,500	-	124,500	124,500	-	124,500	124,500
Total	927,300	134,500	1,061,800	908,950	134,500	1,043,450	926,600	134,500	1,061,100
FTEs			1,157			1,207			1,118*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

Overview

The Federal Motor Carrier Safety Administration (FMCSA) is dedicated to saving lives by reducing the frequency and severity of crashes involving large trucks and buses. FMCSA pursues this mission through education, prevention, regulation, enforcement, research, innovative technologies, and targeted grant programs. FMCSA also maintains strong partnerships with State and local governments, law enforcement agencies, Tribal nations, academic institutions, nonprofit organizations, motor carriers, and commercial drivers. There are more than 800,000 FMCSA-regulated motor carriers and approximately 7.2 million commercial drivers, including 5.3 million commercial driver's license (CDL) holders, who are subject to Federal requirements.

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget includes **\$926.6 million** for FMCSA. In addition, the IIJA provides **\$134.5 million** in advance appropriations, totaling nearly **\$1.1 billion** to support FMCSA's critical safety mission.

Key initiatives in FY 2026 include optimizing enforcement and compliance, advancing safety through research and data, streamlining regulations, and continuing to modernize FMCSA's information technology (IT) systems. Following the anticipated FY 2025 Notice of Proposed Rulemaking, FMCSA plans to publish a Final Rule for the safe deployment of commercial vehicles with automated driving systems on the Nation's roadways. Additionally, FMCSA will continue advancing the Crash Causal Factors Program Study, administering the Drug and Alcohol Clearinghouse, and performing investigations and safety audits to assess how carriers are meeting FMCSA safety requirements.

Key Components of the Request

Motor Carrier Safety Operations and Programs: \$390.0 million is requested for administrative expenses, IT, and research. The IIJA provides an additional **\$10.0 million** in advance appropriations for administrative expenses.

- **General Operating Expenses: \$312.8 million** is requested to support FMCSA's core safety mission, commercial enforcement activities, and interagency support functions. This funding covers salaries and benefits as well as essential operational costs including contracts, rent, Working Capital Fund contributions, travel, and training.
- **Information Technology (IT): \$63.1 million** is requested to continue FMCSA's transition from legacy system operations and maintenance to modern technology. In FY 2026, FMCSA will accelerate its IT modernization efforts to mitigate risks, detect and prevent fraud, and reduce the movement of stolen and illicit goods.

- **Research & Technology (R&T): \$14.1 million** is requested to implement FMCSA's multiyear R&T program to perform research, development, and technology transfer activities to reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles (CMVs) on our Nation's highways. In FY 2026, FMCSA's R&T program will continue its emphasis on enhancing the safety of drivers, vehicles, and carriers, including research examining driver employment, licensing, and fitness. The program will also expand research in automated driving systems and roadside screening technologies.

Motor Carrier Safety Grants: \$536.6 million is requested for the Motor Carrier Safety Grant programs. The IIJA will provide an additional **\$124.5 million** in advance appropriations. FMCSA's grants represent a continuing investment into improving motor carrier, driver, and CMV safety through effective implementation, consistent nationwide application, and enforcement of laws.

- **Motor Carrier Safety Assistance Program (MCSAP): \$422.5 million** is requested for this formula grant program, in addition to the **\$80.0 million** provided in advance appropriations in the IIJA. MCSAP provides funding to State and territorial lead agencies to support CMV safety initiatives including inspections, investigations, traffic enforcement, new entrant safety audits, and educational outreach to motor carriers and drivers, and combatting criminal activities.
- **Commercial Motor Vehicle Operator Safety Training (CMVOST): \$1.5 million** is requested for this discretionary grant program, which provides funding to State and local governments, as well as accredited post-secondary institutions, to support the development of training programs that help individuals transition into careers in the CMV industry.
- **High Priority Activities Program (HPAP): \$62.4 million** is requested for this discretionary grant program, which provides funding to State and local governments, Tribal entities, and other jurisdictions to support high-priority CMV safety initiatives and information technology projects that advance the use of intelligent transportation systems in CMV operations. The IIJA provides an additional **\$26.5 million** in advance appropriations for HPAP.
- **Commercial Driver License Program Implementation (CDLPI): \$45.2 million** is requested for this discretionary grant program, in addition to the **\$16.0 million** provided in IIJA advance appropriations. CDLPI supports the development, implementation, and maintenance of the commercial driver license program. With the support of CDLPI grants, State Driver Licensing Agencies will be able to improve the accuracy of CDL records and to evaluate additional opportunities to use this data to identify and remove unsafe drivers from the road more rapidly.
- **Commercial Motor Vehicle Enforcement Training & Support (CMVETS): \$5.0 million** is requested for this discretionary grant program, which supports the training of non-Federal personnel engaged in motor carrier safety activities, including inspections, investigations, audits, and traffic enforcement. Eligible applicants include nonprofit organizations with demonstrated expertise in CMV safety training.

National Highway Traffic Safety Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Operations and Research (GF) (D)	223,000	-	223,000	223,000	-	223,000	223,000	-	223,000
Operations and Research (OBLIM) (TF) (M)	201,200	-	201,200	205,400	-	205,400	209,600	-	209,600
Highway Traffic Safety Grants (OBLIM) (TF) (M)	813,301	-	813,301	831,445	-	831,445	849,655	-	849,655
Crash Data (GF) (D)	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000
Vehicle Safety & Behav Research (GF) (D)	-	109,700	109,700	-	109,700	109,700	-	109,700	109,700
Supp GF Highway Traffic Safety Grants (GF) (D)	-	62,000	62,000	-	62,000	62,000	-	62,000	62,000
Total	1,237,501	321,700	1,559,201	1,259,845	321,700	1,581,545	1,282,255	321,700	1,603,955
FTEs			762			762			697*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

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, conducts research and development 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 2026 President's Budget

The FY 2026 President's Budget requests **\$1.3 billion** for NHTSA to invest in initiatives that reduce traffic crashes, injuries, and fatalities; improve safety for American motorists, cyclists, and pedestrians; reduce regulatory barriers, and focus on innovation, such as automated vehicle technology. When combined with **\$321.7 million** in advance appropriations from the IIJA, NHTSA will have **\$1.6 billion** in total budgetary resources in FY 2026. This request will ensure NHTSA has sufficient funding to help save lives on our Nation's roads.

