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Federal Public Transportation Program: In Brief

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Introduction

Federal funding assistance to public transportation agencies is provided primarily through the public transportation program administered by the Department of Transportation's Federal Transit Administration (FTA). The federal public transportation program was authorized from FY2022 through FY2026 as part of the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58). As with previous authorization acts, the IIJA funds public transportation from the mass transit account of the Highway Trust Fund. Unlike previous authorization acts, the IIJA also provided funding with a multiyear advance appropriation from the general fund of the U.S. Treasury. Consequently, the IIJA provided a large nominal increase in annual federal funding for public transportation when compared with the annual amount provided in the previous authorization, the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94) of 2015.[1]

Major federal involvement in public transportation dates to the Urban Mass Transportation Act of 1964 (P.L. 88-365). Prior to the mid-1960s there was little public funding of public transportation. With much lower ridership than existed at the end of World War II and mounting debts, however, many private transit companies were reorganized as public entities. Federal funding was initially used to recapitalize transit systems. Today, the focus of the federal program is still on the capital side, but the program has evolved to support operational expenses in some circumstances, as well as safety oversight, planning, and research. In FY2020 and FY2021, Congress provided large supplemental appropriations to support the operational expenses of transit agencies in response to the effects of Coronavirus Disease 2019 (COVID-19). The pandemic caused an unprecedented drop in public transportation ridership. The longer-term effects of the health crisis on transit service and use are uncertain.

What Is Public Transportation?

Public transportation (also known as public transit, mass transit, and mass transportation) is defined in federal law (49 U.S.C. §5302) as

> regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and … does not include—(i) intercity passenger rail transportation …; (ii) intercity bus service; (iii) charter bus service; (iv) school bus service; (v) sightseeing service; (vi) courtesy shuttle service for patrons of one or more specific establishments; or (vii) intra-terminal or intra-facility shuttle services.

The main forms of public transportation are bus, heavy rail (subway and elevated), commuter rail, light rail, paratransit (also known as demand response), and ferryboat.[2] Paratransit is non-fixed route service—often for the elderly and persons with disabilities—using automobiles, vans, and small buses in response to calls from passengers. In 2019, the year prior to the disruptions of the

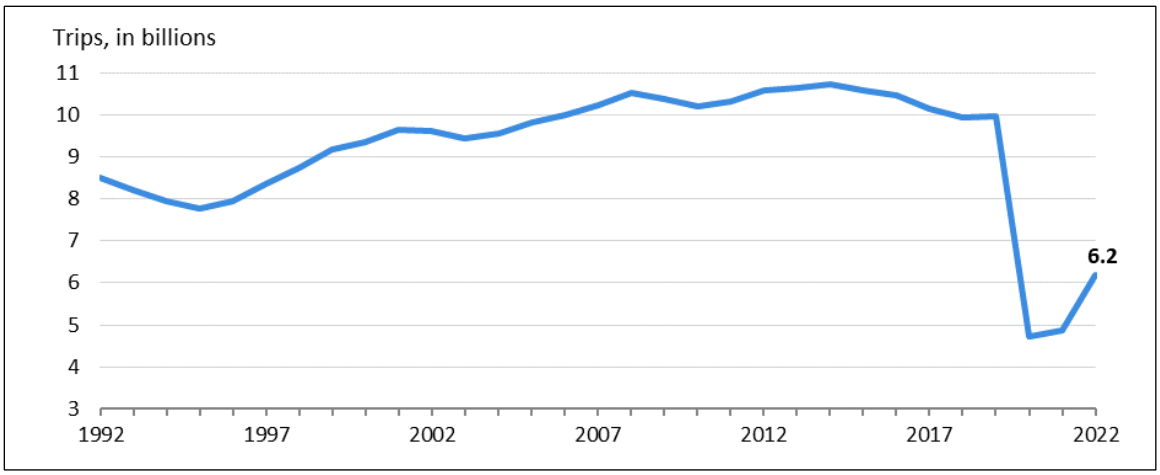
[1] The authorizations in P.L. 114-94 were for FY2016-FY2020; they were extended through FY2021 by the Continuing Appropriations Act, 2021 and Other Extensions Act (P.L. 116-159).

[2] According to the American Public Transportation Association (APTA), "heavy rail is a mode of transit service ... operating on an electric railway with the capacity for a heavy volume of traffic"; "commuter rail ... is characterized by an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs"; and "light rail is a mode of transit service (also called streetcar, tramway, or trolley) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is often separated from other traffic for part or much of the way." APTA, *Public Transportation Fact Book, Glossary*, at https://www.apta.com/research-technical-resources/transit-statistics/public-transportation-fact-book/fact-book-glossary/.

