

AASHTO Summary of the New Surface Transportation Bill **FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT**

December 16, 2015

OVERVIEW

On December 4, 2015, President Obama signed into law the *Fixing America's Surface Transportation (FAST) Act* that authorizes Federal highway, highway safety, transit, and rail programs for five years from Federal fiscal years (FY) 2016 through 2020. The FAST Act represents the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005. This legislation is based on the House-Senate conference committee report on H.R. 22 which reconciled the *Surface Transportation Reauthorization and Reform (STRR) Act of 2015*, passed in the House of Representatives in October, with the *Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act*, passed in the Senate in July.

The FAST Act authorizes \$305 billion from both the Highway Trust Fund and the General Fund (GF) of the United States Treasury. It provides \$225 billion in Highway Trust Fund (HTF) contract authority over five years for the Federal-aid Highway Program, increasing funding from \$41 billion in 2015 to \$47 billion in 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State departments of transportation (DOTs) through formula programs.

The bill places major emphasis on freight investments to be supported by the HTF by creating a new National Highway Freight Program (NHFP) funded at an average of \$1.2 billion per year and distributed to the States by formula. In addition, a new discretionary program entitled the Nationally Significant Freight and Highway Projects is established, funded at an average of \$900 million per year. Under the renamed Surface Transportation Block Grant Program (STBGP), the FAST Act gradually increases the percentage of STBGP funds that are suballocated by population from 51 percent in 2016 to 55 percent by 2020. The bill also includes a \$7.6 billion rescission of unobligated Federal-aid Highway contract authority in FY 2020.

The FAST Act provides \$61 billion over five years for Federal transit programs including \$49 billion in HTF contract authority and \$12 billion in authorizations from the GF. For highway safety, the bill provides a total of \$4.7 billion for the National Highway Traffic Safety Administration (NHTSA) (\$3.7 billion from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration (FMCSA). Unlike past highway and transit bills, the FAST Act also authorizes \$10 billion of the GF over five years for the Federal Railroad Administration and Amtrak.

AASHTO has created a [FAST Act website portal](#) to provide a one-stop resource for Federal surface transportation reauthorization and implementation materials. The official documents related to the bill can be found on [this Congressional website](#).



Funding Table for the FAST Act, FY 2016 to FY 2020

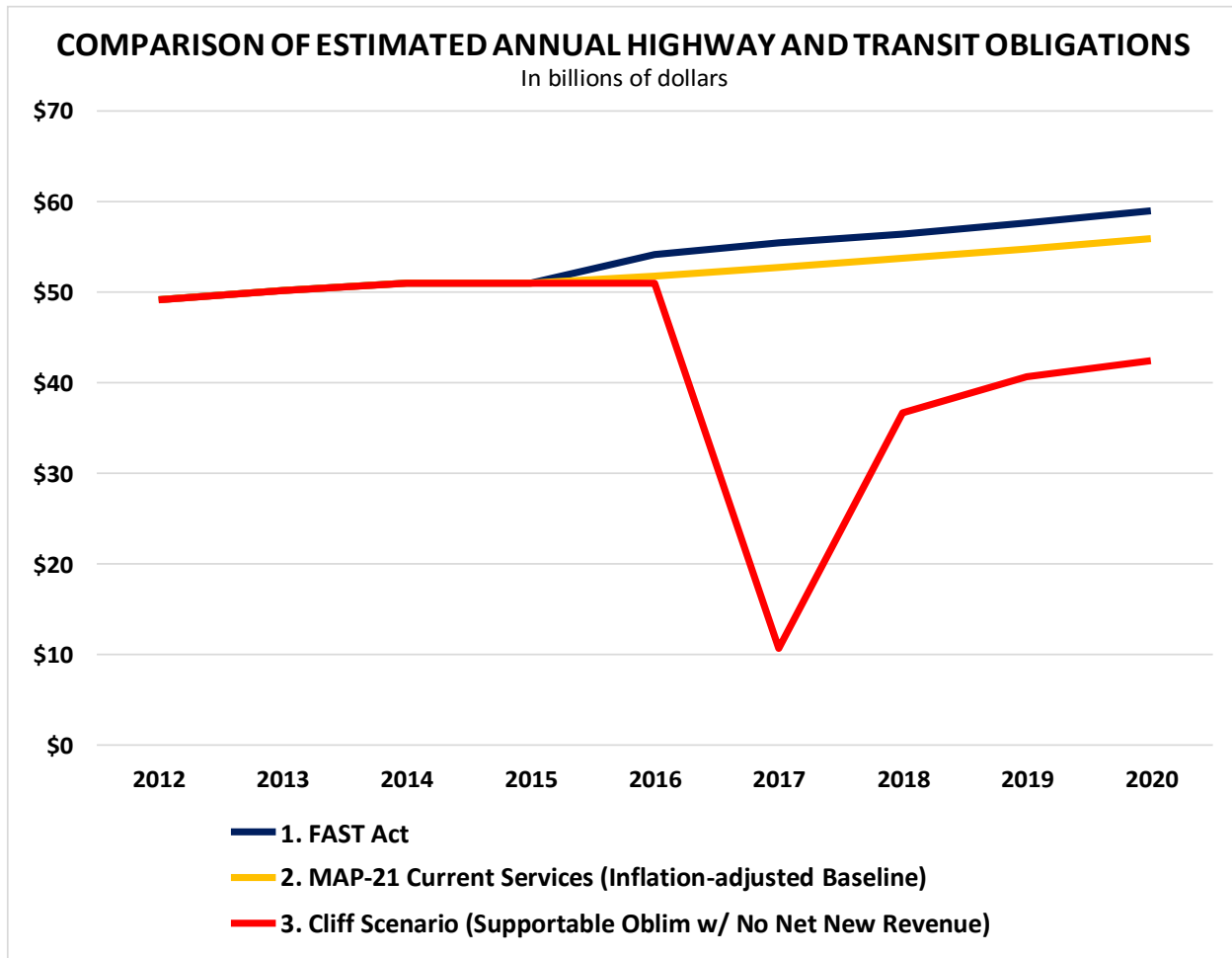
In millions of dollars / HTF = Highway Trust Fund / GF = General Fund

Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	5-Year Avg
HIGHWAYS								
National Highway Performance Program	21,908	22,332 1.9%	22,828 2.2%	23,262 1.9%	23,741 2.1%	24,236 2.1%	116,399	23,280
Surface Transportation Block Grant Program	10,077	10,328 1.1%	10,589 2.5%	10,818 2.2%	11,026 1.9%	11,287 2.4%	54,048	11,876
Highway Safety Improvement Program	2,192	2,226 1.5%	2,275 2.2%	2,318 1.9%	2,360 1.8%	2,407 2.0%	11,585	2,317
Railway-Highway Grade Crossings Program	220	225 2.3%	230 2.2%	235 2.2%	240 2.1%	245 2.1%	1,175	235
Congestion Mitigation and Air Quality Improvement Program	2,267	2,309 1.9%	2,360 2.2%	2,405 1.9%	2,449 1.8%	2,499 2.0%	12,023	2,405
Metropolitan Planning Program	314	329 5.0%	336 2.0%	343 2.1%	350 2.1%	359 2.3%	1,717	343
National Highway Freight Program	n/a	1,140 n/a	1,091 -4.3%	1,190 9.1%	1,339 12.5%	1,487 11.1%	6,247	1,249
Surface Transportation Block Grant Program Set-Aside (Formerly Transportation Alternatives Program)	820	835 n/a	835 0.0%	850 1.8%	850 0.0%	850 0.0%	4,220	844
Total, Apportioned Programs (HTF)	37,798	39,728 5.1%	40,548 2.1%	41,424 2.2%	42,359 2.3%	43,373 2.4%	207,432	41,486
Federal Lands and Tribal Transportation Programs	1,000	1,050 5.0%	1,075 2.4%	1,100 2.3%	1,125 2.3%	1,150 2.2%	5,500	1,100
Research Programs	400	415 3.6%	418 0.7%	418 0.0%	420 0.6%	420 0.0%	2,090	418
Miscellaneous Programs	357	380 6.4%	380 0.0%	380 0.0%	380 0.0%	380 0.0%	1,900	380
Transportation Infrastructure Financing and Innovation Act	1,000	275 -72.5%	275 0.0%	285 3.6%	300 5.3%	300 0.0%	1,435	287
Nationally Significant Highway and Freight Projects	n/a	800 n/a	850 6.3%	900 5.9%	950 5.6%	1,000 5.3%	4,500	900
FHWA Administrative	440	453 3.0%	460 1.5%	467 1.5%	474 1.5%	481 1.5%	2,334	467
Total, Other Programs (HTF)	3,197	3,373 5.5%	3,457 2.5%	3,549 2.7%	3,649 2.8%	3,731 2.3%	17,758	3,552
Total, Federal-Aid Highway Program (HTF)	40,995	43,100 5.1%	44,005 2.1%	44,973 2.2%	46,008 2.3%	47,104 2.4%	225,190	45,038
Total, Other Programs (GF)	30	222 640.0%	210 -5.4%	210 0.0%	210 0.0%	210 0.0%	1,062	212
Total, Federal-aid Highway Program (HTF and GF)	41,025	43,322 5.6%	44,215 2.1%	45,183 2.2%	46,218 2.3%	47,314 2.4%	226,252	45,250
Obligation Limitation	40,256	42,361 5.2%	43,266 2.1%	44,234 2.2%	45,269 2.3%	46,365 2.4%	221,495	44,299
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	40,995	42,113 2.7%	43,034 2.2%	43,961 2.2%	45,001 2.4%	46,042 2.3%	220,150	44,030
