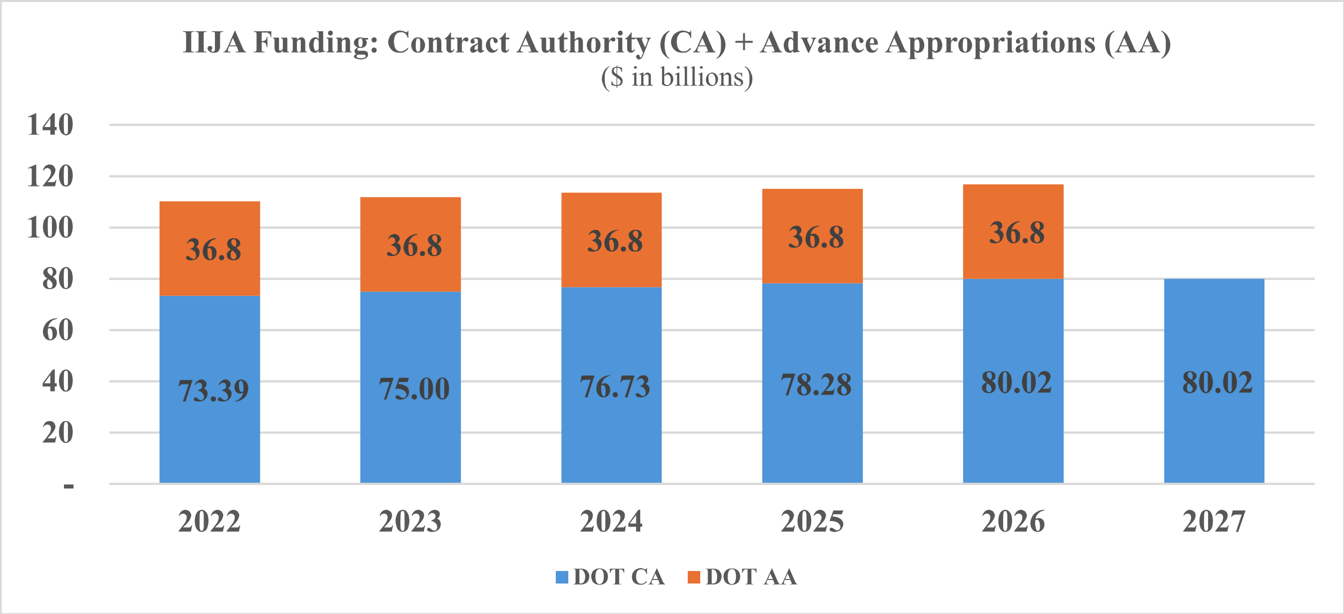
Fast-Approaching Infrastructure Funding Cliff Without Additional Advance Appropriations

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), has supported over 72,000 transportation projects across the nation, which will have repaired over 356,300 miles of highway and over 20,800 bridges by the end of 2026. The success of this investment was in no small part made possible by the predictable funding that was provided over 5 years. This funding came from two main sources:

1. **Contract Authority (CA) provided from the Highway Trust Fund:** A funding method where programs receive funding in advance instead of through the annual THUD appropriations bill, and the funding is derived from the Highway Trust Fund. The Highway Trust Fund is financed by transportation excise taxes such as the gas tax and the General Fund of the Treasury. The IIJA provided $383 billion in contract authority for select Department of Transportation (DOT) programs between Fiscal Years (FY) 2022 and 2026.
2. **Advance Appropriations (AA):** A funding method where funding for programs is made in advance instead of through the annual appropriations bills, and the funding is guaranteed from the General Fund of the Treasury. The IIJA provided $184 billion in advance appropriations for select DOT programs between FY 2022 and FY 2026. This amounted to $36.8 billion a year.

