Transportation for America

# FALLING FORWARD:

## A GUIDE TO THE **FAST** ACT

Understanding the shortcomings and select opportunities in the 2016-2020 federal transportation authorization

This report was written by Joe McAndrew, policy director, with editing, production and additional writing by Stephen Lee Davis, director of communications. This report was released in May 2016.



**Transportation for America** is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions — because these are the investments that hold the key to our future economic prosperity. t4america.org

Transportation for America
1707 L Street, Ste. 250
Washington, DC 20036
(202) 955-5543

Transportation for America

# INTRODUCTION

In 2015, Congress adopted their first long-term surface transportation law in more than a decade. Known as the Fixing America's Surface Transportation (FAST) Act, the bill provides federal transportation policy and funding for five years (FY2016-2020). Though the bill will provide a level of funding certainty through 2020, to accomplish this feat, Congress essentially killed the concept of a trust fund for transportation by transferring $70 billion in general taxpayer funds into the highway trust fund. Almost a third of the bill's full cost will be paid with general taxpayer dollars, offset by accounting maneuvers and budget gimmicks. Although it increases funding in the first year (FY2016) by nearly $5 billion, it essentially holds spending levels flat for the final four years of the bill at $62 billion on average.

The federal gasoline tax — the primary funding source for federal transportation investments — remains unchanged since 1993, when it was last raised. This, even as the amount of driving per capita has slowed, fuel efficiency has improved, and revenue from the gas tax has not kept up with expenditures.

**So what will the American public get out of Congress' deal to ante up general tax money to keep the federal transportation program solvent?**

While there were a few positive changes — which will be described in greater detail later in this document — the FAST Act doubles down on the status quo of federal transportation policy, failing to make virtually any of the changes so urgently needed by our rapidly urbanizing and changing country. The bill is virtually silent on the issue of emerging tech-enabled mobility options or other coming innovations, provides no increase in local control over funding — continuing to defer almost all authority to states — and fails to move the ball forward on performance measures after the first steps made by MAP-21 in 2012, among other shortcomings or omissions.

The structure of the program remains unchanged: the majority of federal funding is doled out to states, which retain the bulk of decision-making authority over what to build, where, and how. As with recent federal transportation authorizations before the FAST Act, this means that the most important decisions about what gets built and where will continue to rest in the hands of state departments of transportation (DOTs), as well as with metropolitan planning organizations (MPOs), the largest of which continue to have some limited authority over spending decisions.

Though the bill largely extended the status quo and failed to make the necessary moves to reward innovation or shift to a performance-driven system with greater accountability, there were a few notable changes (positive and negative) made in the FAST Act that we'll explore in further detail in this guide.

**Slightly more money for locals**
The FAST Act slightly increases the share of Surface Transportation Program funding directed to regional governments over the five-year life of the bill. Though, only the largest MPOs in regions over 200,000 in population will be able to direct this money where they choose. The Surface Transportaton Program is renamed the Surface Transportation Block Grant Program (STBGP) under the FAST Act.

**Authorizes passenger rail in broader surface transportation authorization**
While funding must still be appropriated on an annual basis, this is the first ever inclusion of passenger rail policy in a surface authorization.

**Financing opportunities for transit-oriented development**
Enables federally-backed, low-interest finance opportunities for transit-oriented development (TOD) projects through the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) programs. The FAST Act also continues the Federal Transit Administration's $10 million annual TOD planning grant program, which can be used to conduct planning activities around public transportation lines to enhance economic development and ridership, improve access and connectivity, and enable mixed-use development and encourage private-sector participation.

**Low-cost financing program scaled back dramatically**
After TIFIA funds were inceased under FAST Act's predecessor, this bill cuts TIFIA funding by 70 percent, from $1 billion per year all the way down to $300 million.

**Competitive grants for buses and bus facilities**
Reestablishes a competitive grant program for bus and bus facilities that directs $300 million per year on average to replace, rehabilitate, purchase, or lease buses or bus facilities (e.g. multimodal stations).

**Safer, complete streets**
Makes significant strides to direct states and metros to build safer streets by including Complete Streets policy in the federal surface transportation for the first time.

**New funded programs for freight, though directed largely to highways**
Establishes a National Multimodal Freight Policy and requires states to produce a multimodal freight plan, but then largely restricts all but 10 percent of the $10.5 billion in new freight funding to highway-only freight projects, eliminating the flexibility for states to address their freight issues with the best solutions possible, whether port, rail or other key intermodal investments.

**Transportation Alternatives Program relocated**
Moves the Transportation Alternatives Program (TAP) into the Surface Transportation Block Grant Program (STBGP) — formerly the Surface Transportation Program. The TAP program provides funding to local communities to make their streets safer for all people and remains largely unchanged aside from its new name: the "STBGP Set Aside".

**Some new opportunities for emerging innovations in mobility**
Establishes a new discretionary program that states, MPOs and local communities can use to advance transportation innovations, like mobility-on-demand solutions such as ride sharing, bike sharing and autonomous vehicles, performance-driven programs, and other emerging technologies. The bill also provides grants to states to test alternative funding solutions for the federal program such as vehicle miles traveled programs.

With federal gas tax revenues remaining flat even as population grows and the existing system shows its age, it is clear that bolder reforms will be necessary from the FAST Act's successor. However, for the next five years, the main forum for debate over transportation spending and innovation has shifted to the states where many decisions will be made about how to spend the billions of dollars distributed under the FAST Act.

This short guidebook is intended to help you understand the changes made in 2015's authorization and provide you with the necessary information to best leverage the federal transportation program. And T4America's START Network (see below) can help equip you to effectively urge your state's governor, legislature and DOT to spend taxpayer funds on projects that reflect your priorities and maximize the benefits for your community and local economy.

STATE
TRANSPORTATION ADVOCACY, RESEARCH & TRAINING
*A project of* Transportation for America

## THE START NETWORK

Transportation for America supports efforts to produce and pass state legislation to increase transportation funding, advance innovation and policy reform, empower local leaders and ensure accountability and transparency. We offer unique, easily accessible resources that arm decision-makers and advocates with template policies, research and case studies from leaders nationwide.

Join the network: http://bit.ly/joinT4Astatenetwork

# SHORTCOMINGS

## The FAST Act falls short on needed reform and revenue

Though many members of Congress promised an innovative, 21st century transportation bill, unfortunately, the FAST Act uses tomorrow's dollars to pay for yesterday's ideas and represents a missed opportunity to do something much better.

The law fails to empower local communities with more money and decision-making authority. It falls far short of the transformational, outcome-based approach needed to keep our cities and towns prospering as our nation experiences profound shifts in demographics, consumer preferences and technology. The FAST Act fails to increase transparency and accountability in the process of picking transportation projects; a process that the taxpaying public finds murky, mysterious, and overly political.

It maintains the status quo, regrettably affirming that the approach we've been using for the last decade shouldn't be substantially changed. While states and metropolitan regions will enjoy the certainty of funding that they've not had in seven or eight years, they'll be stuck with yesterday's policies until 2020, and the tab will be passed on to our children.

While only a two-year bill, 2012's Moving Ahead for Progress in the 21st Century (MAP-21) federal surface transportation law (the predecessor to the FAST Act) made more significant changes to the transportation program. This section will cover some of the highlights of what was maintained from MAP-21 in the FAST Act and how the 2015 legislation failed to make meaningful, necessary changes to the program.

## Funding

Rather than raise transportation user fees (or even have a frank conversation about it) to fill the ever-growing chasm between transportation spending and declining gas tax receipts, Congress cobbled together $70 billion in non-transportation related general taxpayer funds (i.e. debt expenditures) to cover the cost of this so-called "fully funded" bill. Because of these mechanisms tapped by Congress, we will actually be paying the tab on this five-year bill for at least ten years to come.

### MAP-21

*MAP-21 dramatically reorganized the federal transportation program. For more detail on the changes made by this 2012 law, refer to our previous guide,* **Making the Most of MAP-21**, *available here: http://t4america.org/maps-tools/map-21/handbook*


Congress last increased the nation's primary transportation funding source — the federal excise gasoline tax — in 1993, nearly 25 years ago. The static gas tax has remained at 18.4 cents per gallon ever since. Inflation and increasing vehicle efficiency have eroded more than a third of the tax's purchasing power relative to 1993. Per-capita miles driven have leveled off or are decreasing in some regions, which in turn means less revenue being generated by the gas tax.

These various factors have combined to create a structural deficit for the federal Highway Trust Fund. When spending first began to outpace revenues in the late 2000's, rather than increase transportation user fees such as the gas tax, Congress began transferring general fund tax dollars into the Highway Trust Fund to stave off insolvency. And since 2008, Congress has transferred more than $143 billion (nearly all from the general fund) into the trust fund.

The FAST Act represents the largest single transfer of general funds since 2008, however, to the tune of $70 billion. This large transfer provided the FAST Act with $305 billion for the nation's transportation program over the life of this bill from 2016 to 2020. This will enable a moderate increase in funding compared to MAP-21's overall funding levels.

The bill maintains the 80/20 percent historic split in funding for highways and transit. Highway projects receive $225 billion, increasing funding from $41 billion in FY2015 to $47 billion FY2020. Transit projects receive $61 billion over the five-year life of the bill, with $49 billion for transit guaranteed through the Highway Trust Fund and $12 billion (mostly in New Starts transit capital construction funds) ultimately subject to the annual appropriations process.

The infusion of general funds to the transportation program enabled Congress to create and provide guaranteed funding for two new freight programs. (Both of which will be detailed from a policy perspective in this guide's second section.) The first, the National Highway Freight Program (NHFP), is funded at $1.1 billion in FY2016 and will rise to nearly $1.5 billion in FY2020. The bill also created a competitive freight program called Nationally Significant Freight and Highway Projects, funded at $800 million in FY2016, rising to $1 billion in FY2020.

## Annual funding for core programs in MAP-21 vs the FAST Act

| | Program | MAP-21 FY2015 funding (billions) | Avg. annual FAST Act funding (billions) | FAST Act increase over MAP-21 | Major focus of program |
|---|---|---|---|---|---|
| Highways | National Highway Performance Program (NHPP) | $21.9 | $23.3 | $1.4 | Improving the condition and performance of the National Highway System |
| | Surface Transportation Block Grant Program (STBGP) | $10.1 | $11.9 | $1.8 | Flexible, multimodal program with aspects of local control |
| | Highway Safety Improvement Program (HSIP) | $2.4 | $2.6 | $0.2 | Improving safety for all road users |
| | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | $2.3 | $2.4 | $0.1 | Improving air quality in areas with high levels of air pollution |
| | Metropolitan Planning | $0.31 | $0.34 | $0.03 | Supporting metropolitan planning and transportation investment decisions |
| | National Highway Freight Program | - | $1.2 | $1.2 | Improving the movement of freight on the National Highway Freight Network (NHFN)—largely the National Highway System |
| | Transportation Alternatives Program (TAP)* | $0.82 | $0.84 | $0.02 | State and regional competitive grants for safe streets, walkable communities, and community-based transportation "enhancement" projects. **FAST Act made TAP a set-aside within STBGP* |
| | Highways total | $37.8 | $42.5 | $4.7 | |
| Transit | Transit Formula and Bus Grants | $8.6 | $9.8 | $1.2 | Support planning, operations, capital investments and other functions in rural and urban communities |
| | Transit Capital Investments | $1.9 | $2.3 | $0.4 | Providing capital for major capital investments on a discretionary basis |
| | Transit total | $10.5 | $12.1 | $1.6 | |

With more than $71 billion in general taxpayer dollars transferred into the highway trust fund to keep it solvent over the last seven years, and more than $70 billion now pledged over the next five years, the notion of a true trust fund for transportation, funded by users of the system, is dead. Leading up to the FAST Act's passage, only a handful of members of Congress were willing to even broach the topic of raising or indexing the gas tax to cover the cost of their desired spending levels. The majority of our elected representatives, along with most of the traditional transportation industry, were all too willing to pass a bill at almost any cost.