TRANSIT								
Planning Programs	129	131 1.5%	133 2.0%	136 2.1%	139 2.1%	142 2.1%	681	136
Urbanized Area Formula Grants	4,459	4,539 1.8%	4,630 2.0%	4,727 2.1%	4,827 2.1%	4,929 2.1%	23,652	4,730
Elderly and Disabled	258	263 1.8%	268 2.0%	274 2.1%	280 2.1%	286 2.1%	1,370	274
Rural Formula Grants	608	620 2.0%	632 2.0%	646 2.1%	659 2.1%	673 2.1%	3,231	646
State of Good Repair	2,166	2,507 15.7%	2,550 1.7%	2,594 1.7%	2,638 1.7%	2,684 1.7%	12,973	2,595
Bus and Bus Facility Formula	428	428 0.0%	436 2.0%	446 2.1%	455 2.1%	465 2.1%	2,229	446
Bus and Bus Facility Discretionary	n/a	268 n/a	284 5.8%	302 6.3%	322 6.8%	344 6.8%	1,519	304
Growth States and High Density States	526	536 n/a	544 1.5%	553 1.5%	561 1.5%	570 1.6%	2,765	553
Positive Train Control Grants	n/a	n/a n/a	199 n/a	0 n/a	0 n/a	0 n/a	199	40
Other Programs	22	56 156.3%	57 1.8%	57 0.4%	58 0.4%	58 0.0%	285	57
Total, Apportioned Programs (HTF)	8,595	9,348 8.8%	9,734 4.1%	9,733 0.0%	9,939 2.1%	10,150 2.1%	48,904	9,781
Total, Other Programs (GF)	193	140 -27.5%	140 0.0%	140 0.0%	140 0.0%	140 0.0%	700	140
Capital Investment Grants (GF)	1,907	2,302 20.7%	2,302 0.0%	2,302 0.0%	2,302 0.0%	2,302 0.0%	11,509	2,302
Total, Federal Transit Program (HTF and GF)	10,695	11,789 10.2%	12,175 3.3%	12,175 0.0%	12,381 1.7%	12,592 1.7%	61,113	12,223
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	10,694	12,007 12.3%	12,210 1.7%	12,414 1.7%	12,657 2.0%	12,901 1.9%	62,189	12,438
HIGHWAY SAFETY								
Federal Motor Carrier Safety Administration (HTF)	572	580 1.5%	644 11.0%	658 2.1%	666 1.2%	676 1.5%	3,224	645
National Highway Traffic Safety Administration (HTF)	680	716 5.3%	731 2.1%	747 2.1%	762 2.1%	778 2.1%	3,735	747
Total, Highway Safety Program (HTF)	1,252	1,297 3.6%	1,376 6.1%	1,404 2.1%	1,428 1.7%	1,454 1.8%	6,959	1,392
PASSENGER RAIL								
Grants to Amtrak (GF)	1,390	1,450 4.3%	1,500 3.4%	1,600 6.7%	1,700 6.3%	1,800 5.9%	8,050	1,610
Other Federal Railroad Administration Grants (GF)	n/a	200 n/a	350 75.0%	425 21.4%	575 35.3%	650 13.0%	2,200	440
Total, Passenger Rail Program (GF)	1,390	1,670 20.1%	1,870 12.0%	2,046 9.4%	2,297 12.3%	2,472 7.6%	10,355	2,071
GRAND TOTAL (HTF)	50,842	53,744 5.7%	55,114 2.5%	56,111 1.8%	57,375 2.3%	58,709 2.3%	281,053	56,211
GRAND TOTAL (HTF and GF)	54,362	58,078 6.8%	59,636 2.7%	60,809 2.0%	62,324 2.5%	63,832 2.4%	304,679	60,936
Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	5-Year Avg