These two types of money provided guaranteed, predictable, multi-year funding for DOT programs from FY 2022 to FY 2026. IIJA is now set to expire on September 30, 2026, and while Congress has historically acted to extend the authorization of the Highway Trust Fund and its contract authority levels even on a short-term basis, it is quite possible Congress will fail to extend the advance appropriations from the IIJA. This means **effective October 1, 2026, the start of FY 2027, there could be an immediate loss of $36.8 billion** in advance appropriations for DOT programs. Without Congressional action, key DOT formula and oversubscribed competitive grant programs will revert to relying solely on the Highway Trust Fund and limited annual THUD appropriations bills.



Formula Programs that Received IIJA Advance Appropriations at Risk

Each year, $10.8 billion of the $36.8 billion, or 30 percent, of advance appropriations, has supported **10 formula programs** that have provided consistent funding straight to state DOTs, local governments, transit agencies, and airports.

If advanced appropriations are not continued in FY 2027, state and local communities will lose access to **nearly $11 billion in formula funding.** These predicable programs have been relied on in **every state** for the past 5 years to repair bridges, support law enforcement, and improve public transportation.

1. **Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (Bridge Formula Program):**
   $5.5 billion in annual formula funding for state DOTs to repair and replace bridges. Despite improvement over the last 5 years, 1 in 3 bridges still needs to be repaired or replaced.[i]
2. **Airport Infrastructure Grants (AIG):**
   $3 billion in annual formula funding for airport improvement projects such as runway, terminal, and safety projects. The FAA has identified $67.5 billion in remaining airport infrastructure needs from 2025 to 2029.[ii]
3. **Federal Transit Administration's (FTA) State of Good Repair Grants:**
   $950 million in annual formula funding for urbanized areas to maintain legacy transit systems, which helps address a $140 billion transit maintenance backlog.[iii]
4. **National Electric Vehicle Formula (NEVI) Program:**
   $900 million in annual formula funding for state DOTs for electric vehicle charging stations.
5. **Appalachian Development Highway System:**
   $250 million for a special annual formula program to support the Appalachian Development Highway System. An additional $14.4 billion is needed to complete the system.[iv]
6. **Motor Carrier Safety Assistance Program (MCSAP):**
   $80 million in annual formula funding to states, which helps support over 13,000 law enforcement officials who conducted over 3 million truck safety inspections each year.[v]
7. **Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Formula Program):**
   $68.4 million in annual formula funding for state DOTs, local governments, and publicly owned entities for public maritime transportation infrastructure.
8. **FTA's Enhanced Mobility of Seniors and Individuals with Disabilities:**
   $50 million in annual formula funding to urbanized and rural areas to improve transit for older adults and people with disabilities.

   National Highway Traffic Safety Administration (NHTSA) Highway Safety Programs:

9. NHTSA's Section 402 Highway Safety Programs:
   $20 million in annual formula funding to states to improve traffic safety.
10. NHTSA's Section 405 National Priority Safety Programs:
    $22 million in annual incentive formula funds for states that meet certain highway safety requirements.

State-by-State Breakdown of Formula Funding Supported by IIJA Advance Appropriations

Based on the last full year allocation of formula funding provided across 10 programs to each state, the table below shows how much formula funding **each state is estimated to immediately lose if advance appropriations are not continued in FY 2027**. As a reminder, these tallies *only* include the loss of formula funding which accounts for roughly 30% of the overall annual DOT advanced appropriations and does not include the additional $26 billion in annual funding states, local governments, airports, ports, transit agencies, and more have competed for over the last 5 years, which is also set to expire.