COVID-19 pandemic, about 48% of public transportation trips were made by bus, 38% by heavy rail, 5% by commuter rail, and 5% by light rail (including streetcars). Paratransit accounted for about 2% of all public transportation trips, and ferries about 1%.[3]

Providing public transportation has been a challenge since the end of the Second World War due to a number of interrelated factors that have affected demand—particularly rising incomes, growing automobile availability and use, and residential and employment decentralization. Nevertheless, ridership increased from 7.8 billion trips in 1995 to 10.8 billion trips in 2014 (**Figure 1**). Ridership then dropped in the years prior to the COVID-19 pandemic to about 10.0 billion trips in each of 2018 and 2019. Because of the COVID-19 pandemic national ridership was 4.7 billion trips in 2020 and 4.9 billion in 2021, less than half of what it was in 2019. In 2022, ridership recovered to about 60% of its prepandemic level.[4]

Figure 1. Public Transportation Ridership, 1992-2022



Sources: American Public Transportation Association (APTA), *Public Transportation Fact Book 2021: Appendix A*, Washington, DC, 2021, Table 1; APTA, *Public Transportation Ridership Report*, Fourth Quarter 2021, 2022, p. 1.

Funding the Federal Transportation Program

The IIJA provided about a 67% increase (in nominal dollars) in annual funding for public transportation in comparison with the period authorized by the FAST Act, as extended (**Figure 2**). Public transportation program funding averaged $12.8 billion annually in the period FY2016 through FY2021, whereas the amount authorized and appropriated in the IIJA was $21.4 billion annually from FY2022 through FY2026 (unadjusted for inflation). These amounts exclude $69.5 billion in response to COVID-19 and $554 million provided through the Public Transportation Emergency Relief Program.[5]

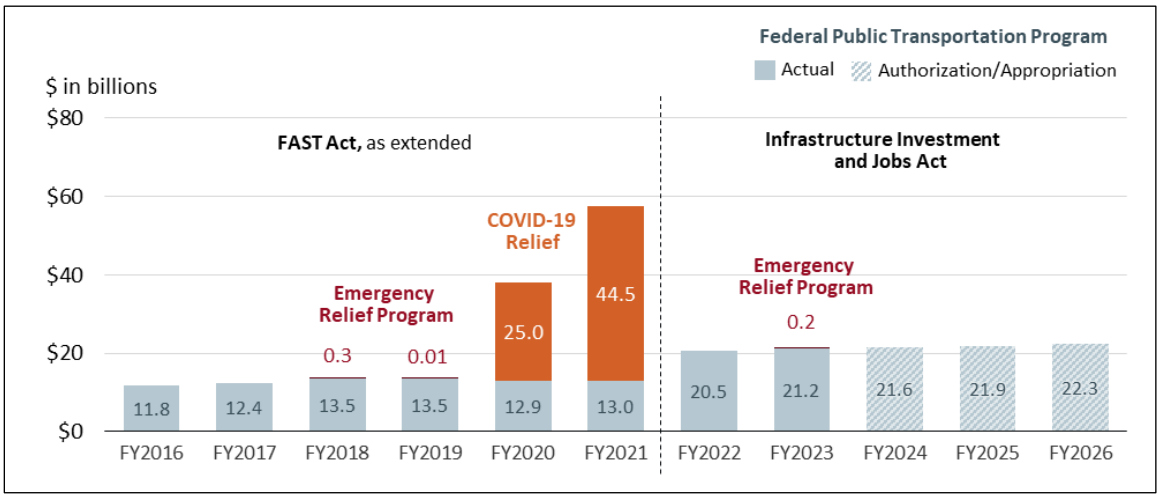
[3] APTA, *Public Transportation Fact Book 2021: Appendix A*, Washington, DC, 2021, Table 2, at https://www.apta.com/research-technical-resources/transit-statistics/public-transportation-fact-book/.

[4] Ibid., Table 1; APTA, *Public Transportation Ridership Report*, Fourth Quarter 2021, 2022. For further discussion, see CRS Report R47302, *Public Transportation Ridership: Implications of Recent Trends for Federal Policy*, by William J. Mallett.

[5] For COVID-19 relief, $25 billion was provided in FY2020 in the Coronavirus Aid, Relief, and Economic Security Act (CARES) Act (P.L. 116-136), $14 billion was provided in FY2021 in the Consolidated Appropriations Act, 2021 (P.L. 116-260), and $30.5 billion was provided in FY2021 in the American Rescue Plan Act of 2021 (P.L. 117-2). For

Figure 2. Federal Public Transportation Program Funding, FY2016-FY2026

(in current dollars)



Source: CRS analysis of Senate appropriations reports; Infrastructure Investment and Jobs Act (P.L. 117-58); Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328).

Note: FAST Act = Fixing America's Surface Transportation Act (P.L. 114-94).