To place the FAST Act funding level in context, the chart below shows three possible highway and transit funding scenarios between 2016 and 2020:

1. Obligation levels authorized under the FAST Act
2. Moving Ahead for Progress in the 21st Century (MAP-21) obligation levels, adjusted for inflation
3. Supportable obligations if no net new revenues were provided to the HTF after 2014 (the “cliff” scenario)

The FAST Act provides a moderate increase in funding compared to MAP-21 due to \$70 billion in GF transfers to the HTF. A total of \$140 billion of GF dollars have been transferred to HTF since 2008.



HIGHLIGHTS OF THE FAST ACT

This section provides a brief overview of key provisions in the FAST Act. It is followed with an in-depth look at the various policy areas.

Program Structure

- Surface Transportation Program (STP), one of the core Federal-aid Highway Program categories, is renamed the Surface Transportation Block Grant Program (STBGP).
- STBGP is suballocated based on population in a graduated manner, increasing one percent per year from 51 percent of total STBGP dollars in 2016 to 55 percent by 2020. State share of STBGP is expected to be flat, funded at \$4.95 billion in 2016 and \$4.97 billion in 2020; the suballocated share is funded at \$5.15 billion in 2016, growing to \$6.07 billion by 2020.
- The current off-system bridge set-aside is retained under the STBGP, funded at \$777 million for each year under the FAST Act.
- Transportation Alternatives Program (TAP) is folded into STBGP and renamed as an “STBGP Set-aside,” funded at \$835 million in the first two years and \$850 million in the last three. In addition, up to 50 percent of the suballocated portion of the STBGP Set-aside could be transferred for broader STBGP eligibilities. The optional Recreational Trails eligibility remains the same.
- National Highway Performance Program (NHPP) dollars are eligible to be expended on non-NHS highway bridges that are on a Federal-aid eligible highway; this addresses the “donut hole” issue for Federal bridge funding.

Revenue and Financing

- In case additional revenues from enacted legislation beyond the FAST Act are deposited into the HTF, the bill provides for a mechanism where such dollars would automatically be made available for obligation to States, without further action by Congress. Unlike the Revenue-aligned Budget Authority in the Transportation Equity Act for the 21st Century (TEA-21), this provision is not related to estimated or actual HTF receipts, and as such, funding levels cannot be revised downward.
- For FY 2016, funding provided under the MAP-21’s extensions would be deducted from those levels provided under the FAST Act based on the date of official enactment.
- The FAST Act rescinds \$7.6 billion of unobligated contract authority on July 1, 2020, which would be derived from Federal-aid Highway Program categories other than the Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Metropolitan Planning, and suballocated portions of the STBGP. In addition, non-exempt program dollars are required to be rescinded from unobligated balances remaining on that date on a proportional basis. As of the end of FY 2015, \$15.2 billion of unobligated contract authority was carried by all States.
- The Transportation Infrastructure Finance and Innovation Act (TIFIA) is funded at \$275 million in 2016, rising to \$300 million by 2020. Flexibility in “buying down” TIFIA subsidy and administrative costs is increased, as National Highway Performance Program (NHPP) and Nationally Significant Freight and Highway Projects grant dollars can be applied. TIFIA can also be used to support investments in transit-oriented developments and to capitalize Rural Project Funds if established by a State Infrastructure Bank (SIB).
- Interstate System Reconstruction and Rehabilitation Pilot Program is revised to limit the reservation of each of the current three slots to three years. In addition, current slot holders have one year to demonstrate progress under this program. These limits can be extended by one year if there is deemed to be material progress.

- The FAST Act brings back the old SAFETEA-LU eligibility to capitalize SIBs with Federal-aid Highway formula dollars.
- The bill statutorily formalizes the USDOT Credit Council as the “Council on Credit and Finance.”

Freight

- Creates a National Multimodal Freight Network (NMFN), which includes a National Highway Freight Network consisting of all Interstate Highways, an additional 41,000 primary freight network highway miles identified under MAP-21, and other State-identified highway segments.
- Establishes a new National Highway Freight Program (NHFP) as part of the core Federal-aid Highway Program structure. This formula program is authorized at \$6.2 billion over five years, and each State’s share of the NHFP will be based on the State’s overall share of highway program apportionments. In addition, flexibility of NHFP dollars within a State will be related to its share of miles on the Primary Highway Freight System. The FAST Act repeals the increased Federal match for freight projects on interstates and highways.
- Requires all States using formula dollars to complete a State Freight Plan, either standalone or part of a State’s long-range transportation plan. The plans must be updated every 5 years.
- Creates a Port Performance statistics program, requiring ports of certain thresholds to report annual throughput statistics. An advisory group will report to the Secretary annually on recommendations to improve port efficiency.
- Creates the Nationally Significant Freight and Highway Projects (NSFHP) discretionary grant program designed for major highway and freight projects funded at \$4.5 billion over five years.
- Though funded out of the HTF, certain non-highway projects are eligible to receive portions of the NHFP and NSFHP dollars.