In FY 2026, NHTSA will focus on key Administration and Departmental priorities, including deregulation to spur economic growth, fixing the Corporate Average Fuel Economy (CAFE) Program, establishing an Automated Vehicle (AV) Framework, and supporting law enforcement through safety initiatives.

Key Components of the Request

Operations and Research (GF) Account:

\$223.0 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):**
\$20.8 million is requested for NHTSA's Office of Rulemaking to focus on deregulation activities that will remove unnecessary regulatory barriers and spur economic growth. The cornerstone of this effort is a key Secretarial priority: Fixing the CAFE Program, which will ensure newer, safer vehicles are affordable for the American public. In FY 2026, NHTSA will continue its work to rescind and replace prior CAFE rules to align the program with Administration priorities and applicable law. Additionally, 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 (FMVSS) to allow their applicability to novel AV designs that may lack driver controls and/or have innovative seating arrangements. NHTSA will also implement 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). Finally, NHTSA will accept applications from domestic manufacturers and operators of ADS vehicles with novel designs as part of the agency's expanded AV Exemption Program (AVEP), which previously was open only to imported vehicles.

- **Vehicle Safety Research: \$28.5 million** is requested to support research programs aimed at the safe testing and deployment of advanced vehicle technologies. This funding will facilitate the development of an AV regulatory framework to assure safety, foster innovation, and maintain U.S. leadership in the field. The program prioritizes the creation of 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 vehicle technologies, including their performance, capabilities, limitations, and effectiveness, while also addressing emerging risks such as motor vehicle cybersecurity.

- **Enforcement: \$18.7 million** is requested for programs and activities that will support the enforcement of vehicle safety standards, address safety-related defects and recalls, and investigate criminal fraud associated with rolling back and disabling odometers. This funding will also support the Secretary's AV Framework by streamlining and maintaining crash reporting requirements for vehicles with automated driving technologies, prioritizing safety while reducing burden.
- **Communication and Consumer Information: \$5.4 million** is requested to support NHTSA's mission by funding initiatives to increase vehicle safety recall repair rates, promote crashworthiness through the 5-Star Safety Rating program, operate the Vehicle Safety Hotline, and advance public understanding and adoption of automated driver assistance technologies.

Operations and Research (TF) Account:
\$209.6 million is requested for behavioral research activities. This funding supports:

- **Highway Safety Programs: \$61.9 million** is requested for the research, development, and evaluation of traffic safety programs that reduce crash-related injuries and fatalities. Resources are intended to prevent destructive behavior; encourage safe behavior; improve lifesaving emergency medical services (EMS), including 911 systems; and develop and evaluate behavioral countermeasures for use by States and local communities. In FY 2026, areas of focus will include law enforcement support for the Drug Evaluation and Classification program and the National Law Enforcement Officers Memorial Fund for officer safety projects, as well as life-saving post-crash initiatives such as whole blood transfusion implementation programs.
- **National Center for Statistics and Analysis: \$51.4 million** is requested for traffic safety data collection and analysis programs, including the Fatality Analysis Reporting System, Crash Report Sampling System, Crash Investigation Sampling System, and Special Crash Investigations. This data enables internal and external safety stakeholders to better understand the causal factors, and injury outcomes of motor vehicle traffic crashes; the strategies and interventions that reduce crashes and their consequences; and the potential impact, costs, and benefits of highway safety programs.
- **National Driver Register (NDR): \$7.6 million** is requested to support the NDR program and upgrade the Problem Driver Pointer System (PDPS), a nationwide database containing information on individuals whose privilege to operate a motor vehicle has been revoked, suspended, canceled, denied; or who have been convicted of serious traffic-related offenses. To protect the traveling public, all States and the District of Columbia check PDPS prior to the issuance or renewal of a driver's license. Federal regulation requires a PDPS check before States issue a commercial driver's license.
- **Communication and Consumer Information: \$10.6 million** is requested to develop and implement comprehensive communication strategies to reduce risky driving behaviors and to promote critical traffic safety practices. Efforts focus on decreasing impaired and distracted driving, encouraging seat belt use, and enhancing child passenger safety. In FY 2026, the initiatives will include targeted outreach to educate parents and caregivers about the dangers of pediatric heatstroke resulting from leaving children unattended in hot vehicles.