Historically, about 80% of federal public transportation program funding came from the mass transit account of the Highway Trust Fund and 20% came from the general fund of the U.S. Treasury. The appropriations acts for FY2018 through FY2021 (P.L. 115-141, P.L. 116-6, P.L. 116-94, and P.L. 116-260) provided additional general fund money for several programs that in the past received federal money only from the Highway Trust Fund, thereby raising the general fund share overall to about 28% in FY2018, 26% in FY2019, 21% in FY2020, and 22% in FY2021. The general fund share of funding in the IIJA for the period FY2022-FY2026 averaged 35%. After enactment of annual appropriations bills, the actual share was 35% in FY2022 and 36% in FY2023.[6]

Both Public Transportation Emergency Relief Program and COVID-19 relief funding were appropriated from the general fund. While most federal funding for public transportation is typically directed toward capital expenditures, pandemic-related funding was mainly intended to support operating expenses. This includes employee pay, fuel, and extra costs resulting from the pandemic, such as the more intensive cleaning of vehicles and stations and the purchase of personal protective equipment for transit workers. Most COVID-19 relief funding was distributed to state and local transit agencies via the existing urbanized area and rural formulas.[7]

In addition to FTA monies, federal funding for public transportation is available from several surface transportation programs that allow federal highway money to be spent on public transportation projects, and from nontransportation programs in areas such as health, education, and veterans affairs. In FY2022, about $885 million was transferred (or "flexed") from highway programs to public transportation.[8] The Rebuilding American Infrastructure with Sustainability

more information on the Public Transportation Emergency Relief Program, see CRS Report R45298, *Emergency Relief for Disaster-Damaged Roads and Public Transportation Systems*, by Robert S. Kirk and William J. Mallett.

[6] Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328).

[7] Federal Transit Administration, "Apportionments," at https://www.transit.dot.gov/funding/apportionments.

[8] Congressional Budget Office, "Highway Trust Fund Accounts—CBO's Baseline Projections, February 15, 2023."

and Equity (RAISE) discretionary grants program (previously known as BUILD and TIGER), administered by the Department of Transportation's Office of the Secretary, has been another source of federal funding for public transportation. In the period from FY2009 through FY2021, about $2.3 billion (in constant 2021 dollars) was awarded from this source to public transportation projects, an average of about $180 million per year.[9] In 2019, the federal interagency Coordinating Council on Access and Mobility identified 130 federal nontransportation programs targeted to people with disabilities, older adults, and individuals of low income in which transportation is an eligible expense.[10] The total amount of this nontransportation funding used for public transportation, however, is unknown.

How Federal Dollars Are Distributed and Spent

About two-thirds of the funding provided by the IIJA was authorized to be distributed (apportioned) by formula annually. The remaining amount was authorized to be distributed competitively or for special purposes, such as capital and preventative maintenance grants to the Washington Metropolitan Area Transit Authority (WMATA). Formula funding is distributed to local public authorities in large urbanized areas (i.e., places with a population of 200,000 or more), and to state governments for redistribution to small urbanized areas (i.e., places with a population of 50,000 to 199,999) and to rural areas (i.e., areas with populations below 50,000).[11] Formula factors vary by program. Estimated distributions for some of the largest urbanized areas can be seen in **Table 1**. Estimated distribution by state/territory can be seen in **Table A-2**.

Table 1. Estimated Federal Public Transportation Formula Funding Distribution by Urbanized Area

Top 15 Urbanized Area Distributions (in millions of dollars)

Urbanized Area	FY2022	FY2023	FY2024	FY2025	FY2026	Total
New York-Newark, NY-NJ-CT	2,761.1	2,814.1	2,882.1	2,937.0	3,006.3	14,400.7
Chicago, IL-IN	767.6	782.4	801.4	816.7	836.1	4,004.3
Los Angeles-Long Beach-Anaheim, CA	622.5	635.2	651.5	664.7	681.3	3,255.2
Washington, DC-VA-MD	525.6	535.8	548.9	559.5	572.8	2,742.6
Philadelphia, PA-NJ-DE-MD	448.8	457.5	468.6	477.6	489.0	2,341.4
Boston, MA-NH-RI	446.5	455.1	466.1	475.0	486.3	2,329.0
San Francisco-Oakland, CA	422.8	431.0	441.4	449.9	460.5	2,205.6
Seattle, WA	267.8	273.1	279.9	285.4	292.4	1,398.6
Miami, FL	235.7	240.5	246.6	251.6	257.8	1,232.2
Baltimore, MD	197.4	201.2	206.1	210.1	215.1	1,030.0
Atlanta, GA	195.8	199.6	204.6	208.6	213.6	1,022.1

[9] Estimated by CRS. See also CRS Report R45916, *The TIGER/BUILD Program at 10 Years: An Overview*, by David Randall Peterman.