Program and Project Delivery

- Expands the multimodal categorical exclusion established in MAP-21 to allow any DOT operating administration to use a categorical exclusion of another operating administration.
- Directs the United States Department of Transportation (USDOT) to apply the environmental streamlining measures in 23 USC 139 to rail projects when conducting a National Environmental Policy Act (NEPA) analysis, to the greatest extent feasible.
- Requires USDOT to propose new categorical exclusions for railroad projects.
- Requires annual indexing of the financial thresholds for the categorical exclusion for projects with limited Federal assistance, in accordance with the consumer price index.
- Amends the Federal audit process for States that have Federal NEPA assignments to ease the burden on States, and gives States more input in the audit process.
- Establishes a pilot program for States with NEPA assignments to substitute their State environmental review law(s) for NEPA.
- Improves the process for carrying planning level decisions forward into the NEPA process and expands the decisions that may be carried forward. However, requires the concurrence of cooperating agencies if the planning product is “necessary for a cooperating agency to issue a permit, review, or approval for the project.”
- Requires “early concurrence or issue resolution” during the scoping process on purpose and need, and the range of alternatives to analyze in the environmental review process, compared to current law that calls only for “an opportunity for involvement.”
- Requires lead agencies to establish project schedules for environmental impact statements and environmental assessments after consultation with and the concurrence of each participating agency for the project; currently, project schedules are not required.

Design Standards

- Requires design standards under 23 USC 109 to consider “cost savings by utilizing flexibility that exists in current design guidance and regulations.”
- The bill adds the AASHTO *Highway Safety Manual* and the *Urban Street Design Guide* by the National Association of City Transportation Officials (NACTO) to the list of resources to be utilized for design criteria development.
- Local entities that are direct recipients of Federal dollars are allowed to use a design publication that is different than one used by their State DOT.

Planning, Performance Measures, and Asset Management

- Eliminates the need for State DOTs to collect safety data and information on unpaved/gravel roads.
- If a State DOT does not achieve or make significant progress toward achieving targets in any performance measurement area after one reporting cycle, State must submit a report describing the actions they will undertake to achieve their targets in the future.
- The penalty for falling below the minimum condition levels for pavements on the Interstate system is imposed after the first reporting cycle.
- There are no significant changes to the performance-based planning process established in MAP-21.
- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system.
- Requires State DOTs to incorporate the performance measures of a transit agency not represented by a metropolitan planning organization (MPO) into its long range transportation plan regardless if it is in an urban or rural area.
- Adds language that the long-range transportation plan shall consider public ports and freight shippers.
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process.
- Changes to a “shall” regarding the inclusion of description of performance measures and the system performance report in a State’s long-range transportation plan.

Highway Safety

- The FAST Act removes current law eligibility which allows use of HSIP funds for non-infrastructure safety programs, such as education and enforcement activities. Overall HSIP funding level is maintained at the current baseline levels of funding, which includes modest inflationary growth.

Research and Innovation

- Establishes a new statutory title on innovation and creates the Advanced Transportation and Congestion Management Technologies Deployment initiative funded at \$60 million per year. This program provides grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies focused on improvements in safety, efficiency, system performance, and infrastructure return on investment.
- The bill creates the National Surface Transportation and Innovative Finance Bureau to integrate current Federal credit programs under TIFIA and the Railroad Rehabilitation and Infrastructure Financing (RRIF) program with institutional capacity-building and project permitting and expediting efforts under one office, under an Executive Director at the Office of the Secretary of Transportation.
- Funded between \$15 million and \$20 million per year, the FAST Act authorizes a research program to examine user fee-based alternative revenue mechanisms to ensure long-term HTF solvency.

- The FAST Act provides \$5 million for a study by the Transportation Research Board (TRB) on actions needed to upgrade and repair the Interstate Highway System to meet growing and shifting demands over the next 50 years.
- While new research activities are required under the FAST Act, research title funding is modestly increased from \$400 million in 2015 to \$415 million in 2016, reaching \$420 million by 2020.

Public Transportation

- Similar to SAFETEA-LU, the FAST Act once again authorizes new competitive grant programs for bus and bus facilities.
- The FAST Act creates mechanisms to pool resources for transit providers by enabling cooperative procurements and leasing for small urban and rural systems.
- The FAST Act retains the current Growing States and High Density program.
- The New Starts Federal match is reduced from 80 percent to 60 percent for projects with full funding grant agreements. The Federal match for small starts and core capacity projects remains at 80 percent. The continued use of funding from other DOT flexible programs towards the 80 percent match is also retained.
- The bill increases domestic content requirement under Buy America from the current 60 percent to 65 percent in 2018, and to 70 percent in 2020, and it includes new language that requires the Secretary, upon denial of a Buy America waiver, to issue a written certification that the item is produced in the U.S. in sufficient quantity and quality, along with other information.