Highway Traffic Safety Grants (TF) Account:

\$849.7 million is requested for Highway Traffic Safety grants, which are annual formula 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 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Capital Investment Grants (GF) (D)	2,205,000	1,600,000	3,805,000	2,205,000	1,600,000	3,805,000	2,205,000	1,600,000	3,805,000
Washington Metro Area Transit Authority (GF) (D)	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000
Technical Assistance & Training (GF) (D)	7,500	-	7,500	7,500	-	7,500	-	-	-
Transit Infrastructure Grants (GF) (D)	253,387	2,050,000	2,303,387	45,569	2,050,000	2,095,569	-	2,050,000	2,050,000
Transit Formula Grants (OBLIM) (TF) (M)	13,990,000	-	13,990,000	14,279,000	-	14,279,000	14,642,000	-	14,642,000
Administrative Expenses [non-add]	[138,978]	-	[138,978]	[143,147]	-	[143,147]	[147,442]	-	[147,442]
All Stations Accessibility Program (GF) (D)	-	350,000	350,000	-	350,000	350,000	-	350,000	350,000
Electric or Low-Emitting Ferry Program (GF) (D)	-	50,000	50,000	-	50,000	50,000	-	50,000	50,000
Ferry Service for Rural Communities (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
Cancellation [non-add] Inactive Transit Programs (GF) (D)	(978)	-	(978)	-	-	-	-	-	-
Total	16,605,887	4,250,000	20,855,887	16,687,069	4,250,000	20,937,069	16,997,000	4,250,000	21,247,000
FTEs			694			694			622*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

Overview

The mission of the Federal Transit Administration (FTA) is to improve America's communities through public transportation. FTA fulfills its mission by providing financial assistance to public transit systems in communities across the country, overseeing safety to protect transit riders and workers, and ensuring effective stewardship of taxpayer funding through oversight of its recipients and major projects.

A well-functioning and safe transit system provides mobility options that help to improve quality of life in communities and enhance people's access to opportunity. FTA's programs support the creation and advancement of public transportation systems, including subways, light rail, commuter rail, buses (including metrobuses and commuter buses), ferries, and other transit services. Transit investments supported by FTA's programs improve system safety, modernize and expand existing transit systems, and support economic development.

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget requests **\$17.0 billion** to improve America's communities through public transportation. In addition, the IIJA provides **\$4.3 billion** in advance appropriations for FTA, which will result in total budgetary resources of **\$21.2 billion** for transit. 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: \$14.6 billion

is requested for the Transit Formula Grants account, as authorized under Chapter 53 of Title 49, U.S. Code. Advance appropriations enacted in the IIJA will provide an additional **\$2.1 billion** for certain programs funded under this account. 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 meet increasing ridership demand. 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.

- **Urbanized Area Formula Grants: \$7.0 billion** to support the development, maintenance, and safe operation of public transportation services in urbanized areas with populations of 50,000 or more.
- **Formula Grants for Rural Areas: \$959.6 million** for the development, maintenance, and safe operation of public transportation services to States and Federally recognized Indian Tribes for rural areas with populations less than 50,000.
- **State of Good Repair: \$3.9 billion** for formula grants to restore and replace aging transportation infrastructure through grants to State and local governments to repair and upgrade existing rail and bus rapid transit systems.

- **Enhanced Mobility of Seniors and Individuals with Disabilities: \$407.0 million** for formula funding to States and local governments to meet the transportation needs of older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options.
- **Buses and Bus Facilities Grants: \$1.2 billion** for both formula and competitive grant funding to States and local governments to replace, rehabilitate and purchase upgraded buses and related equipment and to construct bus-related passenger, maintenance, and support facilities.

Capital Investment Grants (CIG): \$2.2 billion is requested for CIG. The request supplements State, local, and private investment in the construction of major capital projects that provide new and expanded transit service. When combined with **\$1.6 billion** in IIJA advance appropriations, the request would result in total budgetary resources of **\$3.8 billion** for CIG. These project investments support increasing transit ridership, economic growth, and affordable transportation choices in local communities. The budget supports the following:

- **\$1.4 billion** for three existing New Starts Full Funding Grant Agreements.
- **\$2.4 billion** for projects (New Starts, Small Starts, Core Capacity and/or Expedited Project Delivery Pilot Programs) that may become ready for construction during FY 2026.

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. This funding is in addition to the support WMATA receives through FTA's core formula programs.

IIJA Advance Appropriations: In addition to the FY 2026 President's Budget request, the IIJA provides a total of \$4.3 billion in advance appropriations for the following programs:

- **\$1.6 billion** to support CIG.
- **\$2.1 billion** to support State of Good Repair grants (\$950.0 million); Buses and Bus Facilities grants (\$1.1 billion), and Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (\$50.0 million).
- **\$350.0 million** to support competitive All Stations Accessibility Program grants to State or local government authorities to upgrade the accessibility of legacy rail fixed guideway systems for persons with disabilities, including those who use wheelchairs.
- **\$250.0 million** to support grant programs that develop and maintain passenger ferry services in urban and rural areas.

Proposed FY 2026 Funding for Capital Investment Grants and the Expedited Project Delivery Pilot Program

(in millions of dollars)

Existing New Starts Full Funding Grant Agreements (FFGAs)

Red Line Extension	Chicago, IL	\$350.0
Hudson Tunnel	New Jersey-New York	\$700.0
Second Avenue Subway Phase 2	New York, NY	\$307.3
Subtotal for Existing FFGAs		\$1,357.3

Projects That May Become Ready for Capital Investment Grants or the Expedited Project Delivery Pilot Program (projects listed are illustrative)

Southeast Gateway	Los Angeles, CA	
Downtown Riverfront Streetcar	Sacramento, CA	
Northeast Corridor Rapid Transit	Miami, FL	
MARTA Rapid Campbellton	Atlanta, GA	
MARTA Rapid Southlake	Atlanta, GA	
Viers Mill Road Flash BRT	Montgomery County, MD	
North-South BRT	Chapel Hill, NC	
Reading Road Corridor BRT	Cincinnati, OH	
East Main Street BRT	Columbus, OH	
West Broad Street BRT	Columbus, OH	
Lowcountry Rapid Transit	Charleston, SC	
Advanced Rapid Transit East-West Corridor	San Antonio, TX	
FrontRunner Strategic Double Track Project	Salt Lake City, UT	
Richmond Hwy BRT	Fairfax County, VA	
North-South BRT	Madison, WI	
Subtotal for Proposed CIG/EPD Projects That May Become Ready		\$2,409.6