[10] Coordinating Council on Access and Mobility, "Program Inventory," at https://www.transit.dot.gov/regulations-and-guidance/ccam/about/ccam-program-inventory.

[11] Urbanized areas are designated by the U.S. Census Bureau and defined as "consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people." U.S. Census Bureau, "Urban Areas for the 2020 Census-Proposed Criteria," 86 *Federal Register* 10237-10243, February 19, 2021.

Urbanized Area	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Dallas-Fort Worth-Arlington, TX	172.5	176.0	180.5	184.1	188.7	901.7
San Diego, CA	162.6	165.9	170.1	173.4	177.7	849.7
Houston, TX	144.3	147.3	151.2	154.4	158.4	755.6
Minneapolis-St. Paul, MN-WI	115.7	118.1	121.1	123.6	126.7	605.3

Source: Federal Transit Administration, communication with CRS, November 18, 2021.

Note: Amounts were estimated based on data from the 2010 U.S. Census and 2019 National Transit Database.

The costs of providing public transportation service fall into two main categories, operating expenses and capital expenses. Operating expenses include vehicle operation and maintenance, maintenance of stations and other facilities, general administration, and purchase of transportation from private operators. Capital expenses are related to the purchase of equipment, such as buses, rail lines, and rail stations. In general, federal public transportation programs allow an 80% maximum matching share for capital projects and a 50% maximum share for operating expenses.

The COVID-19 pandemic has had an unprecedented effect on transit agency budgets, including operating revenues and sources of government support.[12] **Table 2** provides a national summary of public transportation funding in the year *prior* to the pandemic and does not convey the role of federal investment in 2020 or later. Prior to the pandemic, operating costs accounted for about two-thirds of all costs for public transportation and capital expenditures for about one-third. Fares and other operating revenues covered about one-quarter of the total cost, with the remainder provided by federal, state, and local governments. The federal government supported less than 10% of operating expenditures prior to the pandemic, but a third of capital expenditures.

Table 2. Sources of Funding for Operating and Capital Expenditures in Public Transportation Provision, 2019

	Operating		Capital		Total	
	Percent	Millions of Dollars	Percent	Millions of Dollars	Percent	Millions of Dollars
Fares and Other Income	34.0	$18,740	0.0	$0	23.5	$18,740
Local Government	35.1	$19,353	44.9	$11,048	38.1	$30,401
State Government	22.9	$12,639	22.8	$5,605	22.9	$18,244
Federal Government	7.9	$4,366	32.3	$7,939	15.4	$12,304
Total	100.0	$55,099	100.0	$24,591	100.0	$79,690

Source: American Public Transportation Association, *2021 Public Transportation Fact Book: Appendix A*, Washington, DC, 2021, Table 95, at http://www.apta.com/resources/statistics/Pages/transitstats.aspx.

Note: Sources of local government expenditures include funds from local taxes, toll transfers, and bond proceeds.

[12] Congressional Budget Office, *Federal Financial Support for Public Transportation*, March 2022, at https://www.cbo.gov/system/files/2022-03/57636-Transportation.pdf.