Every state will receive more money than they contribute in fuel taxes.

Congress did not solve the structural funding problem — it will resurface again in 2021. By then, we will have lost yet more purchasing power and cars will be going even farther on a gallon of gas and perhaps more not even using gas at all. We need to begin having an adult conversation and tackling serious questions over the next five years: Is the gas tax is dead? Do we need to find another funding mechanism altogether? Do members of Congress have the willpower needed to revive this funding source or should the transportation program receive all of its funding from the annual appropriations process?

General tax dollars committed to keep the highway trust fund solvent

**$71 BILLION**
2008-2015

**$70 BILLION**
2016-2020

*With $71 billion in general taxpayer dollars transferred into the highway trust fund to keep it solvent over the last seven years, and more than $70 billion transferred to cover the next five years of the FAST Act,* ***the notion of a true trust fund for transportation, funded by users of the system, is dead.***

## The structure of the program remains largely unchanged

Aside from the creation of the two large freight programs and the shift of biking and walking programs into the Surface Transportation Block Grant Program (STBGP), Congress opted to continue the program structure established by 2012's MAP-21. That bill consolidated 90 highway and transit programs into roughly 30 and provided states the largely unchecked ability to shift federal money from one program to the other. The FAST Act does not alter this structure, providing state departments of transportation (DOTs) control over nearly 93 percent of highway formula dollars.

As with MAP-21 state DOTs continue to have the ability to "flex" (transfer) funds from any particular program to another. And once moved, those transferred dollars take on the requirements of the program they're transferred into. But depending on where funds are transferred, they can be more restricted or more flexible.

For example, National Highway Performance Program (NHPP) funds for the most part are intended only for projects on the National Highway System (NHS), a 230,000-mile network of interstates, highways and other major roadways. The STBGP is one of the only core federal highway programs whose funds may be used for almost any type of project — safety, transit, road, vanpooling, etc. So if a state decided to transfer funds from the NHPP to STBGP, those new dollars are now more flexible, becoming eligible to fund a far wider range of transportation projects (e.g. transit capital, carpooling and transportation demand management, bike facilities, etc.)

Some states that foster greater partnerships with local communities might seek to support local needs by "flexing" a portion of their formula funding into other programs that bring greater benefits for localities, such as the Congestion Mitigation and Air Quality (CMAQ) Program or the Surface Transportation Block Grant Program. (Reminder: the state DOT controls 93 percent of all federal highway formula dollars.) However, other states may prefer not to transfer funds to support projects that aren't on the state-owned highway network, and choose to treat the funding categories as less flexible than they actually are.

## Limited progress for local communities

As our alliance of local elected officials, chambers of commerce, regional governments and civic leaders understands, strong local economies are the backbone of the nation's economy, and the transportation system is the circulatory system of regional economies. Local governments face the twin demands of maintaining aging infrastructure and sustainably managing growth. Our program is structured to give states near complete autonomy to make decisions, and our cities, towns and suburbs have not been receiving the resources or decision-making authority necessary from the federal government to maintain, let alone build for, a 21st century transportation system.

Though the Surface Transportation Block Grant Program does gradually increase the percent of that program's funds directed (suballocated) to regional governments from 50 percent last year to 55 percent through 2020, a far more robust bispartisan plan championed by Senators Roger Wicker (R-MS) and Cory Booker (D-NJ) and Representatives Rodney Davis (R-IL) and Dina Titus (D-NV) was left on the cutting room floor.

The Innovation in Surface Transportation Act, championed by these four members of Congress, would have provided significantly more transportation funding and control over that funding to local communities of all sizes. As it stands, the FAST Act does nothing for smaller metro areas under 200,000 in population, leaving decisions about which projects to build entirely in the hands of the state DOT, which, in some states, often ignores local wishes and devotes these locally-earmarked funds to projects of the state's choosing.

## TIGER remains in limbo

The popular TIGER (Transportation Investments Generating Economic Recovery) program was not formally authorized in the FAST Act, leaving its fate each year uncertain and ultimately subject to the whims of the annual appropriations process, where it's been routinely targeted for deep cuts. TIGER was created by the 2009 American Recovery and Reinvestment Act (ARRA), and is a competitive, merit-based fund for innovative

transportation projects that address multiple economic, environmental and travel issues at once — projects that often have a hard time winning funding under other the narrow definitions and limited eligibilities of other programs

Partially because the FAST Act maintained the ban on Congressional earmarks that began with the passage of MAP-21, scores of communities have turned to the popular TIGER program to complete their hard-to-fund, but economically important, transportation projects.

*Normal, Illinois used a TIGER grant to build a new multimodal transportation hub and revitalize the Uptown core (pictured), which spurred millions in new economic development. Photo coursey of Scott Shigley. Read more: http://t4america.org/maps-tools/local-successes/normal*

TIGER has been the only source of federal funds that local governments can directly tap to complete their multimodal transportation priorities. The program is so popular that Congress has continued to fund the program for eight years running without formal authorization, for a total of $5.1 billion in grants. The competition is fierce with just over five percent of applicants receiving project awards annually.

The FAST Act continues the status quo of leaving this popular program up to appropriators to decide its fate and funding level in any given year.

## Performance measures

In 2012, MAP-21 took a cautious first step toward developing a system to measure the performance of our transportation investments, requiring state DOTs and metropolitan planning organizations (MPOs) to measure performance on multiple fronts such as safety, system condition, and system performance. Unfortunately, the FAST Act fails to amend the framework of performance measures, doing little to evolve our nation's transportation program into one with greater transparency, accountability, and performance-based decision-making.

While MAP-21 made these positive first steps towards a performance-based federal program, the limited measures MAP-21 created ignore broader goals for transportation — like providing access to important daily destinations such as jobs, grocery stores or school.

**PERFORMANCE MEASURES**

*A shift to a performance-based system was one of the key reforms of MAP-21. This T4America guide examines the states and metro areas already making this shift and lays out smart recommended goals and measures. http://t4america.org/maps-tools/performance-measures-report*

As before, states and metropolitan regions are still free to go beyond the performance framework established by MAP-21, and many are, including Virginia and Massachusetts. Read more about the states doing so in the T4America report, **Twelve Innovations in State Transportation Policy States Should Consider:** http://t4america.org/maps-tools/state-transportation-funding/state-policy-2016/

# NEW OPPORTUNITIES

## A few significant changes to capitalize on

While much of the FAST Act looks and feels the same as MAP-21, there are still several aspects local governments and leaders can take advantage of to make progress on making smart investments in their transportation systems.

Congress did create a few important new programs and amended others that are worth exploring in detail. This section provides summaries of six program areas that were either created or changed by the FAST Act that could have positive impacts for your community if implemented correctly and used for your priority projects.

1. New national freight programs
2. Local access to federal funding
3. Innovation: financing and mobility
4. Public transportation
5. Passenger rail
6. Complete streets

## Two new national freight programs

The authors of the FAST Act made improving freight and goods movement a primary focus. Though their programmatic solutions won't be able to fully address the inherently multimodal challenges of moving freight, there are new opportunities worth highlighting. MAP-21 called for the creation of a national freight plan but did not include dedicated funding to implement this plan. The FAST Act rectified this issue by creating two freight programs:

1. **The National Highway Freight Program (NHFP)** with funds allocated by formula to the states, and,
2. A national competitive grant program for freight called **Nationally Significant Freight and Highway Projects.**

A **National Multimodal Freight Network** (NMFN) was also established, which includes the federally designated National Highway Freight Network consisting of all interstate highways and 41,000 primary freight network highway miles, Class I freight railroads, public ports with total annual trade of at least 2 million short tons, inland and intracoastal waterways, as well as other state-identified highway segments.

Freight almost never uses just one mode of transport to go from a manufacturer to your front door. That's why it's important that this new national freight plan is inherently multimodal and accounts for all possible options available to address freight bottlenecks and improve economic opportunity for businesses. (Though there are some issues with the narrow eligibilities of the actual new programs to fund the improvements, as seen below.)

### 1) National Highway Freight Program (NHFP) — $6.2 billion

The NHFP is established as a core federal-aid highway program alongside the National Highway Performance Program, the Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and the Metropolitan Planning Program. The NHFP is authorized to receive $6.2 billion total from FY16-20 from the Highway Trust Fund. The annual funding will be awarded to states through the same formula that dictate the states' overall share of highway dollars, with no connection to the metrics related to freight tonnage or the value that moves on a state's system.

Freight movement is an inherently multimodal problem, relying on an interconnected and efficient system of ports, rail lines, highways, urban streets and intermodal yards all working together. Unfortunately, 90 percent of these dollars are restricted to highway projects and largely directed to roadway facilities owned and maintained by the state DOT.

Taken together, the freight planning requirements and the programs that will fund the actual projects deliver a mixed message. The FAST Act requires USDOT, states and MPOs to conduct thoughtful national- and state-level freight planning to analyze the condition and performance of the freight transportation system and identify the highest priority needs to create greater efficiency and reliability in freight movement, regardless of mode. Yet, after all this worthwhile planning is done, the FAST Act instructs states and MPOs to focus only on highway projects at the expense of other prioritiy projects, whether rail lines, ports or intermodal projects.

This is akin to creating a complicated blueprint for a new skyscraper and then only giving the contractor some wood, nails and a hammer to build it.

As previously covered, because the FAST Act relies on $70 billion in general taxpayer dollars to pay for this program and directs 90 percent of NHFP funding to state-owned roadways rather than to the entire freight system, it will use tax dollars from everyone, regardless of how they traverse their city, and earmark those dollars for roads.

As with other federal-aid highway programs, this new freight program is flexible: up to 50 percent of NHFP dollars can be flexed to other federal-aid highway programs. But states will likely be hesitant to flex away dollars that they control into other programs. These new freight programs represent the bulk of the increase in overall funding in the FAST Act, and as constructed through the highways-only policy in the NHFP, it essentially provides a de facto increase for each state's highway program.

NHFP funds must contribute to the efficient movement of freight on the National Highway Freight Network and be identified in a freight investment plan included in the state's freight plan. NHFP can cover 80 percent of the total cost of a project, with the rest covered by states or localities.