FTA Oversight		\$38.1
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Grand Total		\$3,805.0
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Federal Railroad Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
NE Corr Grants to Amtrak (GF) (D)	1,141,442	1,200,000	2,341,442	1,141,442	1,200,000	2,341,442	850,000	1,200,000	2,050,000
Nat Network Grants to Amtrak (GF) (D)	1,286,321	3,200,000	4,486,321	1,286,321	3,200,000	4,486,321	1,577,000	3,200,000	4,777,000
<i>Amtrak Subtotal [non-add]</i>	<i>2,427,763</i>	<i>4,400,000</i>	<i>6,827,763</i>	<i>2,427,763</i>	<i>4,400,000</i>	<i>6,827,763</i>	<i>2,427,000</i>	<i>4,400,000</i>	<i>6,827,000</i>
Railroad Research & Dev (GF) (D)	54,000	-	54,000	54,000	-	54,000	44,000	-	44,000
Safety & Operations (GF) (D)	267,799	-	267,799	267,799	-	267,799	268,000	-	268,000
CRISI Grants (GF) (D)	198,958	1,000,000	1,198,958	100,000	1,000,000	1,100,000	500,000	1,000,000	1,500,000
Railroad Crossing Elimination Program (GF) (D)	-	600,000	600,000	-	600,000	600,000	-	600,000	600,000
Fed-State Partnership (GF) (D)	75,000	7,200,000	7,275,000	75,000	7,200,000	7,275,000	-	7,200,000	7,200,000
<i>Cancellation [non-add] Inactive Rail Grant Programs (GF) (D)</i>	<i>(53,326)</i>	<i>-</i>	<i>(53,326)</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Total	3,023,520	13,200,000	16,223,520	2,924,562	13,200,000	16,124,562	3,239,000	13,200,000	16,439,000
FTEs			1,112			1,112			1,018*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

Overview

The Federal Railroad Administration's (FRA) mission 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 2026 President's Budget

The FY 2026 President's Budget requests **\$3.2 billion** for FRA, which, when added to **\$13.2 billion** in advance appropriations contained in the IIJA, will result in total budgetary resources of **\$16.4 billion** for rail. These funds will ensure that FRA maintains its critical railroad safety workforce and capabilities, while continuing to reduce regulatory burden and streamline project delivery processes to build the high-quality transportation infrastructure that the American people deserve.

The funding requested in the FY 2026 President's Budget will also support the rigorous project management oversight currently being led by the Administration across the full lifecycle of FRA-funded projects, from initial planning to engineering and permitting to construction. These efforts will ensure that only the most meritorious projects are advanced with Federal funding, and that projects adhere to their intended scope and are delivered on-time and on-budget. To further the Administration's infrastructure goals, the FY 2026 President's Budget requests **\$500.0 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI)** program, which will support critical safety and grade crossing improvements across the country, enhance the short line railroad infrastructure that plays a vital role connecting shippers and communities with the Class I freight railroad network, and make targeted upgrades to intercity passenger rail services.

Key Components of the Request

- Safety and Operations: \$268.0 million**
 is requested to support FRA's internal operations—including payroll, rent, and contributions to the Working Capital Fund—and FRA's core safety inspection, audit, and oversight programs. The request includes **\$21.6 million for the Automated Track Inspection Program (ATIP)** to increase inspection coverage and enhance technical capabilities.
- Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$500.0 million**
 is requested for CRISI, in addition to the **\$1.0 billion** provided in advance appropriations under IIJA. This **\$400.0 million** increase above the FY 2025 enacted funding level reflects the strong demand for CRISI that has existed since the program was initially funded under the first Trump Administration in FY 2017. CRISI funds improve the safety, efficiency, and reliability of both passenger and freight railroads, and represent a key opportunity to leverage private, State, and local matches to maximize the Federal dollar.

Amtrak: \$2.4 billion is requested for Amtrak's base operating, capital, and debt service requirements, including **\$850.0 million for the Northeast Corridor (NEC)** and **\$1.6 billion for the National Network**. These funds will allow Amtrak to maintain operations on its three core service lines—NEC, State-Supported, and Long Distance routes—that carried nearly 33 million passengers in FY 2024, while FRA and Amtrak work to drive revenue growth and cost and operating efficiencies across the Amtrak business.

- **Research and Development: \$44.0 million** to refocus FRA's research activities on targeted safety functions. Any research should provide the engineering and scientific foundation for FRA's safety oversight mission. In collaboration with industry, FRA will evaluate new approaches to safely advance technology innovation across railroad operations, inspections, and capital delivery processes.

IIJA Advance Appropriations: In addition to the FY 2026 President's Budget request, the IIJA provides a total of **\$13.2 billion** in advance appropriations for the following programs:

- **\$1.0 billion** for CRISI to improve the safety and infrastructure conditions of intercity passenger and freight railroad systems.
- **\$600.0 million** for the Railroad Crossing Elimination Grant Program to fund highway-rail or pathway-rail grade crossing projects that focus on improving the safety and mobility of people and goods.
- **\$7.2 billion** for the Federal-State Partnership for Intercity Passenger Rail (FSP) grant program to support intercity passenger rail project development and capital investment, both on the Northeast Corridor and across the rest of the country.
- **\$4.4 billion** for Amtrak to replace its aging fleet, bring stations into compliance with the Americans with Disabilities Act (ADA), and reduce Amtrak's backlog of deferred maintenance projects.