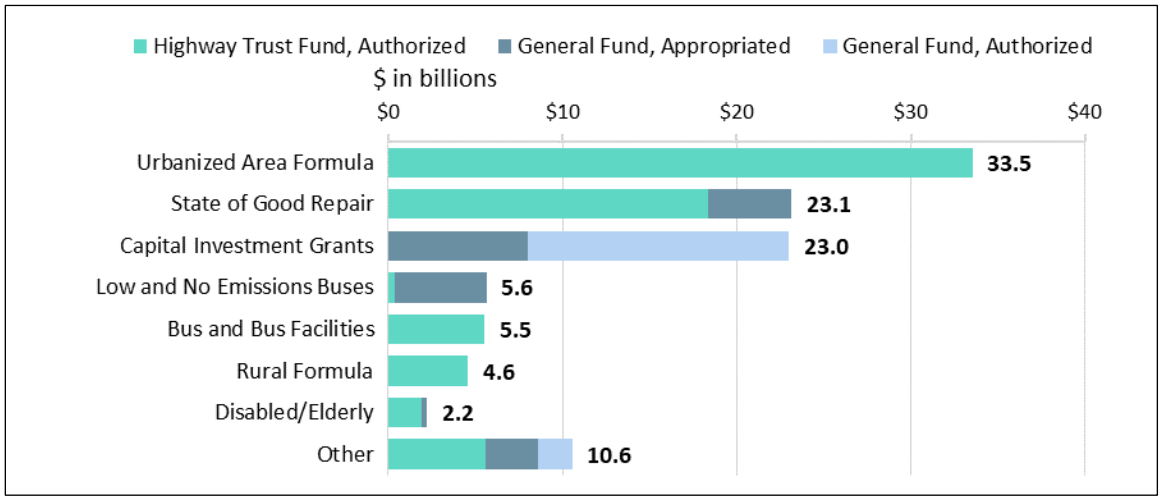
Federal Public Transportation Programs

FTA administers seven major programs: (1) Urbanized Area Formula; (2) State of Good Repair (SGR); (3) Capital Investment Grants (CIG, also known as "New Starts"); (4) Rural Area Formula; (5) Low or No Emission Vehicles; (6) Bus and Bus Facilities; and (7) Enhanced Mobility of Seniors and Individuals with Disabilities. These are discussed in more detail below. There are also a number of other, much smaller programs (see **Table A-1** for a full listing).

In past surface transportation reauthorization acts, funding for all of the public transportation programs, except CIG, came from the mass transit account of the Highway Trust Fund.[13] Funding for CIG was authorized to be appropriated from the U.S. Treasury general fund and required additional action from Congress to be made available. Funding provided by the IIJA combines money from the trust fund, appropriated funding from the general fund, and authorized appropriations from the general fund. The combination of these sources of funding varies by program (**Figure 3**). For CIG, the IIJA both appropriated and authorized money from the general fund.

Figure 3. Federal Public Transportation Program Funding by Program

Funding Authorized and Appropriated in the IIJA, FY2022-FY2026



Source: CRS analysis of the Infrastructure Investment and Jobs Act (P.L. 117-58).

Urbanized Area Formula Program (49 U.S.C. §5307)

The Urbanized Area Formula Program provides funding for public transportation in urbanized areas, places designated by the Census Bureau as having populations of 50,000 or more. Funding provided in the IIJA was $6.4 billion for FY2022, an amount rising to $7.0 billion in FY2026. Funds can be spent on capital, planning, job access and reverse commute projects, and, in some circumstances, operating expenses. For urbanized areas under 200,000 the distribution of funds is based on population, population density, and the number of low-income individuals. In addition to these factors, in urbanized areas of 200,000 or more the formula is also based on bus revenue

[13] From FY2018-FY2021, general fund appropriations were provided for the Bus and Bus Facilities Program, the State of Good Repair Program, the High Density States formula, the Rural Formula Program, and bus testing.

vehicle miles, passenger miles, and operating costs; and fixed guideway revenue miles, route miles, passenger miles, and operating costs.

State of Good Repair Program (49 U.S.C. §5337)

The State of Good Repair (SGR) Program provides funding primarily for repairing and upgrading rail transit systems, but also other *fixed-guideway systems* (such as passenger ferries and bus rapid transit) and bus systems that use high occupancy vehicle (HOV) lanes.[14] Funding for the SGR Program totaled $4.5 billion in FY2022, $3.5 billion authorized from the Highway Trust Fund and $950 million appropriated from the general fund. Funding for the program rises to a total of $4.8 billion in FY2026.

From the total amount for the SGR Program, $300 million is made available per year for a competitive rail vehicle replacement program. The remaining amount is distributed by formula. The formula element of the SGR Program has two components:

- The **High Intensity Fixed Guideway SGR Program** distributes 97.15% of the funding for maintaining fixed guideway transit systems in a state of good repair. The new formula for distributing these funds uses fixed guideway vehicle miles and route miles for facilities that have been operating for at least seven years.
- The **High Intensity Motorbus SGR Program** distributes 2.85% of the funds for transit bus service provided on an HOV facility. Funding is distributed by a formula that uses high-intensity bus vehicle miles and route miles for revenue services that have been operating for at least seven years.

Capital Investment Grants Program (49 U.S.C. §5309)

The Capital Investment Grants Program provides funding to support construction of new rail, bus rapid transit, and ferry systems and to expand existing systems. The IIJA appropriated $1.6 billion per year from the general fund, and authorized another $3.0 billion per year from the general fund, subject to appropriation. Annual appropriations were $2.2 billion in FY2022 and $2.6 billion in FY2023.[15]

Capital Investment Grants funding is available on a competitive basis in which project sponsors undertake a multistep process to become eligible for funding. A Capital Investment Grants project must go through three distinct stages: project development, engineering, and construction. For a type of Capital Investment Grants Program project known as Small Starts—generally those requesting less than $150 million in federal assistance and costing in total less than $400 million—there are just two phases: project development and construction.