State	Estimated FY2027 Formula Funds At-Risk
Alabama	$166,584,379
Alaska	$158,622,342
Arizona	$139,038,486
Arkansas	$98,570,674
California	$1,098,549,360
Colorado	$161,616,690
Connecticut	$172,432,751
Delaware	$101,135,041
District of Columbia	$112,690,054
Florida	$376,097,980
Georgia	$230,799,855
Hawaii	$128,587,646
Idaho	$72,321,358
Illinois	$547,755,632
Indiana	$225,115,357
Iowa	$130,552,724
Kansas	$77,791,349
Kentucky	$170,842,770
Louisiana	$275,388,458
Maine	$68,422,186
Maryland	$276,059,627
Massachusetts	$361,011,532
Michigan	$219,540,987
Minnesota	$145,533,288
Mississippi	$79,307,599
Missouri	$182,502,736

State	Estimated FY2027 Formula Funds At-Risk
Montana	$83,094,647
Nebraska	$75,281,738
Nevada	$118,025,427
New Hampshire	$58,699,225
New Jersey	$440,922,414
New Mexico	$77,550,924
New York	$859,978,040
North Carolina	$239,975,086
North Dakota	$70,389,686
Ohio	$218,320,369
Oklahoma	$101,849,685
Oregon	$118,947,074
Pennsylvania	$539,087,248
Puerto Rico	$76,295,857
Rhode Island	$68,839,971
South Carolina	$110,917,815
South Dakota	$69,180,032
Tennessee	$182,863,430
Texas	$494,022,221
Utah	$99,817,111
Vermont	$55,639,620
Virginia	$305,144,460
Washington	$273,915,631
West Virginia	$171,696,742
Wisconsin	$105,916,408
Wyoming	$68,852,033

TOTAL LOSS: $10.8 BILLION

Key Oversubscribed Grant Programs that Received IIJA Advance Appropriations at Risk

In addition to the 10 formula programs, there are popular competitive grant programs that will face devastating cuts if advance appropriations are not continued in FY 2027, despite being significantly oversubscribed and IIJA funding only a portion of the overall need. Some of the 25 competitive grant programs that will lose significant funding if advance appropriations are not continued include:

1. **All Stations Accessibility Program (ASAP):** This competitive grant program received $350 million in FY 2026 advance appropriations to help transit agencies improve the accessibility of transit stations for people with disabilities. As a program that has solely been funded through IIJA, if advance appropriations are not continued, this program will be eliminated despite significant remaining need. The program was heavily oversubscribed in the last round of funding with applicants requesting $757 million more in funding than was available.
2. **Better Utilizing Investments to Leverage Development (BUILD):** This competitive grant program received $1.5 billion in FY 2026 advance appropriations to support the construction of multimodal surface transportation projects. If advance appropriations are not continued, this program will face significant cuts in FY 2027 despite significant remaining need. The program was heavily oversubscribed in the last round of funding with applicants requesting $12.8 billion more in funding than was available.
3. **Consolidated Rail Infrastructure and Safety Improvements (CRISI):** This competitive grant program received $1 billion in FY 2026 advance appropriations to support rail safety, passenger rail, and short-line railroad projects. If advance appropriations are not continued, this program will face significant cuts in FY 2027 despite significant remaining need. The program was heavily oversubscribed in the current round of funding with applicants requesting $12 billion more in funding than is available.
4. **Nationally Significant Multimodal Freight & Highway Projects (INFRA) Program:** This competitive grant program received $640 million in FY 2026 advance appropriations for large highway and freight projects. If advance appropriations are not continued, this program will face significant cuts in FY 2027 despite significant remaining need. The program was heavily oversubscribed in the last round of funding with applicants requesting nearly $24 billion more in funding than was available.
5. **Port Infrastructure Development Program (PIDP):** This competitive grant program received $450 million in FY 2026 advance appropriations to support port infrastructure projects. If advance appropriations are not continued, this program will face significant cuts in FY 2027 despite significant remaining need. The program was heavily oversubscribed in the last round of funding with applicants requesting nearly $2.32 billion more in funding than was available.
6. **Reconnecting Communities Pilot (RCP) Program:** This competitive grant program received $100 million in FY 2026 advance appropriations to support community development projects. If advance appropriations are not continued, this program will face significant cuts in FY 2027 despite significant remaining need. The program was heavily oversubscribed in the last round of funding with applicants requesting nearly $2.36 billion more in funding than was available.
7. **Safe Streets and Roads for All (SS4A) Grant Program:** This competitive grant program received $1 billion in FY 2026 advance appropriations to support local roadway safety projects. As a program that has solely been funded through IIJA, if advance appropriations are not continued, this program will be eliminated despite significant remaining need. The program was heavily oversubscribed in the last round of funding with applicants requesting nearly $3.4 billion more in funding than was available.