**NHFP STATE-BY-STATE**

*The state-by-state breakdown of the new $6.2 billion NHFP program for 2016-2020 — including the total available for multimodal freight projects — can be found in the appendix.*

| Eligible projects include: | |
|---|---|
| Project development, construction, rehabilitation, reconstruction and property acquisition | Truck parking facilities |
| Road capacity to address freight bottlenecks | Adding or widening shoulders |
| Physical separation between freight and passengers | Electronic truck screening and credentialing systems |
| Enhanced resiliency for highway infrastructure to improve freight movement | Traffic signal optimization |
| ITS to improve the flow of freight, and ITS that would improve the efficient movement of freight within the border of an intermodal freight facility | Work zone management |
| Environmental and community mitigation for freight movement | Highway ramp metering |
| Railway-highway grade separation | Electronic cargo and border security that improve freight movement |
| Truck only lanes | Any other project to improve the movement of freight into or out of an intermodal facility |
| Improvements to interchanges and ramps | Diesel retrofit or alternative fuel project |
| Climbing and runaway truck lanes | |

## 2) FASTLANE / Nationally Significant Freight and Highway Projects (NSFHP) —$4.5 billion

In addition to the formula freight program covered above, Congress doubled down on freight investments in the FAST Act by creating a discretionary grant program to supplement the National Highway Freight Program (NHFP) formula dollars. Upon release of the first Notice of Funding Opportunity in 2016, the U.S. Department of Transportation renamed the new grant program Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants.

Showing the same bias toward highway-only freight projects, the FASTLANE program capped the amount eligible for non-highway project elements (i.e. rail, water, or other freight intermodal projects) at $500 million from FY2016-2020. This means that just 11 percent of this important program can be awarded to multimodal freight projects.

In a program intended to address large, nationally significant freight bottlenecks or critical junctions, this limited, highways-focused approach will leave out many of the most important projects for keeping freight moving smoothly across the country. The Hudson River rail tunnels connecting New Jersey and New York, Chicago's CREATE program, and the Los Angeles region's Alameda Corridor-East grade-separation program are just a few examples of the many nationally significant multimodal freight projects that would be left behind by the FASTLANE program.


*Advance preparations for proposed new trans-Hudson River tunnels (far left in photo) are part of the Hudson Yards project in New York City. The existing tunnels are an incredibly critical link in the nation's rail system and for the New York regional economy. Photo by the Metropolitan Transportation Authority.* https://www.flickr.com/photos/mtaphotos/14794824672

*The first portion of the Alameda Corridor connects the nation's rail system to the Port of Long Beach, replacing miles of at-grade trackage that slowed down freight and travelers alike. Photo by the Alameda Corridor Transportation Authority.*

### Eligible applicants

States, MPOs serving an urbanized area with more than 200,000 people, local governments, political subdivisions of a state or local government, special purpose districts, public authorities, federal land management agencies that apply with a state, tribal governments and multi-state or multi-jurisdictional groups applying through a single lead applicant.

### Projects

Eligible projects are highway freight projects carried out on the National Highway Freight Network; highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the interstate system to improve mobility or projects in a national scenic area; railway-highway grade crossing or separation projects; and freight projects that are either (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports) or an intermodal facility.

### Funding

Calls for applications and grant awards for the FASTLANE program will be made each year of the FAST Act. The FASTLANE program can cover up to 60 percent of the freight project cost. Other federal assistance or programs (e.g. National Highway Performance Program) may be used to cover non-federal match requirements, but the total federal share for the project may not exceed 80 percent of the total project cost.

Annual funding is separated between large and small projects, and rural projects. Large project costs must be at least $100 million, or 30 percent of a state's prior year federal-aid apportionment if the project is located in one state, or 50 percent of the largest applicant state's prior year federal-aid apportionment for projects located in more than one state. Large project awards must be greater than $25 million.

Small projects are those that don't meet the minimum project size for large projects. Awards for small projects must be at least $5 million. Ten percent of the annual appropriation is reserved for small projects ($76 million in FY2016). Twenty-five percent of FASTLANE funds are set-aside for rural projects ($190 million in FY2016). Rural areas are defined as those outside an urbanized area with populations greater than 200,000.

Available FASTLANE grant funding available over duration of FAST Act

| | FY16 | FY17 | FY18 | FY19 | FY20 | Total |
|---|---|---|---|---|---|---|
| FASTLANE discretionary grants | $800 million | $850 million | $900 million | $950 million | $1 billion | $4.5 billion |

## Changes in opportunities for local funding

### 1) Surface Transportation Block Grant Program

The FAST Act will direct slightly more money to metro areas over the life of the bill, though Congress failed to support a smart proposal to give local communities of all sizes far more decision-making authority over those funds. A few other minor changes represent new opportunities for funding for local communities.

Local leaders are best positioned to identify the transportation investments that will best address their community's unique challenges. Since the turn of the 21st century, local governments have dramatically increased their commitment to our transportation systems by increasing local revenues to meet demands. Yet, the federal government has not responded in kind.

Continuing the trend of its predecessors, MAP-21 provided state DOTs nearly sole control of all federal-aid highway funding (nearly 93 percent). Combined with the loss of congressional earmarks often directed to local projects — wise or unwise alike — and consolidation of other programs under MAP-21, local governments are left with few resources to directly access federal transportation dollars. One of their primary sources has been the regionally allocated Surface Transportation Program, which was perhaps needlessly retitled to the longer Surface Transportation Block Grant Program (STBGP) in the FAST Act. No large structural changes were made to the program, and, despite its name, the new program does not operate like a block grant from other federal agencies.

This has long been the most flexible of all of the core surface transportation programs — not a highway building program by default — and historically one of the largest single programs. States and metropolitan regions may use these funds for nearly any type of project, whether highway, bridge, transit (including intercity bus terminals), or pedestrian and bicycle infrastructure projects.

Each year, states must direct (suballocate) a portion of STBGP funds to metropolitan areas, with each region's funding level based on their proportional population for the state. Areas over 200,000 in population control how these funds are spent. **In areas under 200,000 in population, the state DOT remains the primary decision-maker, requiring these smaller metro areas to rely on the state DOT to see their local priority projects selected.**

Under the FAST Act, metro regions will receive a gradual increase in their suballocated funding from the STBGP.

The FAST Act also transferred the stand-alone Transportation Alternatives Program (TAP) into the STBGP program as a set-aside within that larger program. TAP represents a dedicated source of federal funding for bike, pedestrian, and other non-automobile projects. This change does not substantially alter the TAP program (more on this in the Safer, Complete Streets section). TAP's funding is not permitted to increase with inflation on an annual basis as other programs do, though the TAP set-aside does increase slightly over the life of the bill, however, from $820 million in 2015 to $835 million in 2016 and 2017 and $850 million in 2018 through 2020.

### Funding

STBGP can cover 80 percent of the total cost of a project, with the rest covered by states or localities. Overall funding for STBGP remains flat over the life of the bill, though metro areas will see their funding increase slightly.

Under MAP-21, 50 percent of the STBGP's funding was suballocated to metropolitan areas. Of the remaining 50 percent controlled by the state DOT, a portion was required to be set aside to repair bridges that are not on the National Highway System (NHS), which are often locally owned (more on this bridge requirement below.) The FAST Act maintains this set-aside for certain bridges, but increases the amount of STBGP funding that is suballocated to metropolitan areas in a graduated manner from 51 percent in 2016 to 55 percent in 2020. Across all states collectively, the amount suballocated to local areas will grow from approximately $5.1 billion in FY16 to $6.1 billion in FY20.

#### STBGP suballocated totals for metropolitan regions

| | FY16 | FY17 | FY18 | FY19 | FY20 | Total |
|---|---|---|---|---|---|---|
| Areas over 200,000 | $2.9 billion | $3.1 billion | $3.2 billion | $3.3 billion | $3.5 billion | $16 billion |
| Areas under 200,000 | $2.2 billion | $2.3 billion | $2.4 billion | $2.5 billion | $2.6 billion | $12 billion |

### Projects

The FAST Act maintains all previous project eligibilities for the STBGP, which broadly could be used by states and localities for projects to preserve or improve conditions and performance on any federal-aid highway system on any public road, facilities for bicycles and pedestrians, transit capital projects and public bus terminals and facilities. It also adds two new eligible uses:

- Creation and operating support for a state public-private partnerships (P3) office, and to pay a stipend to unsuccessful P3 bidders in certain circumstances; and
- To pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

**HOW MUCH WILL YOUR METRO AREA RECEIVE?**

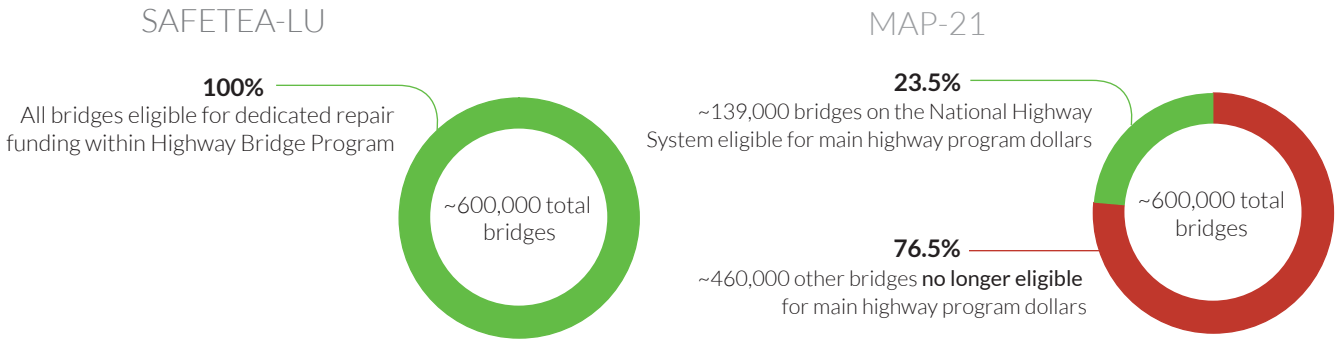
*Looking for the total STBGP funding by metro area? The second table in the appendix has the total funding in the FAST Act for each MPO over 200,000, the annual average, and a comparison to the last year of MAP-21 funding.*

## 2) Locally owned bridges

Three notable changes made in the FAST Act's predecessor and maintained by the FAST Act are worth revisiting before getting to a change made by the 2015 authorization.

Before MAP-21, any structurally deficient bridge could be repaired or replaced with funds from the Highway Bridge Program. That bridge repair program was eliminated by MAP-21 and virtually all of its money rolled into the program (NHPP intended solely for the National Highway System (NHS). This had the effect of dedicating all money explicitly intended for bridge repair to just 23 percent of all bridges.

**MAP-21 eliminated the dedicated bridge repair program,**
forced three-quarters of all bridges to compete for flexible STP funding




*This graphic details one of the changes made by MAP-21: how the elimination of the dedicated bridge repair program forced more than 460,000 bridges to begin competing with other priorities for a state's most flexible dollars, the program now known as the Surface Transportation Block Grant Program. (Formerly the Surface Transportation Program)*

The second change was that the STBGP was given responsibility for maintaining the other 460,000 federal-aid bridges (123,000 of which are structurally deficient) not located on the National Highway System — but given no additional money for repairing them.

