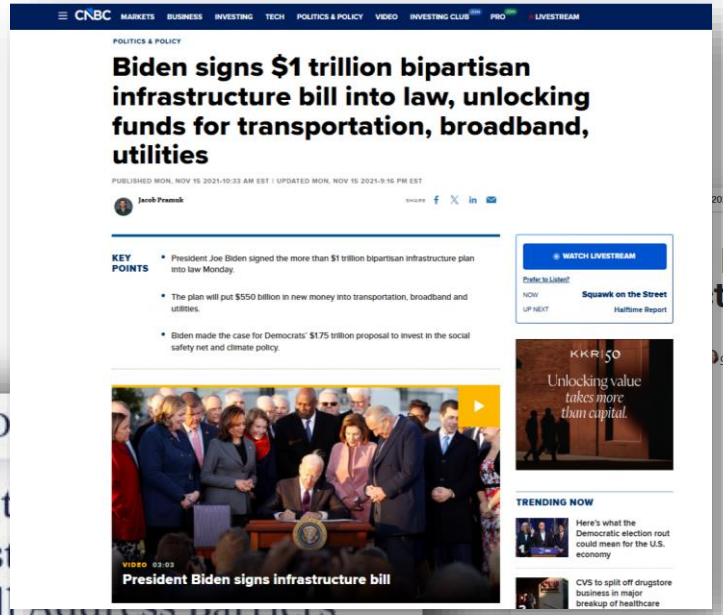
Summary of Findings

Urban Institute Note

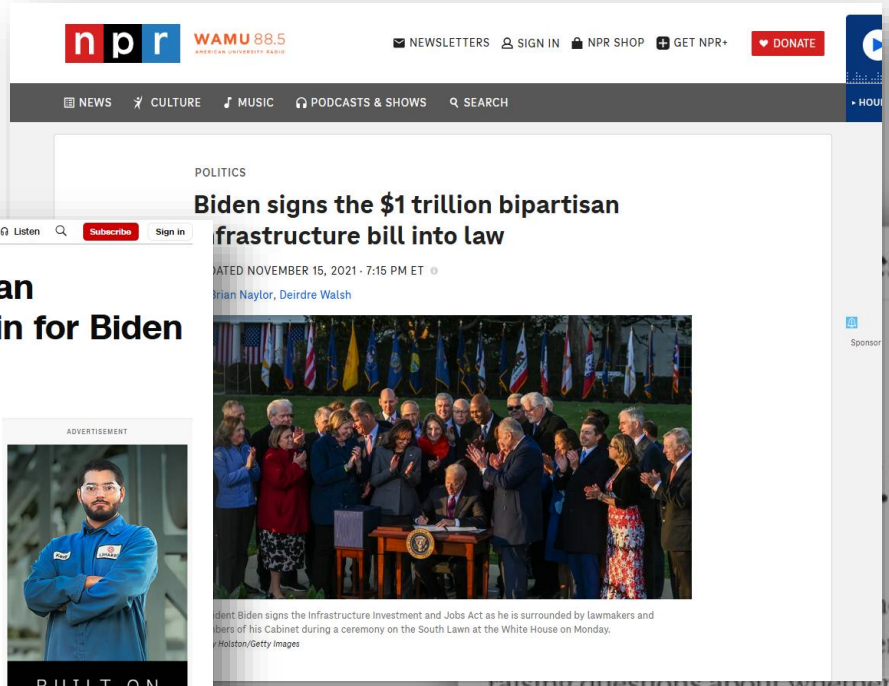
- The Urban Institute does not lobby, take positions, or support or oppose legislation
- Urban **provides data** about the implications of policies to inform policymakers

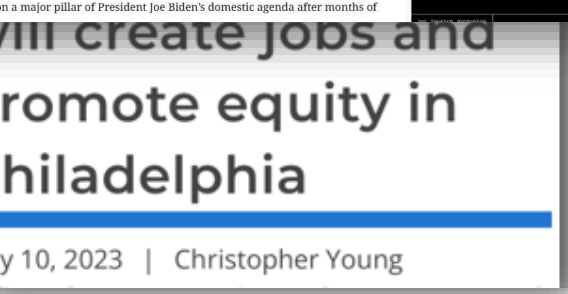
The Bipartisan Infrastructure Law passed 5 year ago and brought historic levels of infrastructure investment