Appendix: Programmatic Breakdown of Estimated IIJA Advance Appropriations Formula Funds Lost by State in Fiscal Year 2027

State	Bridge Formula Program	NEVI	Appalachian Development Highway System	Ferry Boat Formula Program	NHTSA Highway Safety Programs	FMCSA MCSAP	FTA State of Good Repair	FTA Enhanced Mobility	FAA AIG Funding	Total
Alabama	$45,000,000	$16,892,434	$73,875,000	$176,974	$615,915	$1,402,501	$0	$379,176	$28,242,379	**$166,584,379**
Alaska	$45,000,000	$11,164,305	$0	$14,812,992	$304,407	$317,124	$8,327,335	$32,300	$78,663,877	**$158,622,342**
Arizona	$45,000,000	$16,290,864	$0	$0	$758,448	$2,511,725	$3,684,436	$846,863	$69,946,150	**$139,038,486**
Arkansas	$60,161,625	$11,527,817	$0	$100,000	$539,031	$976,704	$527,453	$270,249	$24,467,795	**$98,570,674**
California	$574,785,473	$81,721,400	$0	$2,805,380	$4,145,323	$5,011,765	$145,603,068	$4,389,321	$280,087,630	**$1,098,549,360**
Colorado	$45,000,000	$12,042,164	$0	$0	$690,620	$1,355,491	$7,521,853	$490,751	$94,515,811	**$161,616,690**
Connecticut	$121,165,205	$11,183,159	$0	$100,000	$435,352	$687,451	$23,391,163	$540,813	$14,929,609	**$172,432,751**
Delaware	$45,000,000	$3,766,417	$0	$100,000	$320,006	$300,671	$48,759,458	$915,708	$1,972,781	**$101,135,041**
District of Columbia	$45,000,000	$3,552,676	$0	$0	$325,505	$300,671	$62,874,579	$636,624	$0	**$112,690,054**
Florida	$52,673,067	$42,185,666	$0	$470,819	$2,048,308	$3,378,448	$17,699,987	$3,074,864	$254,566,821	**$376,097,980**
Georgia	$45,000,000	$28,749,342	$14,418,466	$210,164	$1,186,001	$2,763,219	$18,640,503	$882,858	$118,949,302	**$230,799,855**
Hawaii	$72,850,264	$3,765,866	$0	$476,060	$307,120	$300,671	$355,718	$135,774	$50,396,173	**$128,587,646**
Idaho	$45,000,000	$6,368,422	$0	$0	$303,826	$617,110	$0	$68,030	$19,963,970	**$72,321,358**
Illinois	$297,268,565	$31,655,938	$0	$1,595,444	$1,572,265	$3,273,182	$96,737,571	$1,727,620	$113,925,047	**$547,755,632**
Indiana	$74,542,768	$21,215,732	$0	$0	$761,637	$1,848,504	$90,670,266	$1,738,608	$34,337,842	**$225,115,357**
Iowa	$93,410,180	$10,942,591	$0	$0	$545,219	$1,153,333	$59,744	$230,650	$24,211,008	**$130,552,724**
Kansas	$45,000,000	$8,414,067	$0	$0	$626,831	$1,004,166	$357,879	$327,864	$22,060,542	**$77,791,349**
Kentucky	$94,549,890	$14,793,858	$14,371,780	$596,959	$564,089	$1,169,147	$77,237	$531,852	$44,187,958	**$170,842,770**
Louisiana	$219,075,640	$15,627,114	$0	$3,263,584	$608,391	$1,092,293	$1,606,869	$337,148	$33,777,419	**$275,388,458**
Maine	$45,000,000	$4,110,084	$0	$1,158,333	$323,684	$405,667	$2,851,699	$35,983	$14,536,736	**$68,422,186**
Maryland	$88,130,751	$13,380,174	$5,966,468	$270,132	$617,057	$1,267,066	$133,167,529	$1,916,608	$31,343,842	**$276,059,627**
Massachusetts	$243,527,965	$13,522,865	$0	$1,967,977	$765,318	$1,274,573	$52,860,253	$1,117,502	$45,975,079	**$361,011,532**
Michigan	$121,633,126	$23,442,824	$0	$1,138,734	$1,250,621	$2,247,324	$2,514,253	$1,016,448	$66,297,657	**$219,540,987**
Minnesota	$65,166,538	$14,518,929	$0	$1,154,207	$819,214	$1,538,043	$6,787,332	$433,952	$55,115,074	**$145,533,288**
Mississippi	$45,000,000	$10,768,614	$0	$100,000	$414,126	$990,063	$420,505	$246,751	$21,367,541	**$79,307,599**
Missouri	$104,684,966	$21,078,444	$0	$100,000	$848,910	$1,697,001	$5,900,639	$686,691	$47,506,085	**$182,502,736**
Montana	$45,000,000	$9,135,437	$0	$100,000	$304,007	$688,082	$0	$0	$27,867,121	**$83,094,647**
Nebraska	$45,000,000	$6,435,671	$0	$0	$387,776	$821,732	$0	$153,247	$22,483,312	**$75,281,738**
Nevada	$45,000,000	$8,085,041	$0	$0	$361,779	$714,289	$1,289,144	$421,328	$62,153,846	**$118,025,427**
New Hampshire	$45,000,000	$3,678,796	$0	$0	$323,684	$327,134	$0	$674,300	$8,695,310	**$58,699,225**