The FAST Act maintained MAP-21's third change: To fix these off-system bridges, states are required to set aside a portion of STBGP equivalent to at least 15 percent of what they received from the Highway Bridge Program in 2009. The bridge set-aside annually under MAP-21 totaled $776 million, which will be maintained over the life of the FAST Act.

One change was made by the FAST Act to allow all on-system bridges (those not on the NHS, but on the federal-aid highway system) to be eligible for repair or replacement with NHPP funds, helping to relieve the burden of STBGP's new responsibility for these bridges.

### 3) Local access to innovative financing

The Transportation Infrastructure Financing and Innovation Act (TIFIA) is a low-interest, flexible federal loan program. Though the overall size of the program was radically reduced, TIFIA was amended to make this credit assistance more accessible for local projects, which are often smaller than the higher minimum threshold for most projects receiving TIFIA loans. Specifically, TIFIA's minimum project size was cut from $50 million to $10 million for local projects, and $2 million will be provided per year to support application costs for smaller projects.

More detailed information on TIFIA is provided in the following section on financing.

## Innovation: financing and mobility

The federal government provides low interest, flexible loans and loan guarantees for transportation projects through the TIFIA program (for highways and transit) and the similar Railroad Rehabilitation and Improvement Financing (RRIF) program for rail. The FAST Act made notable changes to both of these programs to increase access by projects of all sizes, and broaden project eligibilities to support transit-oriented development (TOD).

### 1) TIFIA

After dramatically increasing TIFIA funding under MAP-21 to $1 billion in 2015, the FAST Act cut this program's funding down to $275 million in 2016, which will rise to $300 million in 2020. TIFIA is designed to fill financing gaps left by private capital markets and leverage federal funds by attracting substantial private and other non-federal co-investment. The program provides three forms of financial assistance: (1) secured (direct) loans, (2) loan guarantees and (3) standby lines of credit.

TIFIA's flexible repayment schedules are helpful for projects that create new value that can be tapped as a repayment source after the benefits have started to accrue. Repayment of a TIFIA loan may be delayed until no more than five years after the substantial completion of the project, and the loan must be fully repaid within 35 years after the project's substantial completion or by the end of the useful life of the asset being financed, if that life is less than 35 years. In addition, the TIFIA program tailors repayment to match project revenues, allowing back-loaded payments.

Financing assistance through TIFIA must be secured by dedicated revenue sources, such as tolls, other user fees or payments received under a public-private partnership agreement. TIFIA financing assistance may cover up to 33 percent of the total cost of a project through a line of credit or up to 49 percent of the project cost through a loan. (Though the average TIFIA loan has provided up to 33 percent of total project cost).

**Programmatic changes**

- Makes National Highway Performance Program, FASTLANE grants, and STBGP funding eligible to pay the credit risk premium for the financial assistance as well as administrative costs.
- Lowers total project cost thresholds for local, rural and TOD projects from $50 to $10 million.
- Defines a rural project as a surface transportation infrastructure project located in an area that is outside of an urbanized area of 150,000 people or more, as determined by the Census Bureau.
- Enables rural state infrastructure banks to be capitalized with proceeds from a secured TIFIA loans to provide loans to rural infrastructure projects.
- Makes TOD-related infrastructure eligible so long as it improves public infrastructure and is located within walking distance of, and is accessible to, fixed guideway transit, passenger rail, intercity bus or intermodal facilities, including a transportation, public utility or capital project.
    - While TOD "related infrastructure" includes TOD infrastructure categories such as parking garages, these projects should (1) promote greater transit ridership, (2) walkability or (3) increase private investment.

- Due to other changes, TIFIA financing can support joint development improvements that enhances economic development or incorporates private investment, such as commercial and residential development, including construction of space for commercial uses.
- Requires USDOT to develop an expedited application process.
- Provides $2 million per year to support application costs for smaller projects.

### 2) Railroad Rehabilitation and Improvement Financing

The Railroad Rehabilitation and Improvement Financing (RRIF) program is an underutilized $35 billion federal loan program for railroad infrastructure. The FAST Act made several changes to the RRIF program that can help support the expansion of passenger rail service and improvements to stations as well as areas around rail stations.

The program's eligibility was expanded to finance private economic development, including commercial and residential, and related infrastructure that is located near or functionally related to a passenger rail station or multimodal station that includes rail service. This particular provision is set to sunset four years after the passage of the bill, and requires 25 percent non-federal match for the project. All other RRIF projects are eligible to have 100 percent of their costs covered by the RRIF loan. Private corporations (i.e., real estate companies) are now eligible applicants through joint venture with a public entity.

In addition, the project must be able to begin no later than 90 days after the date which the loan is obligated and demonstrate new sources of revenue for the passenger rail station or service by increasing ridership, tenant lease payments or other activities that generate revenue exceeding cost.

### 3) Innovative Discretionary Deployment Grant Program

The FAST Act directed USDOT to establish an Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative to make grants for model deployment of new technologies that improve safety and efficiency of the transportation system. The bill provides $60 million per year on a discretionary basis to projects to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

States, MPOs, transit agencies and cities are all eligible. The program can fund a minimum of five and maximum of ten awards annually, and requires at least a 50 percent non-federal match.

**SMART CITIES**

*There was incredible interest in USDOT's Smart Cities Challenge, with 77 cities applying for the $40 million award. Through the process of preparing applications, scores of cities formed new public-private partnerships and formulated smart plans to pursue with or without USDOT funding. While it's unfortunate that only one city will win the Smart Cities Challenge, all interested cities should consider the Advanced Transportation and Congestion Management Technologies Deployment initiative (detailed at left) as an alternative way to advance those plans and deploy their innovative transportation solutions.*

### 4) Finance Bureau

The FAST Act establishes the National Surface Transportation and Innovative Finance Bureau (called the Finance Bureau) within the Office of the Secretary at USDOT to integrate current federal credit programs under TIFIA and RRIF programs with institutional capacity-building and project permitting and expediting efforts under one office.

The Finance Bureau is tasked with administering the application process for TIFIA and RRIF, work to reduce uncertainty and delays stemming from environmental reviews and permitting and support the newly established cross-modal USDOT Council on Credit and Finance. The Council on Credit and Finance was also established by the FAST Act and is responsible for reviewing applications submitted to the Finance Bureau and making recommendations regarding selection of projects to receive funding.

### 5) State Infrastructure Banks (SIBS)

The FAST Act reauthorizes the authority to capitalize state infrastructure banks with federal highway dollars. This authorization was not included in MAP-21 and lapsed in the intervening years.

## Public transportation

The FAST Act maintains the historic 80/20 percent split between funding for highways and transit providing the federal transit program $61 billion over the five-year authorization, which represents an increase of a little more than $1.5 billion per year on average over FY2015. The changes made to the transit policy were minimal compared to other areas of the bill due in large part to MAP-21 having previously made a number of changes already.

### 1) Urbanized area formula grants

The Urbanized Area Formula Grant program provides direct funding to urbanized areas with over 50,000 people and states for transit capital, operating assistance and planning. The FAST Act eliminated the requirement that areas over 200,000 receiving urban area transit formula grants spend at minimum from one percent of annual funds on “transit enhancements” (i.e. sidewalks, bike lanes, lighting, etc. that increases access to stations). Though the requirement is gone, it does not alter the fact that transit funding is still largely eligible for bike and pedestrian projects.

#### Total Urbanized Area Formula Grants

| FY16 | FY17 | FY18 | FY19 | FY20 | Total |
|---|---|---|---|---|---|
| $5.0 billion | $5.1 billion | $5.2 billion | $5.3 billion | $5.4 billion | $26.0 billion |

## 2) Capital investment grants

The Capital Investment Grants program (i.e. New Starts, Small Starts, Core Capacity) is the primary federal source for constructing fixed guideway and bus rapid transit. The FAST Act authorized $2.3 billion for these grants annually over the life of the bill. Though that amount is nearly $200 million more than this program received in 2015, the capital grants are entirely reliant on the annual appropriations process, which makes it uncertain that the full authorized amount will be awarded, however.

The FAST Act increased the total allowable project cost for a Small Starts project to $300 million in total project cost — up from $200 million — and less than $100 million in total federal support — up from $75 million. The FAST Act also makes a change to allow joint public transportation and intercity passenger rail projects to apply for the New Starts program, but funding is limited to components of the project directly associated with the public transportation project.

The FAST Act also decreased the allowable federal match from 80 to 60 percent for New Starts projects, though most New Starts projects have received no more than 60 percent due to the incredible competition for the limited funds available. It does still allow other highway programs such as the Surface Transportation Block Grant Program and the Congestion Mitigation and Air Quality Improvement program to constitute the non-federal matching funds, so long as the total federal funding for the project doesn't exceed 80 percent. The federal match for Small Starts and Core Capacity projects remains at 80 percent.

## 3) Bus and bus facilities

The largest change in the transit program under the FAST Act is found in the Bus and Bus Facilities program. This program provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including innovations to modify low or no emission vehicles or facilities. The FAST Act preserves the funding level in the formula program, and also reestablishes a $55 million discretionary grant program, reserved each year within the larger discretionary program, to help agencies purchase low- and zero-emission buses.

### Bus and bus facilities total funding

| | FY16 | FY17 | FY18 | FY19 | FY20 | Total |
|---|---|---|---|---|---|---|
| Formula | $428 million | $436 million | $446 million | $455 million | $465 million | $2.2 billion |
| Discretionary | $213 million | $229 million | $247 million | $267 million | $289 million | $1.2 billion |
| Low- & no-emission discretionary setaside | $55 million | $55 million | $55 million | $55 million | $55 million | $275 million |

### 4) State of good repair

FTA's State of Good Repair program provides funding to operate rail fixed-guideway and high-intensity motorbus systems and for the maintenance, replacement and rehabilitation of capital assets. The FAST Act will provide $2.5 billion in FY16, increasing to $2.68 billion in FY21 for this program.

### 5) Positive train control

The FAST Act provides $199 million in FY2017 for a grant program to help commuter rail agencies buy the equipment needed to install Positive Train Control (PTC) technology. These funds can also be used to pay the credit risk premium to access the RRIF program and help leverage these limited funds even farther for PTC implementation.

As part of the Passenger Rail Investment and Improvement Act of 2008, PTC is required on Class I railroad main lines over which any poisonous- or toxic-by-inhalation hazardous materials are transported, and on any railroad main lines over which regularly scheduled passenger service is operated. Railroads and public transportation agencies have until the end of 2018 to install PTC on their track and equipment.

### 6) Transit-oriented development planning pilot

The transit oriented development (TOD) pilot program that Transportation for America worked to get authorized in MAP-21 continues in the FAST Act and is authorized at $10 million annually. This program provides funding on a competitive basis to support planning efforts around new rail or core capacity improvement projects, helping transit agencies and communities make the best use of land around transit lines and stops, efficiently locate jobs and housing near new transit stations, and boost ridership — which can also increase the amount of money gained back at the farebox.