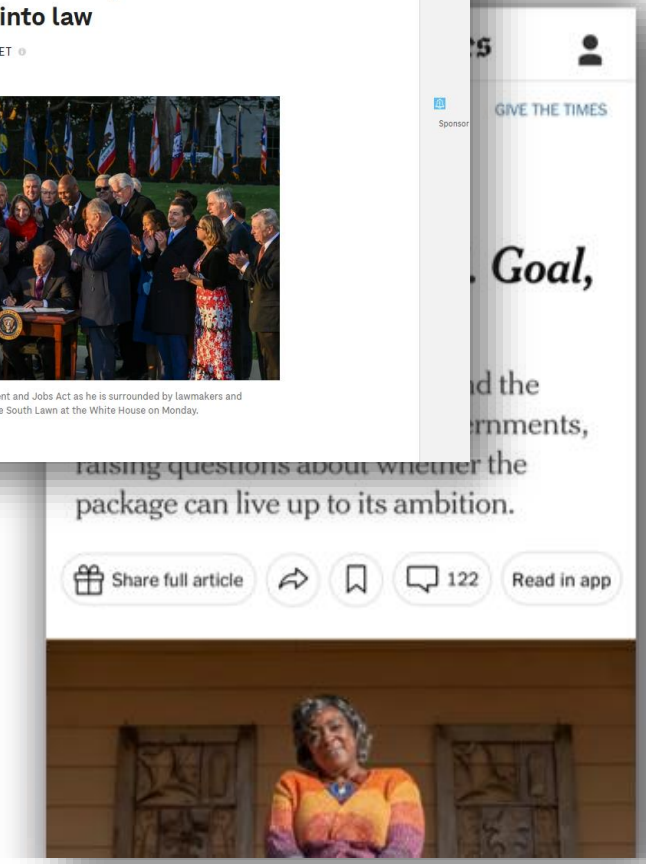




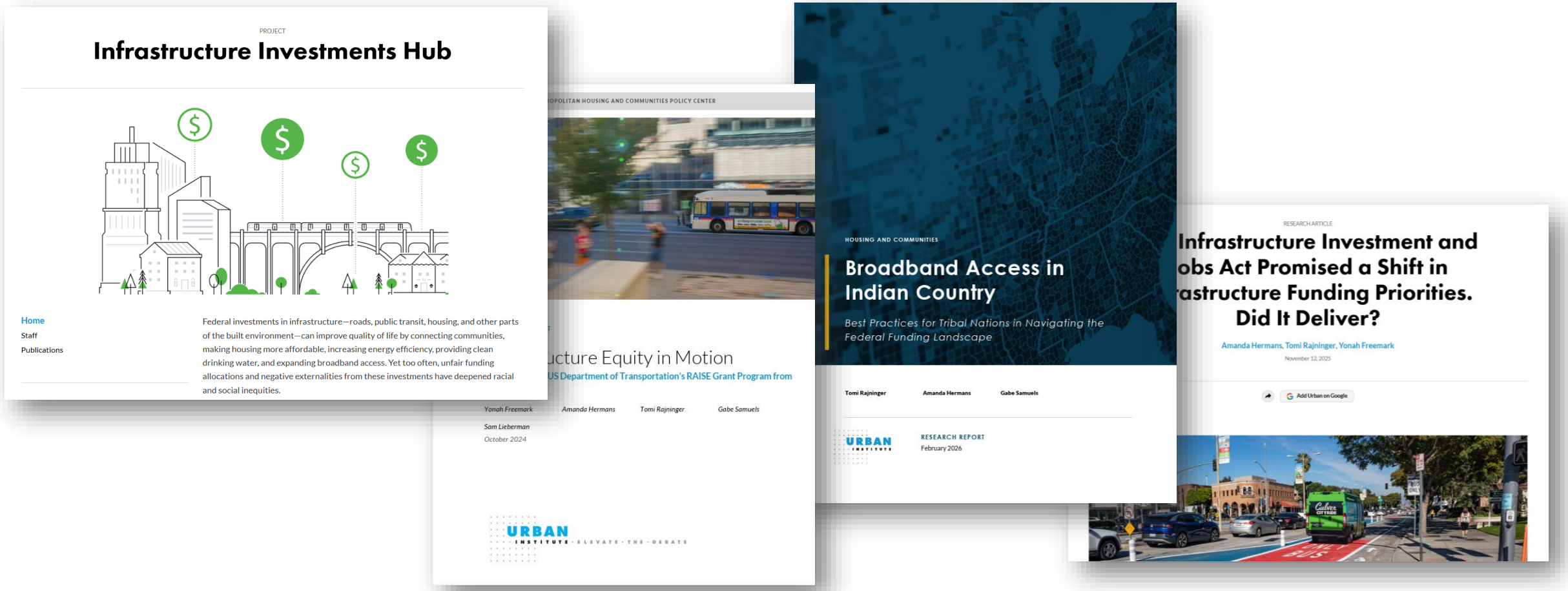








Since 2022, we've been studying how the federal government has been distributing infrastructure funding and whether it's meeting community needs