State	Bridge Formula Program	NEVI	Appalachian Development Highway System	Ferry Boat Formula Program	NHTSA Highway Safety Programs	FMCSA MCSAP	FTA State of Good Repair	FTA Enhanced Mobility	FAA AIG Funding	Total
New Jersey	$246,117,384	$22,231,202	$0	$2,886,777	$1,023,513	$1,809,099	$109,232,553	$3,905,275	$53,716,612	**$440,922,414**
New Mexico	$45,000,000	$8,176,510	$0	$0	$391,906	$1,110,839	$2,996,139	$254,746	$19,620,784	**$77,550,924**
New York	$408,972,882	$37,373,856	$0	$6,482,467	$2,093,445	$3,178,616	$263,833,498	$3,422,441	$134,620,834	**$859,978,040**
North Carolina	$98,692,801	$23,221,836	$17,482,113	$1,377,501	$1,082,798	$2,378,786	$1,042,581	$772,716	$93,923,954	**$239,975,086**
North Dakota	$45,000,000	$5,527,804	$0	$0	$326,361	$594,494	$0	$29,824	$18,911,204	**$70,389,686**
Ohio	$104,290,441	$29,845,177	$20,379,370	$217,839	$1,472,370	$2,543,742	$9,707,294	$1,220,887	$48,643,250	**$218,320,369**
Oklahoma	$57,598,954	$14,121,062	$0	$100,000	$628,673	$1,321,942	$118,276	$264,658	$27,696,120	**$101,849,685**
Oregon	$57,686,024	$11,128,961	$0	$405,571	$578,511	$1,045,843	$9,275,338	$416,961	$38,409,865	**$118,947,074**
Pennsylvania	$353,377,923	$36,532,008	$18,619,888	$0	$1,495,303	$2,777,728	$60,277,955	$1,637,459	$64,368,984	**$539,087,248**
Puerto Rico	$45,000,000	$2,906,890	$0	$456,882	$381,068	$354,926	$2,409,110	$451,911	$24,335,069	**$76,295,857**
Rhode Island	$50,990,247	$4,869,424	$0	$572,330	$337,367	$300,671	$2,545,874	$215,352	$9,008,706	**$68,839,971**
South Carolina	$59,244,248	$14,909,534	$0	$165,801	$612,537	$1,296,258	$0	$601,882	$34,087,555	**$110,917,815**
South Dakota	$45,000,000	$6,279,134	$0	$0	$174,476	$525,096	$0	$0	$17,201,326	**$69,180,032**
Tennessee	$80,654,726	$18,815,091	$15,755,868	$0	$822,327	$1,732,232	$1,393,917	$489,394	$63,199,875	**$182,863,430**
Texas	$115,361,082	$86,854,836	$0	$5,475,807	$2,960,912	$8,049,361	$18,139,194	$2,530,207	$254,650,822	**$494,022,221**
Utah	$45,000,000	$7,731,497	$0	$100,000	$411,574	$857,513	$7,819,377	$278,235	$37,618,915	**$99,817,111**
Vermont	$45,000,000	$4,518,895	$0	$0	$323,684	$337,647	$0	$0	$5,459,394	**$55,639,620**
Virginia	$115,591,255	$22,657,806	$22,121,331	$1,378,261	$882,648	$1,787,447	$63,998,488	$1,054,065	$75,673,159	**$305,144,460**
Washington	$130,679,262	$15,094,096	$0	$15,298,696	$893,624	$1,600,701	$33,779,996	$997,943	$75,571,313	**$273,915,631**
West Virginia	$109,616,748	$9,730,381	$43,259,716	$100,000	$303,826	$535,626	$279,572	$39,798	$7,831,075	**$171,696,742**
Wisconsin	$45,000,000	$16,753,222	$0	$313,770	$784,275	$1,580,665	$2,639,140	$359,462	$38,485,874	**$105,916,408**
Wyoming	$45,000,000	$5,704,067	$0	$0	$291,122	$461,446	$0	$0	$17,395,398	**$68,852,033**