*Sound Transit's LINK light rail on the Seattle-SeaTac line. Six stations will eventually be added to Tacoma's separate LINK line, doubling their number of stations. Smart planning around stations helps boost ridership and make the most of the investment.*

# Passenger rail

One of the hallmark achievements of the FAST Act is the inclusion of a passenger rail title in the broader surface transportation authorization for the first time ever. The five-year passenger rail title contains both important policies, new grant programs and ambitious plans for increased investment, but, as with prior rail authorizations, the $10.3 billion authorized for passenger rail programs under the FAST Act are not linked to a trust fund and are still at the mercy of the annual appropriations process.

## 1) Amtrak funding

Prior to the FAST Act, Amtrak was funded through annual appropriations under two programs: operating, and capital/debt service. In 2015, Congress funded these two programs at $1.39 billion. The FAST Act splits these two previous programs into a Northeast Corridor (NEC) account and a National Network account for all routes not on the NEC, and authorizes appropriations by the lines of service. The accounts are restricted by geographic bounds, but can fund both operating and capital expenses. Amtrak is provided flexibility to transfer funds between the two accounts.

### All passenger rail funding program totals

| | Program | FY16 | FY17 | FY18 | FY19 | FY20 | Total |
|---|---|---|---|---|---|---|---|
| Amtrak funding | National Network Account | $1.0 billion | $1.0 billion | $1.1 billion | $1.1 billion | $1.2 billion | $5.4 billion |
| | Northeast Corridor Account | $450 m | $474 m | $515 m | $557 m | $600 m | $2.6 billion |
| Discretionary grants for passenger rail | Consolidated Rail Infrastructure & Safety Improvements | $98 m | $190 m | $230 m | $255 m | $330 m | $1.1 billion |
| | Federal State Partnership for State of Good Repair | $82 m | $140 m | $175 m | $300 m | $300 m | $997 m |
| | Restoration & Enhancements | $20 m | $20 m | $20 m | $20 m | $20 m | $100 m |

## 2) Passenger rail discretionary grant programs

When it comes to funding for passenger rail that states or local governments can access (i.e., not Amtrak), Congress has not appropriated dedicated funding for capital or operations since 2010. The FAST Act reformed the old discretionary grant programs to make them accessible to a wider audience by establishing three new discretionary grant programs: one for capital expenditures eligible for a broad set of stakeholders (e.g. cities, states, short-line railroads, etc); another to improve the state of good repair for the nation's rail system; and targeted operating assistance for new passenger rail service.

**Consolidated Rail Infrastructure & Safety Improvements (CRISI)**
This provides grants to states, interstate compacts, public authorities, local governments, Amtrak, Class II and Class III railroads, any rail carrier or equipment manufacturer in partnership with a public agency and universities. The program can fund rail safety technology, including positive train control, capital projects, grade crossings, rail line relocation and improvement, short-line capital project, and planning for regional and corridor plans, among others. The federal match is 80 percent and 25 percent of any future annual appropriations is reserved for rural areas.

**Federal State Partnership for State of Good Repair**
This program, authorized by the FAST Act, is available to states, interstate compacts, public authorities, political subdivisions and Amtrak. The program's purpose is to improve the state of repair of the system and improve the system performance. As authorized, the NEC is the only corridor that fulfills the planning requirements to access these funds, but they can be available to other regions that complete regional long-range passenger rail plans.

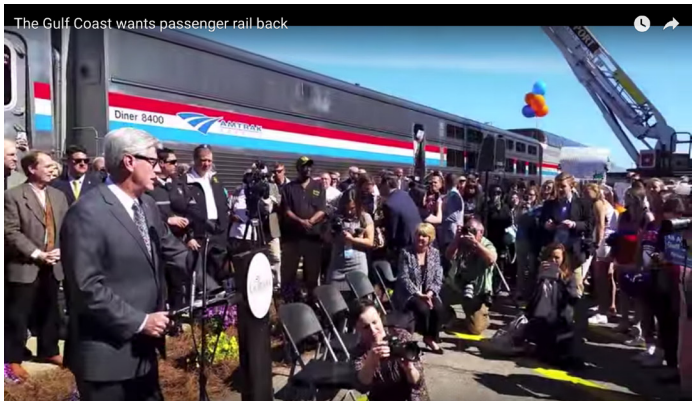
**Restoration & Enhancement Grants**
This program is intended to support the operation of new or expanded passenger rail service. 2008's passenger rail authorization required states to pay the full cost for passenger rail lines that are less than 750 miles. The Restoration & Enhancement Grants program can provide grants to six lines to support operating costs for three years on a tiered structure — up to 80 percent operating costs in year one, 60 percent in year two, and 40 percent in year three.

## 3) Other notable passenger rail changes

Establishes the State Supported Route Committee (states, Amtrak and the Federal Railroad Administration) to improve coordination and planning, and provides $2 million per year to support the committee's activities.

Funds the Northeast Corridor Commission (NEC states, Amtrak and FRA) at $5 million per year to support the committee.

Establishes the Gulf Coast Working Group (Gulf Coast states, Amtrak, FRA and others) to address restoration of Gulf Coast rail service lost to Hurricane Katrina ten years ago. The Working Group is authorized to receive $500,000 per year in 2016 and 2017.




*Watch this short T4America video about The Gulf Coast inspection train, run by Amtrak in partnership with the Southern Rail Commission (SRC) after the first meeting of the Gulf Coast Working Group in Feburary 2016.*
*http://t4america.org/2016/02/23/a-look-back-at-the-overwhelming-support-for-restoring-gulf-coast-passenger-rail-video/*

## Safe, complete streets

The FAST Act maintained broad eligibility for biking and walking projects in all of the core highway funding programs, and made notable improvements to the federal surface transportation program to encourage safer, more accessible streets for all.

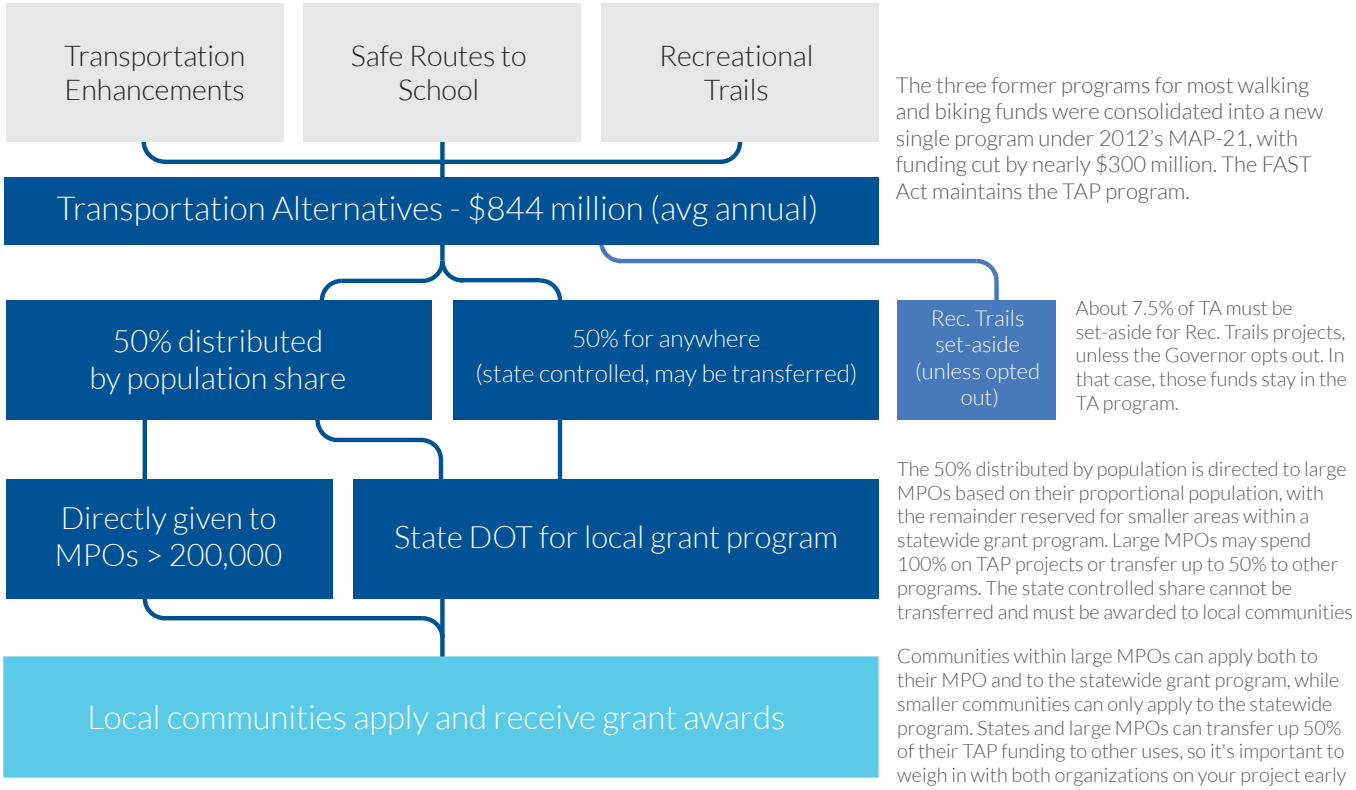
### 1) Transportation Alternatives Program set-aside

| TAP funding under MAP-21 | |
|---|---|
| FY2015 | $820 million |
| **TAP funding under the FAST Act** | |
| FY2016-17 | $835 million annually |
| FY2018-20 | $850 million annually |

The largest change to programs that help support active transportation is the shift of the Transportation Alternatives Program (TAP) — the federal government's dedicated source for bicycle and pedestrian projects, among others — into the larger, but very flexible Surface Transportation Block Grant Program (STBGP). TAP is now a set-aside within the STBGP. The FAST Act did not substantially alter the TAP program, including the program structure (see graphic below.) The hallmark competitive process for awarding TAP funds created by MAP-21 is maintained as well. The set-aside for the Recreational Trails Program, established within TAP under MAP-21, is maintained. This set-aside within TAP funds is equal to the Recreational Trails Program funding in 2009 — $84 million — unless a state opts out of this provision entirely and directs these funds into the larger TAP program.

**Programmatic changes**

## Transportation Alternatives Funding Process




The three former programs for most walking and biking funds were consolidated into a new single program under 2012's MAP-21, with funding cut by nearly $300 million. The FAST Act maintains the TAP program.

About 7.5% of TA must be set-aside for Rec. Trails projects, unless the Governor opts out. In that case, those funds stay in the TA program.

The 50% distributed by population is directed to large MPOs based on their proportional population, with the remainder reserved for smaller areas within a statewide grant program. Large MPOs may spend 100% on TAP projects or transfer up to 50% to other programs. The state controlled share cannot be transferred and must be awarded to local communities

Communities within large MPOs can apply both to their MPO and to the statewide grant program, while smaller communities can only apply to the statewide program. States and large MPOs can transfer up 50% of their TAP funding to other uses, so it's important to weigh in with both organizations on your project early and often.

The FAST Act maintains that metropolitan regions with more than 200,000 people receive TAP funds directly to conduct a competition to award these funds, but enables these metro regions to redirect up to 50 percent of these TAP dollars to any other eligible use for the STBGP.