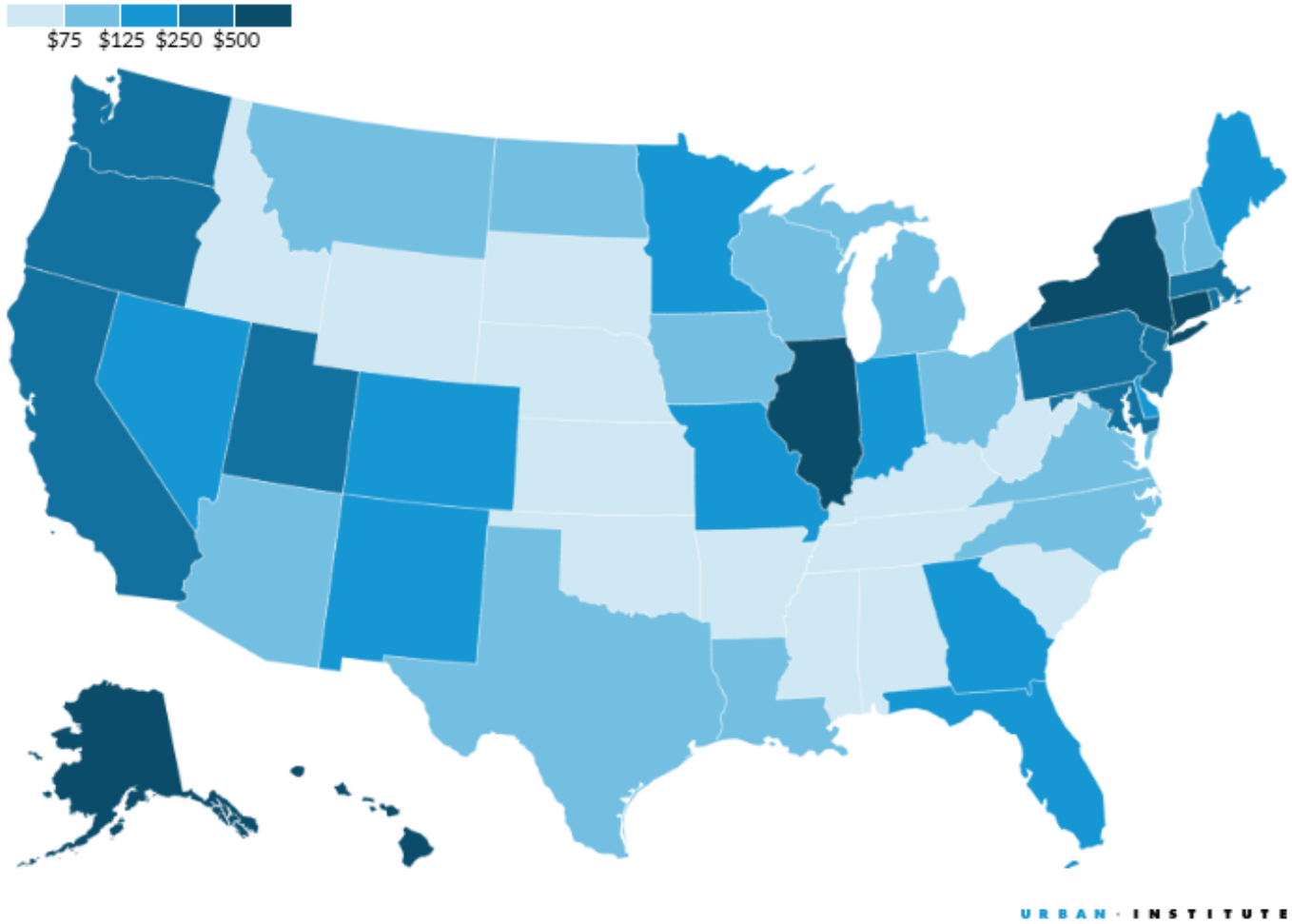


Federal Infrastructure Funding Tracker Demo

Deeper Dive: Public Transportation

Rather than being distributed evenly, public transportation funding was concentrated in a few states

Per capita federal public transportation funding in states, fiscal years 2022–25



Source: Author analysis of USASpending.gov data for fiscal years 2022–25.

There is an opportunity to better support communities with mobility needs

- Communities with higher public transit ridership received significantly more funds than those with fewer riders
    - While existing systems need support, there's an opportunity to support new public transportation systems in communities that need them
- Many smaller communities, including places where fewer residents have access to personal vehicles, received little direct federal support
    - We see these communities as prime candidates for public transit investment

Looking Ahead

Key recommendations for reauthorization

1. **Prioritize public transportation** by restoring funding levels to match those authorized by IIJA, accounting for inflation and construction costs
2. **Guarantee transit funding** by bringing back advanced appropriations to ensure transit agencies can plan for projects into the future
3. **Ensure transportation investments fund the communities that need them most** by ensuring limited-capacity communities have access to funds and rewriting formulas to support needs

Federal Infrastructure Panel

The future of federal transportation funding is unclear

Federal surface transportation funding supports about 20% of government (incl. state and local) transportation expenditures in the US

It's especially important for transit capital costs (~40%)



New surface transportation authorization? Extensions? Or nothing?

November 2021
IIJA enacted

September 30, 2026
IIJA expired

December 11, 2026
Major program cuts begin

Key questions for reauthorization

1. **How do we cover the >$300 billion coming shortfall in the Highway Trust Fund?**
   - General fund transfer, gas tax increase, or something else?
2. **What modes of transportation should be prioritized?**
   - Highways, transit, rail?
3. **Should funding be guaranteed over the long term?**
   - Advance appropriations? Greater contract authority? Discretionary versus formula funds?