

Updated March 1, 2021

Reauthorizing Highway and Transit Funding Programs

Surface transportation reauthorization acts fund federal highway and public transportation programs, along with transportation research, intercity passenger rail, and other programs. The five-year Fixing America's Surface Transportation Act (FAST Act; P.L. 114-94) authorized federal spending on highways and public transportation for FY2016-FY2020. A one-year FAST Act extension, through September 30, 2021, was enacted as part of the Continuing Appropriations Act, 2021, and other Extensions Act (P.L. 116-159). Infrastructure legislation could be considered in conjunction with FAST Act reauthorization.

The Federal-Aid Highway Program

The FAST Act, as extended, provides an average of about \$45 billion annually for the 1,032,783-mile system of federal-aid highways. Although there are exceptions, federally funded projects are generally limited to this system that includes roughly 25% of all U.S. public road mileage. Of these funds, 92.5% are distributed to the states via formula. The states have nearly complete control over the use of these funds, within the limits of federal planning, eligibility, and oversight rules. Money is not provided up front. A state is reimbursed after work is started, costs are incurred, and the state submits a voucher to the Federal Highway Administration (FHWA). The highway program focuses on highway construction and planning, and does not support operations or routine maintenance. The federal share of project costs is generally 80%, but 90% for Interstate System projects. As part of COVID relief, the Consolidated Appropriations Act, 2021 (P.L. 116-260) provided an additional \$10 billion from the general fund for highways and state transportation departments.

The Federal Public Transportation Program

The FAST Act, as extended, authorizes an average of \$12.3 billion annually for the federal public transportation program. Most of this funding is distributed by formula to local transit agencies. The largest discretionary program is the Capital Investment Grants Program, more widely known as "New Starts," which supports construction of new local rail, bus rapid transit, and ferry systems, and the expansion of existing systems. To date, during the COVID-19 pandemic, the Federal Transit Administration (FTA) has received \$39 billion in pandemic related assistance.

Funding Issues

Highway Trust Fund. Historically, all of the federal highway program and 80% of the public transportation program have been funded with revenues from the Highway Trust Fund (HTF). Revenues supporting the HTF come from a combination of fuel, truck, and tire taxes, but the fuel taxes provide about 85%-90% of the money.

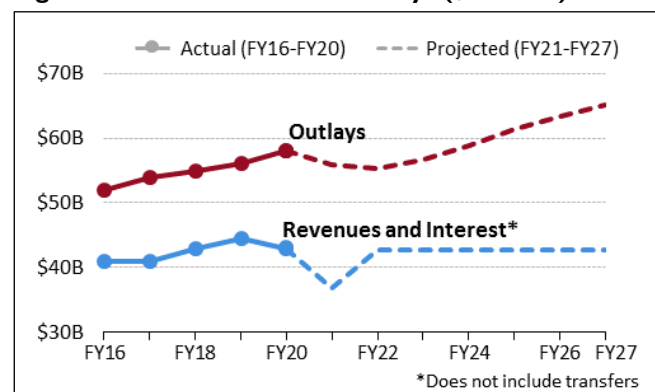
The excise taxes on gasoline and diesel are fixed in terms of cents per gallon (18.3 cents for gasoline and 24.3 cents for

diesel), and do not adjust for inflation or change with fuel prices. The rates were last raised in 1993. Increases in fuel consumption kept revenues growing until the recession that began in 2007. Since that time, improving fuel efficiency and slower growth in vehicle mileage have led revenue to level off in most years, and spending from the HTF has consistently outrun highway user revenues. Unable to agree on revenue increases or program reductions, Congress began providing transfers to the HTF to prevent its insolvency. Since September 2008, Congress has provided \$158 billion to the HTF, mainly from the Treasury general fund. This includes \$83.6 billion of transfers authorized in the FAST Act as extended.

Short-term issues. The Congressional Budget Office (CBO) estimates that the HTF has sufficient balances to cover expected outlays until summer 2022. Unless Congress authorizes additional revenues or transfers by then, the balance in the HTF could fall so low that the Department of Transportation may have to delay payments to states and transit agencies for work completed. In addition, highway tax revenues have declined due to the COVID-19 pandemic, as Americans have driven less.

Long-term issues. More money will likely be needed if Congress wishes to continue the highway and public transportation programs at or above their current levels, adjusted for inflation, in a future multiyear reauthorization. CBO projects the annual difference between revenues and outlays to rise from \$13 billion in FY2022 to \$22 billion in FY2027 (see **Figure 1**).

Figure 1. HTF Revenue and Outlays (\$ Billions)



Source: CBO, Highway Trust Fund Baseline—February 2021.

Based on current law, a future five-year reauthorization bill would need to cover a projected \$70 billion shortfall, and a six-year bill would need to cover \$92 billion.

What Are Some Options?

Continue reliance on general funds. Congress could choose to transfer money from the general fund to the HTF

to accommodate as large a surface transportation program as desired. When the FAST Act, as extended, expires at the end of FY2021, general fund transfers will have supported outlays for 13 years.