- Makes nonprofit entities responsible for the administration of local transportation safety programs eligible for TAP funds.
- Requires states and MPOs to produce an annual report showing the total amount of funding requested, as well as the number and types of projects requesting and selected to receive funds.

## 2) Complete streets

The FAST Act is the first federal transportation bill to include language requiring states or MPOs to begin considering the needs of all users when designing and constructing roads with federal dollars. Specifically, the FAST Act requires USDOT to encourage states and MPOs to adopt complete streets road design standards that take into account pedestrians and other vulnerable road users, as well as motor vehicles, through all phases of planning, development and operation. It also directs USDOT to report on state progress toward implementation and to identify best practices in the states.

Going forward, the FAST Act also requires that state DOTs account for the needs of people using a range of transportation options when designing and building National Highway System (NHS) roads. This requirement is a significant step forward, requiring that all designs and design alternatives need to take into account all the potential users of a roadway. The FAST Act also adds the Urban Street Design Guide by the National Association of City Transportation Officials (NACTO) to the list of resources that may be utilized for design criteria development for the NHS.

The FAST Act also permits local governments that are direct recipients of federal dollars and the project sponsor to adopt and use a different design guide than their state DOT, whether the NACTO guide or another.

Though not explicitly part of the FAST Act, in May 2016, The Federal Highway Administration made two important moves to make it easier for states, metro areas, and local communities to use federal dollars to design safer, more complete streets. First, FHWA finalized new street design guidelines that eliminated most of the restrictive criteria that local communities and states had to adhere to when building or reconstructing certain roads — especially those with speed limits under 50 mph. Of 13 current design criteria for certain roads under 50 mph, 11 criteria were scrapped, because, in FHWA's words, they have "minimal influence on the safety or operation on our urban streets."

Secondly, FHWA announced in a memo that they do not have any regulations or policies that require minimum level-of-service (LOS) values that states or metro areas have to use on the NHS. While commonly accepted amongst many traffic engineers, LOS is an outdated, narrow metric that assesses how well a road performs only by looking at the number of cars and the amount of delay experienced by vehicles. In their comments, FHWA implied that agencies should consider more than just traffic speeds when planning street projects.

# CONCLUSION

**Five years.**

Though it may seem like we just passed the turn of the century, when the FAST Act nears its expiration in 2020, this "new" century will be a fifth of the way complete and our country will have changed dramatically. Twenty years previous, in 2000, gas was cheap, most far-flung exurbs were still booming and cities and close-in walkable neighborhoods were the last place many wanted to be. Today, people and employers alike are scrambling to move into cities and towns, big and small. Yet cities — of almost any size — have no more control over transportation funding than they did decades ago.

In five years, we might ask ourselves: has our nation's transportation policy really changed all that much over the last 20 years? Or are we still trying to solve the problems of the previous century?

Five years is a long time. In 2010, how many of your friends and family had ever heard of Uber, Lyft, Car2Go, bike share or the scores of other emerging mobility services now changing the game? Did you even have a smartphone five years ago? Consider how much the world of mobility has changed — especially in our cities — over the last five years. Will that pace of change and innovation speed up or slow down over the next five years?

When the FAST Act expires, we'll be facing a more uncertain future than ever before when it comes to transportation funding. The nation's trust fund for transportation will be in the red. With $70 billion total in general taxpayer funds borrowed from each and every one of us just to scrape our way to 2020, the bedrock concept of our transportation funding system for decades, "the user pays," will be dead and buried. Gone. What will replace it?

Five years is a long time. We'll look back and ask: What exactly did we all get out of Congress' deal to beg and borrow to keep the federal transportation program solvent? Have we done a better job of connecting more Americans to economic opportunity? Did this bill further divide communities or knit them back together? Did we make it easier to get around, or harder?

While states and metropolitan regions will enjoy the certainty of funding this law provides — certainty they've not had in seven or eight years, they'll be stuck with yesterday's policies until 2020, and the tab will be passed on to our children and grandchildren. The FAST Act represents a major missed opportunity to do something much better that the country needs and deserves.

In the intervening years between today and the end of the FAST Act, states (and cities) will have to take on a bigger role when it comes to transportation funding. Some states have recently raised new revenue for transportation already — more than 23 at last count. But just like the FAST Act, too many state legislatures are still pouring the money into yesterday's priorities. Too many are failing to increase transparency and accountability in the process of picking transportation projects; a process that the taxpaying public finds murky, mysterious, and overly political.

For the FAST Act's successor, the bill that will carry us past the quarter pole of the new century, we will need to finally update our country's transportation policy and move to the transformational and outcome-driven approach so urgently needed to keep our cities and towns prospering, even as our nation continues to be transformed by profound shifts in demographics, consumer preferences and technology.

The U.S. Department of Transportation appears to recognize that our current approach — the one that the FAST Act just doubled down on — isn't cutting it. Here's what current Secretary Anthony Foxx had to say in May 2016:

> *We still have a pretty stovepiped way of thinking about transportation. Our Federal Highway Administration has great stats on highways, transit has great stats on transit, FRA has great stats on commuter rail systems. But when you ask how the overall system is performing and when you start thinking about how you would create more mobility…* ***what systems would be most efficient, effective investments for mobility?*** *That's where we fall down. ...****We're the most innovative country in the world and yet our ideas around transportation go back decades****. We need to go forward decades…* [1]

There are places across the country modeling a better path forward.

In **Atlanta**, voters will choose in the fall of 2016 whether to tax themselves to dramatically expand their public transportation network, moving ever closer to bringing transit to the once-in-a-generation project known as the Beltline, today an incredibly popular walking/biking trail through the city's core neighborhoods. **Massachusetts** and **Virginia** are showing the feds how it's done when it comes to picking only the best projects on the merits to get the most bang for the buck. **Los Angeles** is bringing a new electric car-sharing program to low-income neighborhoods to provide a new affordable and clean mobility option to Angelenos who desperately need it. By 2020, **Denver** will be two decades into building a brand new transit system out of whole cloth, anchoring their next 50 years of economic prosperity. New immigrants and long-time residents alike are part of a demographic shift to a more urbanizing America, investing in cities and towns where they have multiple transportation options and enjoy vibrant neighborhoods with streets that are safe for walking and biking.

There's ample hope to be had, and lessons out there to be learned by the Congress of 2020, whomever those people might be. We hope they're paying attention to the innovations and progress bubbling up everywhere around them, and are ready to move our nation's transportation policy in to the 21st century — in five years.

1 http://bikeportland.org/2016/05/19/us-dot-secretary-foxx-in-portland-for-smart-city-pitch-shares-his-views-on-transportation-183829

## National Highway Freight Program — state apportionments for FY16-20

| State | Total FY16-20 | Total available for multimodal projects FY16-20 |
|---|---|---|
| Alabama | $121.6 million | $12.2 million |
| Alaska | $80.3 million | $8.0 million |
| Arizona | $116.8 million | $11.7 million |
| Arkansas | $83.0 million | $8.3 million |
| California | $582.4 million | $58.2 million |
| Colorado | $85.2 million | $8.5 million |
| Connecticut | $80.0 million | $8.0 million |
| Delaware | $26.9 million | $2.7 million |
| District of Columbia | $25.4 million | $2.5 million |
| Florida | $301.5 million | $30.1 million |
| Georgia | $206.5 million | $20.6 million |
| Hawaii | $26.9 million | $2.7 million |
| Idaho | $45.8 million | $4.6 million |
| Illinois | $226.0 million | $22.6 million |
| Indiana | $152.4 million | $15.2 million |
| Iowa | $78.7 million | $7.9 million |
| Kansas | $60.5 million | $6.0 million |
| Kentucky | $106.5 million | $10.6 million |
| Louisiana | $112.2 million | $11.2 million |
| Maine | $29.4 million | $2.9 million |
| Maryland | $95.6 million | $9.6 million |
| Massachusetts | $96.3 million | $9.6 million |
| Michigan | $167.7 million | $16.8 million |
| Minnesota | $104.2 million | $10.4 million |
| Mississippi | $77.5 million | $7.8 million |
| Missouri | $151.5 million | $15.1 million |
| Montana | $65.7 million | $6.6 million |
| Nebraska | $46.2 million | $4.6 million |
| Nevada | $57.9 million | $5.8 million |
| New Hampshire | $26.3 million | $ 2.6 million |
| New Jersey | $158.6 million | $15.9 million |
| New Mexico | $58.8 million | $5.9 million |
| New York | $266.0 million | $26.6 million |
| North Carolina | $166.8 million | $16.7 million |

| State | Total FY16-20 | Total available for multimodal projects FY16-20 |
|---|---|---|
| North Dakota | $39.7 million | $4.0 million |
| Ohio | $213.8 million | $21.4 million |
| Oklahoma | $101.6 million | $10.2 million |
| Oregon | $79.8 million | $8.0 million |
| Pennsylvania | $261.9 million | $26.2 million |
| Rhode Island | $34.9 million | $3.5 million |
| South Carolina | $107.2 million | $10.7 million |
| South Dakota | $45.1 million | $4.5 million |
| Tennessee | $135.2 million | $13.5 million |
| Texas | $551.3 million | $55.1 million |
| Utah | $55.3 million | $5.5 million |
| Vermont | $32.3 million | $3.2 million |
| Virginia | $162.5 million | $16.2 million |
| Washington | $107.9 million | $10.8 million |
| West Virginia | $70.0 million | $7.0 million |
| Wisconsin | $120.3 million | $12.0 million |
| Wyoming | $41.0 million | $4.1 million |
| **Total** | **$6.2 billion** | **$624.7 million** |