Pipeline and Hazardous Materials Safety Administration

Budgetary Resources (in thousands of dollars)

	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
Account	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Operational Expenses (GF) (D)	31,681	-	31,681	31,681	-	31,681	31,681	-	31,681
Hazardous Materials Safety (GF) (D)	74,556	-	74,556	74,556	-	74,556	74,556	-	74,556
Emergency Prep Grants (SF) (M) *	27,936	-	27,936	44,156	-	44,156	44,156	-	44,156
Emergency Prep Grants (OBLIM) [non-add]	[46,825]	-	[46,825]	[46,825]	-	[46,825]	-	-	-
Pipeline Safety (SF) (D)	188,186	-	188,186	188,186	-	188,186	188,186	-	188,186
Pipeline Safety Trust Fund (TF) (D)	30,000	-	30,000	30,000	-	30,000	30,000	-	30,000
Nat Gas Dist Infr Safety and Modernization (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
Total	352,359	200,000	552,359	368,579	200,000	568,579	368,579	200,000	568,579
FTEs			622			622			576**

* FY 2024 reflects sequestration of 5.7 percent of mandatory budget authority per Sequestration Order dated March 13, 2023. 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).

** The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

Overview

The Pipeline and Hazardous Materials Safety Administration (PHMSA) ensures the safe transportation of energy products and hazardous materials that are critical to our Nation.

PHMSA registers nearly 40,000 companies involved in the packaging and shipment of 3.3 billion tons of regulated hazardous materials (e.g., crude oil, explosives, fireworks, and lithium batteries)—valued at more than \$1.9 trillion annually—by rail, roadway, waterway, and air. PHMSA also oversees the safety of the Nation's domestic pipeline network of more than 3.3 million miles, which moves and stores 20 billion barrels of crude oil, other hazardous liquids, and natural gas.

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget request for PHMSA is **\$368.6 million**. With this funding, PHMSA will set new safety standards, perform inspections of critical infrastructure and assets, and support the safe operation and maintenance of facilities that transport and store energy products.

In addition to the funding requested in the President's Budget, PHMSA will receive **\$200.0 million** in supplemental funding from the IIJA for the final year of the Natural Gas Distribution Infrastructure Safety and Modernization Grant Program. This five-year, \$1.0 billion program provides funding to municipal and community-owned utilities for the repair, rehabilitation, and/or replacement of leak-prone pipe.

Key Components of the Request

- **Pipeline Safety: \$218.2 million** is requested to develop pipeline safety standards, encourage the use of safety management systems, conduct safety inspections, investigate pipeline incidents, and conduct research to inform safety regulations and policies.
- **Hazardous Materials Safety: \$74.6 million** is requested to set safety standards and continue to oversee the safe packaging and shipping of hazardous materials, and to train local first responders on how to respond when incidents occur.
- **Emergency Preparedness Grants:** PHMSA requests use of all collections, including up to **\$44.2 million** in registration fees, to help communities develop hazardous materials emergency response plans and train their first responders to safely manage and remediate hazardous material shipping incidents and accidents.
- **Operational Expenses: \$31.7 million** is requested to support PHMSA's organization costs, such as human resources, budget, finance, acquisitions, information technology, government and public affairs and chief counsel. This funding also includes \$4.5 million for grants to communities and first responders most impacted by large-scale commercial pipelines and pipeline facilities.

Maritime Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Operations and Training (GF) (D)	267,775	-	267,775	267,775	-	267,775	235,000	-	235,000
Ready Reserve Force – NDRF [Defense] (GF) (D)	12,000	-	12,000	-	-	-	-	-	-
State Maritime Academy Operations (GF) (D)	125,788	-	125,788	125,788	-	125,788	90,000	-	90,000
Ship Disposal (GF) (D)	6,000	-	6,000	6,000	-	6,000	6,000	-	6,000
Assistance to Small Shipyards (GF) (D)	8,750	-	8,750	8,750	-	8,750	105,000	-	105,000
Maritime Security Program [Defense] (GF) (D)	318,000	-	318,000	318,000	-	318,000	372,000	-	372,000
Maritime Guaranteed Loans (Title XI) (GF) (D)	53,586	-	53,586	53,586	-	53,586	4,000	-	4,000
Port Infrastructure Development (GF) (D)	120,460	450,000	570,460	50,000	450,000	500,000	550,000	450,000	1,000,000
Cable Security Fleet [Defense] (GF) (D)	10,000	-	10,000	10,000	-	10,000	-	-	-
Tanker Security Program [Defense] (GF) (D)	60,000	-	60,000	60,000	-	60,000	120,000	-	120,000
Cancellation [non-add] Prior Year Balances [non-Defense] (GF) (D)	(3,664)	-	(3,664)	-	-	-	(86,000)	-	(86,000)
Cancellation [non-add] MSP Prior Year Balances [Defense] (GF) (D)	(38,000)	-	(38,000)	-	-	-	(104,000)	-	(104,000)
Total	982,359	450,000	1,432,359	899,899	450,000	1,349,899	1,482,000	450,000	1,932,000
FTEs			804			858			914*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

Overview

The Maritime Administration (MARAD) mission is to foster, promote, and develop the maritime industry with the implementation of policies that respond to the Nation's maritime infrastructure gaps while fostering and sustaining American job opportunities in the maritime industry. This is accomplished through programs that promote a strong, resilient marine transportation system which is essential to keeping the nation competitive in the global economy and to provide strategic sealift capability and capacity to support our military and the economic needs of the United States. MARAD will continue to leverage innovation to influence the needs and challenges of the marine transportation system and bolster improvements in safety and security in a variety of program areas involving ships and shipping, port operations, vessel operations, national security and strategic mobility, ship disposal, and education.