Rail Transportation

- The FAST Act authorizes passenger rail programs for five years to be consistent with the highway, highway safety, and transit programs. This is one year longer than the passenger rail bills passed earlier this year by the House and the Senate.
- The FAST Act provides support for the State Supported Route Committee (States, Amtrak and the Federal Railroad Administration) at \$2 million per year.
- The Northeast Corridor Commission (States, Amtrak and FRA) is funded at \$5 million per year.
- The Gulf Coast Working Group (States, Amtrak, FRA and others) is funded at \$0.5 million in 2016 and 2017.
- The FAST Act expedites rail project delivery and environmental streamlining provisions.
- The Amtrak Board of Directors increases to ten members from the current nine.
- The FAST Act provides \$199 million in one-time funding for implementation of positive train control systems by commuter railroads.

IN-DEPTH LOOK: REVENUE AND FINANCING

Highway Trust Fund

- In case additional revenues from enacted legislation beyond the FAST Act are deposited into the HTF, the bill provides for a mechanism where such dollars would automatically be made available for obligation to States, without further action by Congress. Unlike the Revenue-aligned Budget Authority in the Transportation Equity Act for the 21st Century (TEA-21), this provision is not related to estimated or actual HTF receipts, and as such, funding levels cannot be revised downward.
- For FY 2016, funding provided under the MAP-21's extensions would be deducted from those levels provided under the FAST Act based on the date of official enactment.

- The FAST Act rescinds \$7.6 billion of unobligated contract authority on July 1, 2020, which would be derived from Federal-aid Highway Program categories other than the Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Metropolitan Planning, and suballocated portions of the STBGP. In addition, non-exempt program dollars are required to be rescinded from unobligated balances remaining on that date on a proportional basis. As of the end of FY 2015, \$15.2 billion of unobligated contract authority was carried by all States.

General Fund Transfers

To provide \$281 billion in contract authority over five years, the FAST Act relies on \$70 billion of General Fund dollars in addition to receipts estimated for the Highway Trust Fund between 2016 and 2020. The \$70 billion GF transfer is comprised of \$51.9 billion for the Highway Account and \$18.1 billion for the Mass Transit Account. Since 2008, total GF to HTF transfers amount to \$140 billion, or \$143.6 billion if including Leaking Underground Storage Tank Trust Fund transfers to the HTF.

In order to offset the budgetary impact of \$70 billion, the following “pay-fors” and their associated ten-year receipts as estimated by the Congressional Budget Office are used to support the FAST Act:

- Increased civil penalties allowable for NHTSA: \$0.423 billion
- Passport revocation for delinquent taxpayers: \$0.395 billion
- Allowing the Internal Revenue Service to hire private tax collectors: \$2.408 billion
- Indexing Customs user fees for inflation: \$5.188 billion
- Transfer from the capital surplus account of the Federal Reserve: \$53.334 billion
- Dividend reductions for the Federal Reserve’s member banks: \$6.904 billion
- Sale of 66 million barrels of crude oil from the Strategic Petroleum Reserve: \$6.2 billion
- Royalty overpayment correction under the Office of Natural Resources Revenue: \$0.32 billion

The table below shows all GF and Leaking Underground Storage Tank (LUST) Trust Fund transfers to the HTF, totaling \$143.6 billion since 2008, to supplement existing HTF user fees and taxes. (The table also includes \$1.2 billion sequestered from the HTF to the GF in 2011.)

Enactment Date	Amount	From	To	Legislation
9/15/2008	\$8,017,000,000	General Fund	Highway Account	PL 110-318
8/7/2009	\$7,000,000,000	General Fund	Highway Account	PL 111-46
3/18/2010	\$14,700,000,000	General Fund	Highway Account	PL 111-147
3/18/2010	\$4,800,000,000	General Fund	Mass Transit Account	PL 111-147
7/6/2012	\$2,400,000,000	LUST Trust Fund	Highway Account	PL 112-141
7/6/2012	\$6,201,229,445	General Fund	Highway Account	PL 112-141
8/2/2011*	-\$316,772,276	Highway Account	General Fund	PL 112-25
7/6/2012	\$10,400,000,000	General Fund	Highway Account	PL 112-141
8/2/2011*	-\$748,800,000	Highway Account	General Fund	PL 112-25
7/6/2012	\$2,200,000,000	General Fund	Mass Transit Account	PL 112-141
8/2/2011*	-\$158,400,000	Mass Transit Account	General Fund	PL 112-25
8/8/2014	\$7,765,000,000	General Fund	Highway Account	PL 113-159
8/8/2014	\$2,000,000,000	General Fund	Mass Transit Account	PL 113-159
8/8/2014	\$1,000,000,000	LUST Trust Fund	Highway Account	PL 113-159
7/31/2015	\$6,068,000,000	General Fund	Highway Account	PL 114-41
7/31/2015	\$2,000,000,000	General Fund	Mass Transit Account	PL 114-41
12/4/2015	\$51,900,000,000	General Fund	Highway Account	FAST Act
12/4/2015	\$18,100,000,000	General Fund	Mass Transit Account	FAST Act
12/4/2015	\$300,000,000	LUST Trust Fund	Highway Account	FAST Act
GF to HTF (Total)				\$141,151,229,445
*Sequestration				-\$1,223,972,276
GF to HTF (Net)				\$139,927,257,169
LUST to HTF				\$3,700,000,000
Net GF + LUST to HTF				\$143,627,257,169