## Estimated 2016-2020 distribution of Surface Transportation Block Grant Program

Metro areas over 200,000 in population, grouped by state

https://www.fhwa.dot.gov/legsregs/directives/notices/n4510792/n4510792_t10.cfm

| State | Urbanized Area | FAST Act total FY2016-20 | FAST Act annual average | *MAP-21 FY15 (for comparison)* |
|---|---|---|---|---|
| AL | Birmingham | 89,273,682 | 17,854,736 | 15,775,690 |
| | Columbus | 7,297,263 | 1,459,453 | 1,289,511 |
| | Huntsville | 34,148,394 | 6,829,679 | 6,034,416 |
| | Mobile | 38,852,238 | 7,770,448 | 6,865,639 |
| | Montgomery | 31,434,432 | 6,286,886 | 5,554,827 |
| | Pensacola | 746,354 | 149,271 | 131,889 |
| | Total | 201,752,363 | 40,350,473 | 35,651,972 |
| AK | Anchorage | 132,004,413 | 26,400,883 | 22,751,992 |
| | Total | 132,004,413 | 26,400,883 | 22,751,992 |
| AZ | Phoenix--Mesa | 291,105,727 | 58,221,145 | 51,565,410 |
| | Tucson | 67,633,872 | 13,526,774 | 11,980,418 |
| | Total | 358,739,599 | 71,747,920 | 63,545,828 |
| AR | Fayetteville--Springdale--Rogers | 39,160,049 | 7,832,010 | 6,897,818 |
| | Little Rock | 57,249,283 | 11,449,857 | 10,084,132 |
| | Memphis | 5,344,211 | 1,068,842 | 941,352 |
| | Total | 101,753,543 | 20,350,709 | 17,923,302 |
| CA | Antioch | 18,102,365 | 3,620,473 | 3,173,551 |
| | Bakersfield | 34,165,595 | 6,833,119 | 5,989,618 |
| | Concord | 40,162,507 | 8,032,501 | 7,040,946 |
| | Fresno | 42,683,226 | 8,536,645 | 7,482,856 |
| | Indio--Cathedral City | 22,532,598 | 4,506,520 | 3,950,221 |
| | Lake Tahoe (Bi-State MPO) | 9,454,329 | 1,890,866 | <NA> |
| | Lancaster--Palmdale | 22,248,250 | 4,449,650 | 3,900,372 |
| | Los Angeles--Long Beach--Anaheim | 792,272,426 | 158,454,485 | 138,894,391 |
| | Mission Viejo--Lake Forest--San Clemente | 38,057,322 | 7,611,464 | 6,671,883 |
| | Modesto | 23,353,624 | 4,670,725 | 4,094,157 |
| | Murrieta--Temecula--Menifee | 28,789,797 | 5,757,959 | 5,047,180 |
| | Oxnard | 23,946,183 | 4,789,237 | 4,198,039 |
| | Reno | 587 | 117 | 103 |
| | Riverside--San Bernardino | 126,014,194 | 25,202,839 | 22,091,726 |
| | Sacramento | 112,384,836 | 22,476,967 | 19,702,343 |
| | San Diego | 192,786,528 | 38,557,306 | 33,797,677 |
| | San Francisco--Oakland | 213,942,444 | 42,788,489 | 37,506,550 |
| | San Jose | 108,528,905 | 21,705,781 | 19,026,355 |
| | Santa Clarita | 16,864,761 | 3,372,952 | 2,956,585 |
| | Santa Rosa | 20,097,359 | 4,019,472 | 3,523,296 |

| State | Urbanized Area | FAST Act total FY2016-20 | FAST Act annual average | *MAP-21 FY15 (for comparison)* |
|---|---|---|---|---|
| CA (cont'd) | Stockton | 24,162,850 | 4,832,570 | 4,236,023 |
| | Thousand Oaks | 14,006,163 | 2,801,233 | 2,455,440 |
| | Victorville--Hesperia | 21,415,944 | 4,283,189 | 3,754,459 |
| | Visalia | 14,308,897 | 2,861,779 | 2,508,513 |
| | Total | 1,960,281,690 | 392,056,338 | 342,002,284 |
| CO | Colorado Springs | 41,401,526 | 8,280,305 | 7,308,849 |
| | Denver--Aurora | 175,713,347 | 35,142,669 | 31,019,687 |
| | Fort Collins | 19,572,896 | 3,914,579 | 3,455,316 |
| | Total | 236,687,769 | 47,337,554 | 41,783,852 |
| CT | Bridgeport--Stamford | 86,675,326 | 17,335,065 | 15,092,088 |
| | Hartford | 91,339,694 | 18,267,939 | 15,904,257 |
| | New Haven | 55,586,358 | 11,117,272 | 9,678,812 |
| | New York--Newark | 11,259 | 2,252 | 1,960 |
| | Norwich--New London | 18,571,055 | 3,714,211 | 3,233,631 |
| | Springfield | 8,859,919 | 1,771,984 | 1,542,707 |
| | Worcester | 3,251,991 | 650,398 | 566,243 |
| | Total | 264,295,602 | 52,859,120 | 46,019,698 |
| DE | Philadelphia | 64,015,603 | 12,803,121 | 11,278,872 |
| | Total | 64,015,603 | 12,803,121 | 11,278,872 |
| DC | Washington, DC | 113,905,082 | 22,781,016 | 19,982,231 |
| | Total | 113,905,082 | 22,781,016 | 19,982,231 |
| FL | Bonita Springs | 23,162,346 | 4,632,469 | 4,134,334 |
| | Cape Coral | 39,583,757 | 7,916,751 | 7,065,453 |
| | Jacksonville | 79,513,796 | 15,902,759 | 14,192,716 |
| | Kissimmee | 23,443,984 | 4,688,797 | 4,184,605 |
| | Lakeland | 19,601,608 | 3,920,322 | 3,498,764 |
| | Miami | 410,727,783 | 82,145,557 | 73,312,344 |
| | Orlando | 112,753,209 | 22,550,642 | 20,125,744 |
| | Palm Bay--Melbourne | 33,798,806 | 6,759,761 | 6,032,876 |
| | Palm Coast--Daytona Beach--Port Orange | 26,056,054 | 5,211,211 | 4,650,843 |
| | Pensacola | 24,916,739 | 4,983,348 | 4,447,482 |
| | Port St. Lucie | 28,070,213 | 5,614,043 | 5,010,358 |
| | Sarasota--Bradenton | 48,016,459 | 9,603,292 | 8,570,638 |
| | Tallahassee | 17,931,565 | 3,586,313 | 3,200,672 |
| | Tampa--St. Petersburg | 182,267,121 | 36,453,424 | 32,533,543 |
| | Winter Haven | 15,025,317 | 3,005,063 | 2,681,925 |
| | Total | 1,084,868,757 | 216,973,751 | 193,642,297 |

| State | Urbanized Area | FAST Act total FY2016-20 | FAST Act annual average | *MAP-21 FY15 (for comparison)* |
|---|---|---|---|---|
| GA | Atlanta | 427,660,535 | 85,532,107 | 76,215,095 |
| | Augusta-Richmond County | 26,830,059 | 5,366,012 | 4,781,492 |
| | Chattanooga | 7,421,945 | 1,484,389 | 1,322,694 |
| | Columbus | 18,216,554 | 3,643,311 | 3,246,445 |
| | Savannah | 24,689,018 | 4,937,804 | 4,399,929 |
| | Total | 504,818,111 | 100,963,622 | 89,965,655 |
| HI | Honolulu | 70,999,693 | 14,199,939 | 12,512,336 |
| | Total | 70,999,693 | 14,199,939 | 12,512,336 |
| ID | Boise City | 46,863,090 | 9,372,618 | 8,209,699 |
| | Total | 46,863,090 | 9,372,618 | 8,209,699 |
| IL | Chicago | 622,983,319 | 124,596,664 | 109,366,341 |
| | Davenport | 10,655,342 | 2,131,068 | 1,870,573 |
| | Peoria | 20,737,401 | 4,147,480 | 3,640,505 |
| | Rockford | 23,063,629 | 4,612,726 | 4,048,880 |
| | Round Lake Beach--McHenry--Grayslake | 20,185,017 | 4,037,003 | 3,543,532 |
| | St. Louis | 28,970,644 | 5,794,129 | 5,085,872 |
| | Total | 726,595,352 | 145,319,070 | 127,555,703 |
| IN | Chicago | 62,292,808 | 12,458,562 | 11,039,406 |
| | Cincinnati | 1,080,496 | 216,099 | 191,483 |
| | Evansville | 21,215,559 | 4,243,112 | 3,759,779 |
| | Fort Wayne | 33,127,332 | 6,625,466 | 5,870,759 |
| | Indianapolis | 157,185,329 | 31,437,066 | 27,856,067 |
| | Louisville/Jefferson County | 14,813,104 | 2,962,621 | 2,625,148 |
| | South Bend | 25,558,891 | 5,111,778 | 4,529,495 |
| | Total | 315,273,519 | 63,054,704 | 55,872,137 |
| IA | Davenport | 17,238,289 | 3,447,658 | 3,035,491 |
| | Des Moines | 54,292,388 | 10,858,478 | 9,560,347 |
| | Omaha | 8,268,772 | 1,653,754 | 1,456,048 |
| | Total | 79,799,449 | 15,959,890 | 14,051,886 |
| KS | Kansas City | 63,926,308 | 12,785,262 | 11,447,148 |
| | Wichita | 45,559,109 | 9,111,822 | 8,158,173 |
| | Total | 109,485,417 | 21,897,083 | 19,605,321 |
| KY | Cincinnati | 37,864,301 | 7,572,860 | 6,643,590 |
| | Evansville | 3,299,018 | 659,804 | 578,838 |
| | Huntington | 6,532,012 | 1,306,402 | 1,146,093 |
| | Lexington-Fayette | 33,501,814 | 6,700,363 | 5,878,157 |
| | Louisville/Jefferson County | 96,070,708 | 19,214,142 | 16,856,362 |
| | Total | 177,267,853 | 35,453,571 | 31,103,040 |

| State | Urbanized Area | FAST Act total FY2016-20 | FAST Act annual average | *MAP-21 FY15 (for comparison)* |
|---|---|---|---|---|
| LA | Baton Rouge | 70,174,245 | 14,034,849 | 12,231,085 |
| | Lafayette | 29,840,427 | 5,968,085 | 5,201,065 |
| | New Orleans | 106,234,261 | 21,246,852 | 18,516,200 |
| | Shreveport | 35,224,386 | 7,044,877 | 6,139,467 |
| | Total | 241,473,319 | 48,294,664 | 42,087,817 |
| ME | Portland | 20,544,258 | 4,108,852 | 3,589,252 |
| | Total | 20,544,258 | 4,108,852 | 3,589,252 |
| MD | Aberdeen--Bel Air South--Bel Air North | 15,401,276 | 3,080,255 | 2,703,006 |
| | Baltimore | 158,779,236 | 31,755,847 | 27,866,607 |
| | Philadelphia | 3,508,231 | 701,646 | 615,714 |
| | Washington, DC | 126,031,415 | 25,206,283 | 22,119,188 |
| | Total | 303,720,158 | 60,744,032 | 53,304,515 |
| MA | Barnstable Town | 15,563,467 | 3,112,693 | 2,724,025 |
| | Boston | 257,884,928 | 51,576,986 | 45,136,794 |
| | Nashua | 461,678 | 92,336 | 80,806 |
| | Providence | 16,420,262 | 3,284,052 | 2,873,988 |
| | Springfield | 33,536,828 | 6,707,366 | 5,869,846 |
| | Worcester | 28,615,783 | 5,723,157 | 5,008,531 |
| | Total | 352,482,946 | 70,496,589 | 61,693,990 |
| MI | Ann Arbor | 22,663,119 | 4,532,624 | 4,033,449 |
| | Detroit | 276,536,076 | 55,307,215 | 49,216,265 |
| | Flint | 26,380,490 | 5,276,098 | 4,695,045 |
| | Grand Rapids | 42,207,765 | 8,441,553 | 7,511,890 |
| | Kalamazoo | 15,530,006 | 3,106,001 | 2,763,939 |
| | Lansing | 23,219,288 | 4,643,858 | 4,132,432 |
| | South Bend | 2,687,904 | 537,581 | 478,377 |
| | Toledo | 2,107,741 | 421,548 | 375,123 |
| | Total | 411,332,389 | 82,266,478 | 73,206,520 |
| MN | Minneapolis—St. Paul | 232,140,692 | 46,428,138 | 41,366,396 |
| | Total | 232,140,692 | 46,428,138 | 41,366,396 |
| MS | Gulfport | 25,396,990 | 5,079,398 | 4,482,017 |
| | Jackson | 42,721,074 | 8,544,215 | 7,539,342 |
| | Memphis | 15,595,688 | 3,119,138 | 2,752,300 |
| | Total | 83,713,752 | 16,742,750 | 14,773,659 |
| MO | Fayetteville--Springdale--Rogers | 235 | 47 | 42 |
| | Kansas City | 100,974,538 | 20,194,908 | 17,761,911 |
| | St. Louis | 209,734,499 | 41,946,900 | 36,893,315 |
| | Springfield | 32,292,166 | 6,458,433 | 5,680,348 |
| | Total | 343,001,438 | 68,600,288 | 60,335,616 |
| NE | Lincoln | 29,899,417 | 5,979,883 | 5,295,899 |
| | Omaha | 75,865,440 | 15,173,088 | 13,437,578 |
| | Total | 105,764,857 | 21,152,971 | 18,733,477 |