MARAD provides several funding opportunities through grants and loans that develop and expand our Nation's port infrastructure and waterways and advance ship construction, repair, and training at shipyards across the country. MARAD is also devoted to maintaining the health of the merchant marine, as commercial mariners, vessels, and intermodal facilities are vital for supporting national security. The United States Merchant Marine Academy (USMMA) and six State Maritime Academies (SMAs) support, educate, and train the Nation's new generation of highly skilled Merchant Marine mariners, who, through service obligations, are committed to national service during times of war and peace.

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget includes **\$1.5 billion** to invest in MARAD's programs and initiatives. When combined with the **\$450.0 million** in advance appropriations from the IIJA, MARAD will have **\$1.9 billion** in total budgetary resources. The request for MARAD reflects the Administration's emphasis on rebuilding the U.S. flagged maritime industry, including growing the maritime workforce, bolstering domestic ship building, and investing in port infrastructure as well as supporting small shipyards through grants and loans.

Key Components of the Request

Operations and Training: \$235.0 million

is requested to support the USMMA and MARAD Operations and Programs. Within this amount:

- **United States Merchant Marine Academy: \$151.5 million** is requested for the USMMA to provide mission-essential program requirements to support the highest standard of excellence in educating and training the next generation of seagoing officers and Maritime leaders. In line with the President's Executive Order 14269, *Restoring America's Maritime Dominance*, the request increases funding for USMMA's operating expenses to hire critical positions and

improve the administration of the campus. It also proposes to more than double—from \$22.0 million to **\$50.0 million**—funding for Facilities Maintenance and Repairs so that the USMMA can address its backlog of critical projects.

- **Operations and Programs: \$83.5 million** is requested to support MARAD Headquarters Operations and Programs to provide organizational infrastructure for its operating mission, support programs, and program initiatives. This includes **\$73.5 million** for Headquarters Operations and **\$10.0 million** for United State Marine Highway Grant Program

which supports the increased use, development, and expansion of the 27,000 miles of America's navigable waterways and landside infrastructure. Funding will enable the movement of freight by water, thereby reducing highway congestion. Another \$1.5 million is requested so that MARAD may take the lead on more efficient Federal permitting processes for offshore Deep Water Ports.

State Maritime Academy Operations:

\$90.0 million is requested to provide Federal assistance to support six state maritime academies that educate and train mariners who will become leaders in the U.S. marine transportation infrastructure. Within this amount:

- **National Security Multi-Mission Vessel (NSMV): \$70.0 million** is requested to support Operations & Integration, and oversight and management of the newly built NSMV vessels.
- **School Ship Maintenance and Repair: \$7.8 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.
- **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.
- **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.

- **Student Incentive Program: \$2.4 million** is requested to provide financial assistance to students enrolled at SMAs to offset the rising cost of tuition in return for maritime service obligations.

Port Infrastructure Development Program

(PIDP): \$550.0 million is requested for PIDP grants to improve port infrastructure and facilities. This funding, combined with **\$450.0 million** in IIJA advance appropriations, delivers **an unprecedented \$1.0 billion Federal investment in port infrastructure** that will bolster the supply chain and ensure the Nation's maritime transportation system has what it needs to put American products, American workers, and American consumers first.

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. Consistent with Executive Order 14269, *Restoring America's Maritime Dominance*, this 10-fold increase in funding reflects the President's objective to sustain and grow the supply of, and demand for, the U.S. maritime industry.

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 for 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: \$372.0 million

is requested for the Maritime Security Program (MSP) to maintain a commercial fleet of vessels that can support a U.S. presence in foreign commerce and military sealift requirements. This increase supports a higher per ship stipend to enable MSP operators and vessels to remain competitive in the global marketplace. MSP provides the United States the ability to transfer critical military equipment and supplies by sea during times of conflict, national emergencies, and other contingency situations. This funding also provides a global network of critical capabilities including intermodal facilities to unload and transport the cargo to the required destination on the ground.

Tanker Security Program: \$120.0 million

is requested to increase the number of tankers supported by the program from 10 to the fully authorized 20 ships. This increase will partially address 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.

Great Lakes St. Lawrence Seaway Development Corporation

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Great Lakes St. Lawrence Seaway Dev. Corp. (TF) (D)	40,288	-	40,288	40,288	-	40,288	41,000	-	41,000
Total	40,288	-	40,288	40,288	-	40,288	41,000	-	41,000
FTEs			133			133			133

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, N.Y., and performing vessel traffic control operations in areas of the St. Lawrence River and Lake Ontario.

Moving more than 35 million metric tons of cargo annually, the St. Lawrence Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain. Commercial maritime trade in the Great Lakes Seaway System supports 147,350 American jobs and generates associated annual benefits of \$26 billion in economic activity, \$14 billion in personal income and local consumption expenditures, and \$4 billion in Federal, State, and local tax revenue.

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget requests **\$41.0 million** from the Harbor Maintenance Trust Fund (HMTF) to support GLS's priority areas of safety, waterway and lock operations, and infrastructure.

The FY 2026 request funds GLS's lock and waterway operations and maintenance needs to support commercial trade on the St. Lawrence Seaway, as well as its Seaway Infrastructure Program (SIP), designed to proactively address 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 provide GLS with the financial and personnel resources necessary to perform the operational, maintenance, and administrative functions of the organization, 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: \$16.0 million** is requested to fund 13 infrastructure-related projects at GLS's facilities in Massena, N.Y., including:

- o **\$7.8 million** to construct new, and to rehabilitate, lock operations buildings at Eisenhower Lock as part of GLS's multi-year Facility Master Plan to renew and/or rehabilitate GLS's workplaces and storage facilities in Massena, N.Y.;
- o **\$2.0 million** to replace deteriorated and damaged concrete at both Eisenhower and Snell locks;
- o **\$1.9 million** to replace and repair paving, drainage infrastructure, and security fencing at GLS operational facilities;

- o **\$1.0 million** to rehabilitate stop logs at both Eisenhower and Snell locks; and
- o **\$1.0 million** to replace heavy and light equipment and vehicles.