Appendix Notes:

- Table reflects the most recent full allocation for each state. As of July 20, 2026, the most recent full year allocation for FHWA's Ferry Boat Formula program, FMCSA's MCSAP program, and FAA's AIG program was FY 2025.
- FTA does not explicitly break down the formula funding each state was allocated from advance appropriations for the State of Good Repair and the Enhanced Mobility programs so Committee staff estimated the amount each state received from advance appropriations using the percent of overall funding from the programs that came from advanced appropriations.
- FTA's State of Good Repair and Enhanced Mobility programs are provided to metropolitan areas which can include areas in two or more states. For metro areas in multiple states, the losses to the metro area are reflected in each state. For example, if Metro Area A is estimated to lose $1 million in FY 2027, and is located in State B and C, then the table reflects both State B losing $1 million and State C losing $1 million.

Sources:

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[i] American Road & Transportation Builders Association, *Bridge Report*, data from June 24, 2025, https://artbabridgereport.org/
[ii] Federal Aviation Administration, *National Plan of Integrated Airport Systems, (NPIAS) 2025-2029,* September 30, 2024, https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/npias/current/ARP-NPIAS-2025-2029-Narrative.pdf
[iii] Federal Transit Administration and the Volpe Center, *Transit State of Good Repair National Backlog Analysis*, January 2025, https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-01/Transit-State-of-Good-Repair-National-Backlog-Analysis_0.pdf
[iv] Appalachian Regional Commission, *Appalachian Development Highway System: 2025 Cost-to-Complete Estimate Report,* February 2026, https://www.arc.gov/appalachian-development-highway-system/
[v] See: Federal Motor Carrier Safety Administration, "Motor Carrier Safety Assistance Program (MCSAP) Grant," *Grants,* https://ai.fmcsa.dot.gov/Grants/MCSAP.aspx
Commercial Vehicle Safety Alliance, "CVSA Brochure," accessed July 8, 2026, https://cvsa.org/wp-content/uploads/CVSA-Brochure.pdf