Transportation Infrastructure Financing and Innovation Act (TIFIA)

- Funds TIFIA at \$275 million in 2016, rising to \$300 million in 2020. Flexibility in “buying down” TIFIA subsidy and administrative costs is increased, as NHPP and Nationally Significant Freight and Highway Projects grant dollars could be applied.
- Modifies the cost parameters for eligible projects (all eligible projects are now expected to cost at least \$50 million). Adds project cost exceptions for transit-oriented development (costs must equal or exceed \$10 million), rural projects (\$10 million to \$100 million), and local infrastructure projects (equal or exceed \$10 million).
- Makes several definitional changes:
 - Clarifies that a master credit agreement is a *conditional* agreement and projects to which credit assistance is extended must not have currently obligated Federal funds. Terms and limitations apply.
 - Redefines a rural infrastructure 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.
 - Defines a rural projects fund as one that is established by a SIB, capitalized with proceeds of a secured TIFIA loan, and used to provide loans to sponsors of rural infrastructure projects.
- Expands eligibility to support investments in transit oriented developments.
- Expands eligibility to allow capitalization of SIBs through a “loan-to-lenders” approach to leverage funding for rural infrastructure projects. Key requirements of this new approach include:
 - A rural projects fund (within the SIB) must execute a loan agreement with a rural infrastructure project sponsor within two years of receiving a loan under the TIFIA program. If the TIFIA loan has not been fully used at the end of this two year period, the loan can be extended or withdraw.
 - Loans for the rural infrastructure projects must not exceed 80 percent of the project cost. The interest rate of a loan will be at half of the Treasury Rate at the time of the loan agreement.
 - The maturity date of a secured loan that capitalizes a rural projects fund must not exceed 35 years.
 - The ten percent rural set aside of TIFIA monies may be used towards the rural projects fund.
- Does not allow TIFIA loans to be used towards refinancing interim construction one year after the date of substantial project completion.
- Sets a limit for TIFIA funding used towards small projects with project costs of less than \$75 million. Any set-aside funds not used towards small projects must be made available for any project during the following fiscal year.
- Removes the redistribution requirement for unused TIFIA money.
- Changes the administrative costs for the TIFIA program from a percentage (0.5 percent of funding available within a fiscal year) to a set dollar amount of up to \$6,875,000 in fiscal year 2016 and increasing each year thereafter.
- Requires that within 180 days of the enactment of the FAST Act, the Secretary must make an expedited application process available at the request of entities seeking secured loans under the TIFIA program. The Secretary may include terms commonly included in prior credit agreements and allow for an expedited application period, including: a secured loan must not be more than \$100 million; the loan is secured and payable from pledged revenues not affected by project performance; and repayment of the loan must begin with five years after disbursement.

Tolling

- Adds a requirement that an over-the-road bus (as defined in Section 301 of the Americans with Disabilities Act of 1990 and 42 USC 12181) serving the public must have access to a toll facility under the same rates, terms, and conditions as public transportation buses.

- Eliminates limitations on the conversion of high-occupancy vehicle (HOV) facilities on the Interstate system to HOT lanes.
- Adds a requirement that in order for a public authority to develop a high-occupancy toll (HOT) lane, it must develop policies and procedures to ensure that over-the-road buses serving the public are provided the same access as public transportation buses and under the same rates, terms, and conditions.
- Extends the date by which a public authority can allow certified low-emission and energy-efficient vehicles to use an HOV lane (and pay the corresponding toll) from September 30, 2017, to September 30, 2019.
- Adds a requirement that MPOs must be consulted on the placement and amount of tolls on an HOV facility located on the Interstate system if the facility is located in a metropolitan planning area.

State Infrastructure Banks

- Brings back the old SAFETEA-LU eligibility to capitalize SIBs with Federal-aid Highway formula dollars.
- Clarifies that a SIB may make loans from funds deposited in the highway, transit, or rail accounts or with funds deposited into the rural projects fund. Loans from the highway, transit, or rail accounts may cover 100 percent of project costs (whereas loans made from the rural projects fund may only cover 80 percent of project costs).
- Reauthorizes highway funding for a SIB through 2020.