GLS's role as a waterway and lock operator requires continual, proactive capital investments in the Seaway's assets to ensure the waterway's safe, reliable, and efficient commercial operations. The SIP addresses the GLS's infrastructure assets, which include locks, building and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment necessary to operate and maintain the Seaway.

Office of the Secretary of Transportation

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Salaries and Expenses (GF) (D)	191,295	-	191,295	191,295	-	191,295	200,000	-	200,000
Finance Bureau (GF) (D)	9,558	-	9,558	9,558	-	9,558	10,000	-	10,000
Transp. Planning, Research & Dev (GF) (D)	24,369	-	24,369	20,926	-	20,926	25,000	-	25,000
Office of Civil Rights (GF) (D)	18,228	-	18,228	18,228	-	18,228	-	-	-
Financial Management Capital (GF) (D)	5,000	-	5,000	5,000	-	5,000	5,000	-	5,000
Essential Air Service (SF) (M)	157,470	-	157,470	166,091	-	166,091	173,891	-	173,891
Payments to Air Carriers (TF) (D)	348,554	-	348,554	450,000	-	450,000	142,000	-	142,000
Nat'l Infrastructure Investments (GF) (D)	345,000	2,500,000	2,845,000	345,000	2,500,000	2,845,000	-	2,500,000	2,500,000
Research and Technology/ARPA-E (GF) (D)	49,040	-	49,040	49,040	-	49,040	50,000	-	50,000
Cyber Security Initiative (GF) (D)	49,000	-	49,000	49,000	-	49,000	75,000	-	75,000
SDBUO/Minority Business Resource Center (GF) (D)	5,330	-	5,330	5,330	-	5,330	-	-	-
Asset Concessions (GF) (M)	18,860	-	18,860	18,860	-	18,860	18,860	-	18,860
Nat'l Culvert Removal, Replacement, Restoration (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
SMART Grants (GF) (D)	-	100,000	100,000	-	100,000	100,000	-	100,000	100,000
Safe Streets and Roads for All (GF) (D)	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000

Budgetary Resources (Cont.)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Rural and Tribal Infrastructure Advancement (GF) (D)	25,000	-	25,000	25,000	-	25,000	-	-	-
TIFIA/RRIF Negative Subsidy [non-add] (GF) (D)	(33,000)	-	(33,000)	(57,000)	-	(57,000)	(35,411)	-	(35,411)
Cancellation [non-add] RRIF Year Balances (GF) (D)	(8,948)	-	(8,948)	-	-	-	-	-	-
Total	1,246,704	3,800,000	5,046,704	1,353,328	3,800,000	5,153,328	699,751	3,800,000	4,499,751
FTEs			1,871			1,870			2,500*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

Overview

The Office of the Secretary (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. These include Infrastructure for Rebuilding America (INFRA), National Culvert Removal, Replacement, and Restoration Grant, National Infrastructure Investments (BUILD), National Infrastructure Project Assistance (Mega), Safe Streets and Roads for All, and Strengthening Mobility and Revolutionizing Transportation (SMART). In addition, OST works to broaden the availability of funding for infrastructure through the management of the Department's innovative finance programs.

OST is also at the forefront of monitoring and engaging with evolving technological challenges and opportunities. Artificial Intelligence (AI) capabilities are rapidly advancing and have the potential to solve urgent challenges while increasing productivity, innovation, and security.

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

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget requests **\$699.9 million** for OST. When combined with the **\$3.8 billion** in advance appropriations from the IIJA, OST will have **\$4.5 billion** in total budgetary resources in FY 2026.

Additionally, through the Federal Highway Administration budget, DOT requests **\$770.0 million** for INFRA on top of the **\$1.5 billion** in advance appropriations and contract authority provided by the IIJA for INFRA in FY 2026. The INFRA grant program uses rigorous benefit-cost analysis to assist nationally significant highway, port, and freight rail projects on a competitive basis. This funding level for INFRA would make America an even better place to do business, promoting innovation and supporting the President's Made in America economy.

Further, DOT proposes to consolidate common program support functions from the DOT Operating Administrations into OST. This consolidation should yield budgetary and program efficiencies through economies of scale.

Key Components of the Request

- **Salaries and Expenses (S&E): \$200.0 million** is requested to support the overall planning, coordination, and administration of the Department's programs. S&E requests no programmatic increases in FY 2026 and includes consolidating the Office of Civil Rights and Small and Disadvantaged Business Utilization and Outreach appropriations into the S&E account.
- **Financial Management Capital (FMC): \$5.0 million** is requested to strengthen DOT's capabilities to provide oversight over DOT's risks and controls, execute DATA Act compliance requirements, and fully implement G-Invoicing to include all data standardization initiatives.
- **Transportation Planning, Research, and Development: \$25.0 million** is requested for research activities and studies to support the Secretary's formulation of national transportation policies and advance emerging transportation technologies. Of this funding, the Interagency Infrastructure Permitting Improvement Center will receive \$9.0 million to continue to streamline the permitting review processes.
- **Build America Bureau: \$10.0 million** is requested to provide assistance and communicate best practices, financing, and funding opportunities to entities eligible under DOT's infrastructure finance programs.
- **Cyber Security Initiatives: \$75.0 million** is requested to support DOT's cybersecurity initiative, including a comprehensive, multi-year strategy aimed at improving the cyber resilience of infrastructure, systems, and processes. This \$26.0 million increase from FY 2025 will fund crucial enhancements to the Security Operations Center, Zero Trust Architecture, and tools supporting the operation and maturation of Continuous Diagnostics and Mitigation. Collectively, these capabilities help DOT to identify and remediate vulnerabilities and ultimately prevent cybersecurity incidents by safeguarding DOT information and data.