Low or No Emission Vehicle Program (49 U.S.C. §5339(c))

The Low or No Emission Vehicle Program is a competitive grant program that provides funding for capital expenses to purchase or lease buses that emit low levels of pollutants, including greenhouse gases. Facilities that support these buses are also eligible for funding. Funding provided in the IIJA totals about $1.1 billion a year, $1.05 billion appropriated from the general

[14] Fixed-guideway means "a public transportation facility—(A) using and occupying a separate right-of-way for the exclusive use of public transportation; (B) using rail; (C) using a fixed catenary system; (D) for a passenger ferry system; or (E) for a bus rapid transit system," 49 U.S.C. §5339(a)(1).

[15] Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328).

fund and the rest authorized from the Highway Trust Fund. In the previous authorization of public transportation programs, as extended, the Low or No Emission Vehicle Program was funded at $55 million per year from FY2016 through FY2021. An additional $75 million was provided for the program in FY2022 annual appropriations, and an additional $50 million was provided in FY2023 annual appropriations.[16]

Bus and Bus Facilities Program (49 U.S.C. §5339)

The Bus and Bus Facilities Program provides funding for capital expenses to purchase and rehabilitate buses and to construct bus-related facilities, such as maintenance depots. In FY2022, the Bus Program was authorized at $980 million, with $604 million (62%) for formula grants and $376 million (38%) for discretionary grants. Bus Program funding increases to $1.1 billion in FY2026, with $662 million for formula grants and $412 million for discretionary grants. The formula portion of the grant program provides each state and territory a minimum allocation ($4 million to states and $1 million to territories), with the remaining funds distributed according to population and service levels. An additional $175 million in FY2022 annual appropriations and an additional $90 million in FY2023 annual appropriations were provided for the competitive program.[17]

Rural Area Formula Program (49 U.S.C. §5311)

The Rural Area Formula Program provides funding to states and Indian tribes for public transportation outside of urbanized areas. Capital, operating, and planning are all eligible expenses. Funding provided was $875 million in FY2022, an amount rising to $960 million in FY2026. The formula used to apportion Rural Area program funds includes rural land area, population, vehicle revenue miles, and the number of low-income individuals. Funds from the program are set aside for the Rural Transit Assistance Program, the Public Transportation on Indian Reservations Program, and the Appalachian Development Public Transportation Assistance Program.

Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. §5310)

The Enhanced Mobility of Seniors and Individuals with Disabilities Program provides funding to support specialized public transportation for these population groups. Funding for this program totaled $421 million in FY2022, an amount that increases to $457 million in FY2026. Of these amounts, $50 million was appropriated from the general fund and the rest was authorized from the Highway Trust Fund. Under the law, 60% of the funds are apportioned to large urbanized areas, 20% to small urbanized areas, and 20% to rural areas. Within these categories, funds are distributed to specific areas based on the relative size of their elderly and disabled population. The program requires that projects come from a locally developed, coordinated human services transportation plan.

New Programs

The IIJA created four new competitive grant programs to be administered by FTA:

[16] Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328).

[17] Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328).

- **Station Accessibility Program.** This program provides funding to improve the disabled accessibility of older rail transit stations. The program received an appropriation from the general fund of $350 million per year.
- **Rail Vehicle Replacement Grants**. As a set-aside of the SGR Program, these grants are for the purchase of replacement transit rail rolling stock. The program received funding from the Highway Trust Fund of $300 million per year.
- **Rural Ferry Service Program**. This program provides funding for scheduled ferry service serving at least two rural areas more than 50 miles apart. An appropriation of $200 million per year was provided in IIJA from the general fund, and another $200 million per year is authorized subject to future appropriation. FY2022 annual appropriations provided $13.0 million, and FY2023 annual appropriations provided $17.5 million.
- **Electric or Low-Emitting Ferry Pilot Program**. This program provides funding for the purchase of electric or low-emitting ferries or the modification of existing ferries. A general fund appropriation of $50 million per year is provided, and another $50 million per year is authorized subject to future appropriation.

Congressional Direct Spending (Earmarks)

After a decade-long moratorium on congressionally directed spending, often called "earmarks," Congress began providing funding specifically for Member-requested community projects in FY2022.[18] The annual appropriation for public transportation earmarks was $201 million in FY2022 and $360 million in FY2023. Projects were listed in explanatory statements accompanying the acts.

[18] CRS Report R41554, *Transportation Spending Under an Earmark Ban*, by Robert S. Kirk, William J. Mallett, and David Randall Peterman.

