



DEPARTMENT *of* TRANSPORTATION

The Budget supports the President's vision for the Golden Age of Transportation, building big, beautiful infrastructure for the American people. The Budget gets infrastructure back to basics by prioritizing excellence, competence, competitiveness, and beauty when rebuilding America's highways, tunnels, bridges, and airports, while eliminating spending on ineffective programs. The Budget also provides robust resources to compliment the historic investment the President's Working Families Tax Cut Act (WFTC) made in transforming and building a new air traffic control system which prioritizes safety and efficiency for American air travelers. The Budget invests in the revival of America's industrial base and the strengthening of national security by providing increased resources for domestic shipbuilding. Finally, the Budget supports the President's commitment for a safe and beautiful Nation's Capital by strengthening public transportation security and revitalizing dilapidated transportation assets in Washington, D.C.

The Budget requests \$26.6 billion in discretionary budget authority for the Department of Transportation for 2027, a \$1.6 billion or 6.2-percent increase from the 2026 enacted level.

THE PRESIDENT'S 2027 BUDGET:

Investments

- **Big, Beautiful Infrastructure (+\$1.3 billion).** The Budget invests in rebuilding and modernizing core transportation infrastructure to strengthen the Nation's economic vitality, support families, and create high-paying jobs. The Budget provides \$770 million for the Nationally Significant Multimodal Freight & Highway Projects discretionary grants program to deliver nationally- and regionally-significant projects to ease highway congestion and open up freight bottlenecks, and an additional \$714 million to repair or replace highway bridges in disrepair.
- **Federal Aviation Administration (FAA) Operations and Capital (+\$481 million).** The Budget reflects the Administration's commitment to safe and efficient air travel by providing robust funding for FAA. In the FAA Operations account, the Budget requests a \$481 million increase to continue to support the Administration's air traffic controller hiring surge, as well as enhancements to aviation safety, commercial space operations, and updates to FAA's outdated telecommunications systems. The Budget also includes \$4 billion for Facilities and Equipment, which paired with the \$12.5 billion provided by the WFTC would allow FAA to continue to build a Brand New Air Traffic Control System, known as BNATCS.

- **Implementation of DOT Programs under the Maritime Action Plan (+\$1.5 billion).** The Administration recognizes the urgent need to reinvigorate the U.S. shipbuilding and maritime industries, which are vital to growing the United States role in the global Maritime Transportation System. To this end, the President signed Executive Order (E.O.) 14269, “Restoring America’s Maritime Dominance,” which calls for a comprehensive Maritime Action Plan to reestablish U.S.-flagged and U.S.-built commercial shipping competitiveness, to rebuild America’s maritime industrial base, and to recruit and train the domestic maritime workforce. In support of this plan, the Budget proposes \$500 million for Port Infrastructure Development Program grants, \$550 million for the United States Merchant Marine Academy’s Campus Modernization Plan, \$355 million for Small Shipyard and Commercial Shipbuilding Infrastructure Grants, and over \$100 million for new workforce development and innovation programs. In addition, the Budget proposes to establish a new Maritime Security Trust Fund that would provide consistent, predictable, and durable funding for maritime support programs alongside annual discretionary appropriations.
- **Safe and Beautiful Transportation in Washington D.C. (+\$403 million).** The Budget creates a new program to advance the goals of E.O. 14252, “Making the District of Columbia Safe and Beautiful.” The program provides funds at the Secretary’s discretion to support a number of D.C.-related priorities, such as improving visibility of law enforcement in the D.C. Metro, including camera and monitoring systems, increased lighting in and around stations, and cybersecurity system upgrades. This program would also support DOT’s recent actions to refocus management and provide a long-term vision to modernize Washington Union Station, as well as providing short-term work to address a backlog of capital projects and improve security.

Program Cuts and Eliminations

- **Transit Right-Sized (-\$486 million).** The Budget optimizes amounts provided for the Capital Investment Grants program to ensure funds are directed to the most meritorious projects and that communities are encouraged to direct locally-raised funds to support their public transportation needs.
- **Terminates Unnecessary Subsidies for Electric Vehicle Chargers (-\$4.2 billion).** The Budget safeguards taxpayer dollars by canceling unobligated funding provided by the Infrastructure Investment and Jobs Act for the unnecessary and ineffective National Electric Vehicle Infrastructure and Charging and Fueling Infrastructure grant programs. These programs distorted markets and consumer choice by subsidizing electric vehicle charging infrastructure.
- **Essential Air Service (EAS) Discretionary Funding (-\$372 million).** The EAS program funnels taxpayer dollars to airlines to subsidize half-empty flights from airports that are within easy commuting distance from each other, while also failing to effectively provide assistance to most rural air travelers. Spending on this program is out of control, more than doubling between 2021 and 2025. The Budget reins in EAS subsidies by proposing a mix of reforms to adjust eligibility and subsidy rates to help rural communities’ air transportation needs in a more sustainable manner, while maintaining the program.
- **Defunds Program that Used Illegal and Inefficient Woke Criteria to Award Transportation Grants (-\$145 million).** Consistent with President Trump’s agenda to end illegal discrimination, inefficient climate change policies, and other harmful initiatives, the Budget does not fund the Biden-era Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants program. The RAISE program used diversity equity and inclusion, “climate justice,” and other illegal and inefficient selection criteria not in statute to harm motorists by, for example, reducing critical lane capacity. The Administration has carefully reviewed and scrutinized awards made under the Biden Administration to ensure taxpayer dollars are supporting projects that actually improve safety, reduce congestion, help families get to work and school, and strengthen the economy. The Administration has cancelled prior awards that do not align with these goals, including the following:

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- \$4 billion in unspent funding for California’s high-speed rail boondoggle;
 - \$427 million for the Humboldt Bay offshore wind project; and
 - \$54 million for seven woke university grants, including:
 - \$12 million for research on “accelerating equitable decarbonization”; and
 - \$9 million for research on how “the transportation system creates and perpetuates inequities.” 🐦