Cut spending. Congress could reduce federal highway and public transportation spending to match projected revenues. This would require spending cuts of roughly 25%.

Devolve highway programs. Congress could give responsibility for highways to the states and reduce federal motor fuel and truck taxes accordingly. States could raise their own highway revenues or reduce spending as they see fit. The challenge of making these adjustments would vary greatly from state to state. Devolution would have significant federal front-end costs, because the federal government would still have to reimburse the states for highway projects committed to in previous years.

Separate public transportation from the HTF. Federal support for public transportation could be provided from the general fund as Congress sees fit. If the HTF were to be dedicated solely to highway spending at the current level, adjusted only for inflation, annual receipts are projected to remain \$2.2 billion (FY2022) to \$9.9 billion (FY2027) less than annual expenditures under a possible six-year bill.

Revenue Options

A wide variety of revenue sources have been suggested to help address the HTF shortfall, including the following:

Increase the fuel tax. The motor fuel tax could be raised enough to make up for its loss of purchasing power and then be adjusted annually for inflation and fuel efficiency. Based upon the current level of fuel consumption, an increase of fuel taxes in the range of 10 cents to 15 cents per gallon would be required to fund surface transportation programs at their current levels, adjusted for inflation.

Tax electric vehicles (EVs). Charging EV drivers for road use could provide some revenue. Vehicles that do not consume motor fuel do not contribute to the HTF. Finding an equitable and efficient way for the federal government to tax EVs presents a challenge.

Impose a vehicle miles traveled (VMT) charge. Charging vehicle owners for each mile of travel has been discussed for many years as an alternative to the motor fuel tax. Congress could set the per-mile rate and raise it as necessary. However, this revenue source has privacy, implementation, and collection cost issues.

Tolling. Tolls could be used to pay for highway projects, reducing demands on the HTF. Toll systems can be costly to administer and are subject to evasion. Many roads do not have enough traffic to make tolling worthwhile.

Private investment. Increased use of public-private partnerships and privatization of roads and bridges may reduce federal costs in some cases. However, relatively few transportation projects are suitable for large-scale private investment, and investors are sometimes unwilling to accept the risk that traffic volumes will be below expectations.

Issues in Reauthorization

The distribution of highway funding among states has historically been a difficult issue for Congress to resolve.

States have been concerned about the funding they receive relative both to other states and to the contribution their drivers make to the HTF. Although the current distribution formula is based on FY2015 apportionments, the state shares have not changed since before FY2009. The formula does not directly consider factors such as states' rates of population and highway travel growth, which might be relevant in assessing the need for new highway capacity.

Environmental justice—assuring fair treatment for all in regard to the negative impacts of transportation decisions, spending, or policies—has reemerged as an issue.

State discretion may conflict with the desire of Congress to set priorities. For example, despite progress, there were still about 46,000 bridges in poor condition nationwide at the end of 2019. It would be difficult for Congress to make bridge repair a priority without reducing states' discretion.

Most federal surface transportation funding is distributed by formula. This can make it difficult to fund large projects of regional impact. Discretionary funding intended to fill this gap is comparatively small. For example, while the FAST Act created a freight-focused discretionary program, the program does not have the resources to fund extensive widening or bridge construction on highways anticipated to have high growth in truck traffic. Historically, discretionary funding has often been broken into many relatively small grants. This was especially true prior to a 2011 ban on earmarks, when virtually all discretionary program funding was distributed by earmarking.

Given both falling public transportation ridership and substantial preservation needs, Congress might consider both the size and direction of the federal public transportation program. One question is whether discretionary funding for major capital projects, provided through the Capital Investment Grants Program, is being spent effectively to build rail and bus rapid transit in relatively low-density urban areas.

Transportation is the largest source of U.S. greenhouse gases. Climate change mitigation programs or measures to accelerate the electrification of the U.S. vehicle fleet, increase fuel efficiency, or prioritize the consideration of climate impacts in the project approval process could all emerge during the reauthorization debate. Disaster response and the resiliency of highway and public transportation infrastructure are also likely to be important issues. Concerns that climate change and more frequent natural disasters are damaging roads and transit lines could lead to consideration of requirements that states and transit agencies devote more attention to resilience in infrastructure design.

More Information

CRS Report R45350, *Funding and Financing Highways and Public Transportation*.

Robert S. Kirk, Specialist in Transportation Policy

William J. Mallett, Specialist in Transportation Policy

Disclaimer

This document was prepared by the Congressional Research Service (CRS). CRS serves as nonpartisan shared staff to congressional committees and Members of Congress. It operates solely at the behest of and under the direction of Congress. Information in a CRS Report should not be relied upon for purposes other than public understanding of information that has been provided by CRS to Members of Congress in connection with CRS's institutional role. CRS Reports, as a work of the United States Government, are not subject to copyright protection in the United States. Any CRS Report may be reproduced and distributed in its entirety without permission from CRS. However, as a CRS Report may include copyrighted images or material from a third party, you may need to obtain the permission of the copyright holder if you wish to copy or otherwise use copyrighted material.