Appendix. Public Transportation Funding Authorized and Appropriated by the Infrastructure Investment and Jobs Act

Table A-1. Public Transportation Funding by Program

(in millions of dollars)

	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Total, Authorization and Appropriation	**21,005.0**	**21,284.0**	**21,640.0**	**21,929.0**	**22,291.0**	**108,150.0**
Total, Highway Trust Fund Authorization and General Fund Appropriation	**17,605.0**	**17,884.0**	**18,240.0**	**18,529.0**	**18,891.0**	**91,150.0**
Highway Trust Fund Authorization (Contract Authority)	**13,355.0**	**13,634.0**	**13,990.0**	**14,279.0**	**14,641.0**	**69,900.0**
Urbanized Area Formula Program (49 U.S.C. §5307)	6,408.3	6,542.2	6,713.0	6,851.7	7,025.8	33,540.9
State of Good Repair Program (49 U.S.C. §5337)	3,215.5	3,287.8	3,380.9	3,455.7	3,550.5	16,890.4
Competitive Grants for Rail Vehicle Replacement (49 U.S.C. §5337(f))	300.0	300.0	300.0	300.0	300.0	1,500.0
Bus and Bus Facilities Formula Program (49 U.S.C. §5339(a))	604.0	616.6	632.7	645.8	662.2	3,161.3
Bus and Bus Facilities Competitive Program (49 U.S.C. §5339(b))	375.7	383.5	393.6	401.7	411.9	1,966.4
Low or No Emission Vehicles (49 U.S.C. §5339(c))	71.6	73.1	75.0	76.5	78.5	374.6
Rural Formula Program (49 U.S.C. §5311)	875.3	893.6	916.9	935.8	959.6	4,581.3
Public Transportation on Indian Reservations Formula (49 U.S.C. §5311(c)(2)(B))	35.0	35.7	36.7	37.4	38.4	183.3
Public Transportation on Indian Reservations Competitive (49 U.S.C. §5311(c)(2)(A))	8.8	8.9	9.2	9.4	9.6	45.8
Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S.C. §5310)	371.2	379.0	388.9	396.9	407.0	1,943.1
Planning (49 U.S.C. $5303-§5305)	184.6	188.5	193.4	197.4	202.4	966.4
Public Transportation Innovation (49 U.S.C. §5312)	36.8	37.6	38.6	39.4	40.4	192.8
Bus Testing Facility (49 U.S.C. §5318)	5.0	5.1	5.2	5.3	5.5	26.2
National Transit Database (49 U.S.C. §5335)	5.3	5.4	5.5	5.6	5.8	27.5
Technical Assistance and Workforce Development (49 U.S.C. §5314)	11.8	12.1	12.4	12.7	13.0	62.0
Pilot Program for Transit Oriented Development Planning (MAP-21, Section 20005(b))	13.2	13.4	13.8	14.1	14.4	68.9

	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Pilot Program for Coordinated Access and Mobility (FAST Act, Section 3006(b))	4.6	4.7	4.8	4.9	5.0	24.1
Administration (49 U.S.C. §5334)	131.0	134.9	139.0	143.1	147.4	695.5
Growing State and High Density States (49 U.S.C. §5340)	741.0	756.5	776.3	792.3	812.5	3,878.6
Appropriation (General Fund)	**4,250.0**	**4,250.0**	**4,250.0**	**4,250.0**	**4,250.0**	**21,250.0**
State of Good Repair Program (49 U.S.C. §5337)	950.0	950.0	950.0	950.0	950.0	4,750.0
Low or No Emission Vehicles (49 U.S.C. §5339(c))	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	5,250.0
Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S.C. §5310)	50.0	50.0	50.0	50.0	50.0	250.0
Capital Investment Grant Program (49 U.S.C. §5309)	1,600.0	1,600.0	1,600.0	1,600.0	1,600.0	8,000.0
Station Accessibility Program (IIJA, Division J)	350.0	350.0	350.0	350.0	350.0	1,750.0
Electric or Low Emitting Ferry Program (IIJA, Section 71102)	50.0	50.0	50.0	50.0	50.0	250.0
Rural Ferry Program (IIJA, Section 71103)	200.0	200.0	200.0	200.0	200.0	1,000.0
Authorization (General Fund, Subject to Future Appropriation)	**3,400.0**	**3,400.0**	**3,400.0**	**3,400.0**	**3,400.0**	**17,000.0**
Capital Investment Grant Program (49 U.S.C. §5309)	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	15,000.0
Grants to Washington Metropolitan Area Transit Authority (PRIIA, Section 601(f))	150.0	150.0	150.0	150.0	150.0	150.0
Electric or Low Emitting Ferry Program (IIJA, Section 71102)	50.0	50.0	50.0	50.0	50.0	250.0
Rural Ferry Program (IIJA, Section 71103)	200.0	200.0	200.0	200.0	200.0	1,000.0

Source: CRS analysis of the IIJA (P.L. 117-58).

Notes: MAP-21 = Moving Ahead for Progress in the 21st Century Act (P.L. 112-141); FAST Act = Fixing America's Surface Transportation Act (P.L. 114-94); PRIIA = Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432).