- **Research and Technology (R&T):**
\$50.0 million is requested to expand the base of knowledge from which America can transform its transportation system into one that is safer, cleaner, and more economically competitive and innovative. R&T leads a range of cross-modal initiatives and ensures that the Department's strategic R&T priorities are implemented. The request includes **\$10.0 million** for the Advanced Research Projects Agency-Infrastructure (ARPA-I) to develop its first program, X-BRIDGE (eXceptional Bridges through Innovative Design and Groundbreaking Engineering), focused on advanced construction technologies that will significantly reduce the costs and time of building bridges while doubling their lifespan.
- **Essential Air Service & Payments to Air Carriers: \$315.9 million** to ensure that eligible small communities retain a link to the national air transportation system, funded from **\$173.9 million** of 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.
- **Departmental Reorganization:** DOT proposes to consolidate common program support functions (Information Technology, Human Resources, Procurement, Communications/Public Affairs, Government Affairs, and Civil Rights) from the Operating Administrations (with the exception of the Federal Aviation Administration, the Great Lakes St. Lawrence Seaway Corporation, and the Office of Inspector General) into OST. To enable this reorganization, the FY 2026 President's Budget proposes to eliminate the statutory annual spending limitation on the Working Capital Fund, which will allow each business unit to unify its work, provide the level of service requested by its customers, and modernize technology across the Department.

Office of Inspector General

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
Inspector General (GF) (D)	116,452	-	116,452	116,452	-	116,452	116,452	-	116,452
Total	116,452	-	116,452	116,452	-	116,452	116,452	-	116,452
FTEs			384			395			395

Overview

The Department of Transportation's (DOT) 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 2024, OIG issued 41 audit reports with 186 recommendations, and our investigations resulted in 74 convictions and 82 indictments. From FY 2020 through FY 2024, OIG achieved an average return on investment of \$26 for every appropriated dollar.

Highlights of the FY 2026 President's Budget

The FY 2026 President's Budget requests **\$116.5 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 2024	FY 2025	FY 2026
Federal Aviation Administration	25,083	25,989	27,007
Federal Highway Administration	72,472	71,806	73,578
Federal Motor Carrier Safety Administration	1,062	1,043	1,061
National Highway Traffic Safety Administration	1,559	1,582	1,604
Federal Transit Administration	20,856	20,937	21,247
Federal Railroad Administration	16,224	16,125	16,439
Pipeline and Hazardous Materials Safety Administration	553	569	569
Maritime Administration	1,432	1,350	1,932
Great Lakes St. Lawrence Seaway Development Corporation	40	40	41
Office of the Secretary	5,047	5,153	4,500
Office of Inspector General	116	116	116
Discretionary Offsets (Rescissions and User Fees)	(396)	(245)	(6,074)
Total DOT Budgetary Resources	144,048	144,465	142,020

Net Budgetary Authority (in millions of dollars)

ADMINISTRATION	FY 2024	FY 2025	FY 2026
Federal Aviation Administration	25,082	26,032	27,005
Federal Highway Administration	70,771	78,353	66,484
Federal Motor Carrier Safety Administration	1,071	1,091	1,109
National Highway Traffic Safety Administration	1,702	1,721	1,604
Federal Transit Administration	22,291	22,238	22,547
Federal Railroad Administration	16,170	16,124	16,439
Pipeline and Hazardous Materials Safety Administration	553	569	569
Maritime Administration	1,473	1,418	1,744
Great Lakes St. Lawrence Seaway Development Corporation	40	40	41
Office of the Secretary	6,463	5,700	4,641
Office of Inspector General	120	120	120
Offsetting Receipts	(1,000)	(616)	(344)
Total DOT Budgetary Authority	144,736	152,790	141,959

Net Outlays (in millions of dollars)

ADMINISTRATION	FY 2024	FY 2025	FY 2026
Federal Aviation Administration	23,099	23,742	26,606
Federal Highway Administration	61,121	64,278	66,663
Federal Motor Carrier Safety Administration	891	1,131	1,151
National Highway Traffic Safety Administration	1,377	1,870	1,890
Federal Transit Administration	23,414	18,554	20,919
Federal Railroad Administration	3,808	6,060	8,393
Pipeline and Hazardous Materials Safety Administration	347	553	444
Maritime Administration	1,024	1,212	1,065
Great Lakes St. Lawrence Seaway Development Corporation	37	40	41
Office of the Secretary	3,166	2,925	2,864
Office of Inspector General	109	124	118
Offsetting Receipts	(1,000)	(616)	(344)
Total DOT Outlays	117,393	119,873	129,810

Full-Time Equivalent Employment

ADMINISTRATION	FY 2024	FY 2025	FY 2026
Federal Aviation Administration	45,268	45,268	46,064
Federal Highway Administration	2,899	2,899	2,685*
Federal Motor Carrier Safety Administration	1,157	1,207	1,118*
National Highway Traffic Safety Administration	762	762	697*
Federal Transit Administration	694	694	622*
Federal Railroad Administration	1,112	1,112	1,018*
Pipeline and Hazardous Materials Safety Administration	622	622	576*
Maritime Administration	804	858	914*
Great Lakes St. Lawrence Seaway Development Corporation	133	133	133
Office of the Secretary	1,871	1,870	2,500*
Office of Inspector General	384	395	395
Total DOT Full-Time Equivalent Employment	55,706	55,820	56,722

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).



**U.S. Department
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