| State | Urbanized Area | FAST Act total FY2016-20 | FAST Act annual average | *MAP-21 FY15 (for comparison)* |
|---|---|---|---|---|
| NV | Lake Tahoe (Bi-State MPO) | 6,134,680 | 1,226,936 | <NA> |
| | Las Vegas--Henderson | 178,001,159 | 35,600,232 | 30,983,236 |
| | Reno | 37,009,302 | 7,401,860 | 6,441,913 |
| | Total | 221,145,141 | 44,229,028 | 37,425,149 |
| NH | Boston | 8,252,217 | 1,650,443 | 1,460,724 |
| | Nashua | 19,431,974 | 3,886,395 | 3,439,652 |
| | Total | 27,684,191 | 5,536,838 | 4,900,376 |
| NJ | Allentown | 2,527,818 | 505,564 | 440,565 |
| | Atlantic City | 19,354,406 | 3,870,881 | 3,373,214 |
| | New York--Newark | 479,918,855 | 95,983,771 | 83,643,421 |
| | Philadelphia | 89,670,405 | 17,934,081 | 15,628,349 |
| | Poughkeepsie--Newburgh | 874,837 | 174,967 | 152,472 |
| | Trenton | 23,115,084 | 4,623,017 | 4,028,649 |
| | Total | 615,461,405 | 123,092,281 | 107,266,670 |
| NM | Albuquerque | 98,405,135 | 19,681,027 | 17,276,017 |
| | El Paso | 4,076,818 | 815,364 | 715,727 |
| | Total | 102,481,953 | 20,496,391 | 17,991,744 |
| NY | Albany--Schenectady | 35,187,363 | 7,037,473 | 6,115,869 |
| | Bridgeport--Stamford | 2,701,676 | 540,335 | 469,574 |
| | Buffalo | 55,351,543 | 11,070,309 | 9,620,578 |
| | New York--Newark | 721,044,894 | 144,208,979 | 125,323,852 |
| | Poughkeepsie--Newburgh | 24,386,577 | 4,877,315 | 4,238,598 |
| | Rochester | 42,616,216 | 8,523,243 | 7,407,068 |
| | Syracuse | 24,385,336 | 4,877,067 | 4,238,383 |
| | Total | 905,673,605 | 181,134,721 | 157,413,922 |
| NC | Asheville | 22,177,999 | 4,435,600 | 3,917,845 |
| | Charlotte | 93,286,870 | 18,657,374 | 16,479,552 |
| | Concord | 16,980,812 | 3,396,162 | 2,999,738 |
| | Durham | 27,468,989 | 5,493,798 | 4,852,523 |
| | Fayetteville | 24,519,804 | 4,903,961 | 4,331,536 |
| | Greensboro | 24,640,553 | 4,928,111 | 4,352,866 |
| | Hickory | 16,768,553 | 3,353,711 | 2,962,241 |
| | Myrtle Beach--Socastee | 1,602,534 | 320,507 | 283,095 |
| | Raleigh | 69,927,854 | 13,985,571 | 12,353,075 |
| | Wilmington | 17,381,938 | 3,476,388 | 3,070,599 |
| | Winston-Salem | 30,900,381 | 6,180,076 | 5,458,694 |
| | Total | 345,656,287 | 69,131,257 | 61,061,764 |

| State | Urbanized Area | FAST Act total FY2016-20 | FAST Act annual average | *MAP-21 FY15 (for comparison)* |
|---|---|---|---|---|
| OH | Akron | 46,755,325 | 9,351,065 | 8,224,592 |
| | Canton | 22,925,748 | 4,585,150 | 4,032,801 |
| | Cincinnati | 105,623,875 | 21,124,775 | 18,579,984 |
| | Cleveland | 146,191,558 | 29,238,312 | 25,716,126 |
| | Columbus | 112,314,371 | 22,462,874 | 19,756,890 |
| | Dayton | 59,447,181 | 11,889,436 | 10,457,178 |
| | Huntington | 2,772,896 | 554,579 | 487,772 |
| | Toledo | 39,340,387 | 7,868,077 | 6,920,251 |
| | Youngstown | 28,576,463 | 5,715,293 | 5,026,801 |
| | Total | 563,947,804 | 112,789,561 | 99,202,395 |
| OK | Oklahoma City | 108,860,493 | 21,772,099 | 19,239,341 |
| | Tulsa | 82,826,875 | 16,565,375 | 14,638,317 |
| | Total | 191,687,368 | 38,337,474 | 33,877,658 |
| OR | Eugene | 23,913,269 | 4,782,654 | 4,178,429 |
| | Portland | 144,041,152 | 28,808,230 | 25,168,696 |
| | Salem | 22,870,510 | 4,574,102 | 3,996,226 |
| | Total | 190,824,931 | 38,164,986 | 33,343,351 |
| PA | Allentown | 59,160,555 | 11,832,111 | 10,293,188 |
| | Harrisburg | 41,592,843 | 8,318,569 | 7,236,629 |
| | Lancaster | 37,618,600 | 7,523,720 | 6,545,160 |
| | Philadelphia | 351,888,272 | 70,377,654 | 61,224,108 |
| | Pittsburgh | 162,249,932 | 32,449,986 | 28,229,436 |
| | Reading | 24,915,430 | 4,983,086 | 4,334,970 |
| | Scranton | 35,700,070 | 7,140,014 | 6,211,360 |
| | York | 21,714,232 | 4,342,846 | 3,778,002 |
| | Youngstown | 3,694,166 | 738,833 | 642,738 |
| | Total | 738,534,100 | 147,706,820 | 128,495,591 |
| RI | Boston | 41,982 | 8,396 | 7,264 |
| | Norwich--New London | 3,264,254 | 652,851 | 564,810 |
| | Providence | 143,646,309 | 28,729,262 | 24,854,967 |
| | Total | 146,952,545 | 29,390,509 | 25,427,041 |
| SC | Augusta-Richmond County | 11,137,140 | 2,227,428 | 1,973,759 |
| | Charleston--North Charleston | 59,008,855 | 11,801,771 | 10,457,734 |
| | Charlotte | 7,419,954 | 1,483,991 | 1,314,988 |
| | Columbia | 59,156,591 | 11,831,318 | 10,483,916 |
| | Greenville | 43,093,365 | 8,618,673 | 7,637,141 |
| | Myrtle Beach--Socastee | 20,984,897 | 4,196,979 | 3,719,009 |
| | Total | 200,800,802 | 40,160,160 | 35,586,547 |
| TN | Chattanooga | 29,361,593 | 5,872,319 | 5,178,306 |
| | Knoxville | 54,184,354 | 10,836,871 | 9,556,129 |
| | Memphis | 86,459,045 | 17,291,809 | 15,248,198 |
| | Nashville-Davidson | 94,034,047 | 18,806,809 | 16,584,150 |

| State | Urbanized Area | FAST Act total FY2016-20 | FAST Act annual average | *MAP-21 FY15 (for comparison)* |
|---|---|---|---|---|
| TN (cont'd) | Total | 264,039,039 | 52,807,808 | 46,566,783 |
| TX | Austin | 134,869,945 | 26,973,989 | 23,857,669 |
| | Brownsville | 21,539,440 | 4,307,888 | 3,810,195 |
| | Conroe--The Woodlands | 23,752,233 | 4,750,447 | 4,201,625 |
| | Corpus Christi | 31,684,661 | 6,336,932 | 5,604,823 |
| | Dallas--Fort Worth--Arlington | 507,032,572 | 101,406,514 | 89,690,962 |
| | Denton--Lewisville | 36,248,743 | 7,249,749 | 6,412,181 |
| | El Paso | 76,459,787 | 15,291,957 | 13,525,269 |
| | Houston | 489,455,336 | 97,891,067 | 86,581,657 |
| | Killeen | 21,543,894 | 4,308,779 | 3,810,983 |
| | Laredo | 23,335,672 | 4,667,134 | 4,127,938 |
| | Lubbock | 23,496,635 | 4,699,327 | 4,156,411 |
| | McAllen | 72,148,732 | 14,429,746 | 12,762,670 |
| | San Antonio | 174,050,866 | 34,810,173 | 30,788,534 |
| | Total | 1,635,618,516 | 327,123,703 | 289,330,917 |
| UT | Ogden--Layton | 50,690,993 | 10,138,199 | 8,870,498 |
| | Provo--Orem | 44,823,094 | 8,964,619 | 7,843,664 |
| | Salt Lake City--West Valley City | 94,808,346 | 18,961,669 | 16,590,663 |
| | Total | 190,322,433 | 38,064,487 | 33,304,825 |
| VA | Richmond | 87,270,678 | 17,454,136 | 15,381,650 |
| | Roanoke | 19,229,630 | 3,845,926 | 3,389,265 |
| | Virginia Beach | 131,760,093 | 26,352,019 | 23,223,008 |
| | Washington, DC | 204,630,993 | 40,926,199 | 36,066,666 |
| | Total | 442,891,394 | 88,578,279 | 78,060,589 |
| WA | Kennewick--Pasco | 15,419,264 | 3,083,853 | 2,695,022 |
| | Portland | 26,278,856 | 5,255,771 | 4,593,091 |
| | Seattle | 223,598,009 | 44,719,602 | 39,081,083 |
| | Spokane | 28,346,087 | 5,669,217 | 4,954,408 |
| | Total | 293,642,216 | 58,728,443 | 51,323,604 |
| WV | Huntington | 19,975,330 | 3,995,066 | 3,470,637 |
| | Total | 19,975,330 | 3,995,066 | 3,470,637 |
| WI | Appleton | 20,719,170 | 4,143,834 | 3,687,681 |
| | Green Bay | 19,795,715 | 3,959,143 | 3,523,321 |
| | Madison | 38,500,711 | 7,700,142 | 6,852,510 |
| | Milwaukee | 131,940,377 | 26,388,075 | 23,483,276 |
| | Minneapolis--St. Paul | 26,455 | 5,291 | 4,709 |
| | Round Lake Beach--McHenry--Grayslake | 2,929,481 | 585,896 | 521,401 |
| | Total | 213,911,909 | 42,782,382 | 38,072,898 |
| | | | | |
| Grand Total | | 15,954,831,683 | 3,190,966,337 | 2,804,671,808 |