Table A-2. Estimated Federal Public Transportation Formula Funding Distribution by State and Territory

(in millions of dollars)

State/Territory	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Alabama	76.9	78.5	80.4	82.0	84.0	401.8
Alaska	77.6	79.0	80.8	82.3	84.1	403.7
America Samoa	1.5	1.5	1.5	1.5	1.5	7.5
Arizona	172.6	176.2	180.7	184.4	189.0	902.9
Arkansas	46.7	47.6	48.7	49.7	50.8	243.6
California	1,961.9	2,001.4	2,051.8	2,092.7	2,144.1	10,251.9
Colorado	181.7	185.4	190.1	193.9	198.7	949.8
Connecticut	249.6	254.5	260.7	265.7	272.0	1,302.5
Delaware	35.7	36.4	37.3	37.9	38.8	186.1
District of Columbia	301.5	306.9	313.8	319.4	326.4	1,567.9
Florida	527.5	538.4	552.3	563.6	577.8	2,759.6
Georgia	280.4	286.0	293.1	298.8	306.1	1,464.3
Guam	2.2	2.2	2.3	2.3	2.3	11.4
Hawaii	60.4	61.6	63.2	64.4	66.0	315.7
Idaho	37.2	37.9	38.8	39.5	40.4	193.8
Illinois	854.1	870.6	891.8	908.9	930.4	4,455.8
Indiana	128.7	131.3	134.7	137.4	140.8	672.8
Iowa	58.5	59.6	61.1	62.3	63.8	305.2
Kansas	49.7	50.7	51.9	52.9	54.2	259.4
Kentucky	75.4	76.9	78.8	80.4	82.3	393.7
Louisiana	91.6	93.4	95.8	97.7	100.1	478.5
Maine	48.1	49.0	50.1	51.1	52.2	250.6
Maryland	353.9	361.0	370.0	377.4	386.6	1,848.9
Massachusetts	536.4	546.8	560.2	570.9	584.5	2,798.8
Michigan	196.5	200.6	205.8	210.1	215.4	1,028.3
Minnesota	163.9	167.2	171.4	174.8	179.1	856.4
Mississippi	41.8	42.6	43.7	44.5	45.5	218.1
Missouri	140.1	142.9	146.5	149.4	153.0	732.0
Montana	30.4	30.9	31.6	32.2	32.9	158.0
N. Mariana Islands	1.5	1.5	1.5	1.5	1.5	7.4
Nebraska	36.6	37.3	38.2	38.9	39.8	191.0
Nevada	89.6	91.4	93.7	95.6	98.0	468.2
New Hampshire	24.3	24.7	25.2	25.7	26.2	126.1
New Jersey	855.0	872.0	893.8	911.4	933.6	4,465.8

State/Territory	FY2022	FY2023	FY2024	FY2025	FY2026	Total
New Mexico	72.6	74.0	75.8	77.3	79.1	378.9
New York	2,155.7	2,197.1	2,250.1	2,292.9	2,346.9	11,242.7
North Carolina	175.8	179.4	184.1	187.8	192.6	919.7
North Dakota	21.2	21.6	22.0	22.4	22.9	110.1
Ohio	260.2	265.5	272.3	277.8	284.7	1,360.5
Oklahoma	67.5	68.8	70.5	71.9	73.6	352.3
Oregon	152.4	155.4	159.3	162.4	166.3	795.8
Pennsylvania	613.9	625.9	641.1	653.4	669.0	3,203.3
Puerto Rico	90.4	92.3	94.7	96.6	99.1	473.2
Rhode Island	55.9	57.0	58.4	59.5	60.8	291.6
South Carolina	71.4	72.8	74.6	76.1	77.9	372.7
South Dakota	24.0	24.4	24.9	25.4	25.9	124.7
Tennessee	124.5	127.1	130.3	132.9	136.2	651.0
Texas	648.9	662.4	679.7	693.7	711.3	3,396.0
Utah	127.4	129.9	133.1	135.7	138.9	665.0
Vermont	14.9	15.2	15.4	15.7	16.0	77.2
Virgin Islands	3.2	3.3	3.3	3.4	3.5	16.7
Virginia	236.0	241.0	247.3	252.4	258.8	1,235.4
Washington	368.2	375.6	385.1	392.7	402.3	1,923.9
West Virginia	37.5	38.2	39.1	39.8	40.7	195.4
Wisconsin	114.6	116.9	119.9	122.4	125.4	599.2
Wyoming	17.9	18.2	18.6	18.9	19.3	93.0
Total	**13,243.8**	**13,505.7**	**13,840.8**	**14,112.0**	**14,453.6**	**69,155.9**

Source: Federal Transit Administration, communication with Congressional Research Service, November 18, 2021.

Note: Amounts are estimated based on data from the 2010 U.S. Census and 2019 National Transit Database.

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