Interstate System Reconstruction and Rehabilitation Pilot Program

The FAST Act amends the 1998 “Interstate System Reconstruction and Rehabilitation Pilot Program” established in TEA-21 as follows:

- Adds the requirement that in order for the Secretary to approve an application, a State must have the authority required for the project to proceed.
- Limits the reservation of each of the current slots to three years. These limits can be extended by one year if there is deemed to be material progress.
- Limits the reservation of an application provisionally approved before the enactment of the FAST Act to one year after the enactment of the FAST Act; a one-year extension may be provided.

National Surface Transportation and Innovation Finance Bureau

Authorizes the Secretary of Transportation to establish a National Surface Transportation and Innovation Finance Bureau with the purpose of: (1) providing assistance and communicating best practices and financing and funding opportunities to eligible entities; (2) administering the application processes for TIFIA, RRIF, the qualified highway or surface transfer facility freight bonding program, and the new nationally significant freight and highway projects program; (3) promoting innovative financing best practices; (4) reducing uncertainty and delays in environmental reviews and permitting; and (5) reducing costs in project delivery and procurement.

Among other responsibilities, the Bureau would:

- Promote best practices in the delivery of public private partnerships (P3s) and provide advice and expertise to project sponsors interested in leveraging public and private funding.
- Require project sponsors receiving Federal credit assistance for P3 financing to complete a value-for-money analysis or a comparable analysis prior to advancing the project and to make the analysis publicly available. Within three years of project completion, a project sponsor must review whether the private partner is meeting the terms of the relevant P3 agreement.
- Provide technical support (if needed) in meeting NEPA requirements.

- Promote best practices in procurement, including the development of procurement benchmarks which would establish maximum thresholds for acceptable project cost increases and delays in project delivery and uniform methods for States to measure cost and delivery changes over the life cycle of a project. Procurement benchmarks would be tailored to different project procurements. Data on procurement benchmarks is to be collected and a report on the information made available to the public.

Other Provisions

- The bill statutorily formalizes the USDOT Credit Council as the “Council on Credit and Finance.”
- Removes the ban on using tax-exempt bonds on projects financed with Water Infrastructure Finance and Innovation Act credit assistance.
- Clarifies that construction cost payments to a State may include payments toward a long-term concession agreement such as availability payments. In addition, clarifies that State funds required to pay a State’s non-Federal share towards construction costs may also include payments made toward a long-term concession agreement.

IN-DEPTH LOOK: FREIGHT

- The FAST Act creates a National Multimodal Freight Policy, to be administered by the USDOT Undersecretary for Policy, to improve the condition and performance of the NMFN. USDOT must complete a National Strategic Freight Plan every five years that will include processes for multi-State project delivery, and financial and regulatory barriers to freight movement, among other things.
- Directs USDOT to designate a new NMFN within one year of enactment, and an interim network within six months. The NMFN consists of:
 - National Highway Freight Network
 - Class I freight railroads
 - Ports with annual foreign and domestic trade of at least two million short tons
 - Inland and intracoastal waterways
 - Great Lakes and St. Lawrence Seaway
 - Maritime Administration marine highways
 - 50 US airports with highest annual landed weight
 - Other assets as identified by Undersecretary of Policy (i.e., short-line railroads)
 - States may seek additional assets on the NMFN with the input of various freight stakeholders, including critical rural freight assets.
- Encourages States to form State Freight Advisory Committees with certain characteristics.
- Mandates all States receiving NHFP formula funds to create a State Freight Plan (SFP) within two years of enactment and updated every five years. The SFP may be independent of or included within a State’s long range plan
- Creates a new NHFP as part of the core Federal-aid highway program to improve the condition and performance of the National Highway Freight Network (NHFN) by strategically directing Federal resources and policies to NHFN improvement.

National Highway Freight Network

The FAST Act amends the National Freight Network to the NHFN, which includes four components:

- Primary Highway Freight System (PHFS): 41,518 mile network as identified by USDOT under current law

- Critical Rural Freight Corridors: A State-identified network meeting certain requirements, with a maximum of 150 miles or 20 percent of a State's PHFS miles
- Critical Urban Freight Corridors: An MPO-identified network in areas of 500,000 population or higher meeting certain requirements, and in consult with a State, with a maximum of 75 percent of highway miles of 10 percent of a State's PHFS miles.
- Interstates not already identified as part of the PHFS

Beginning in 2020, the Federal Highway Administration (FHWA) will redesignate the PHFS and again every five years, but may not increase that component by more than three percent.

Use of Apportioned Funds

The FAST Act requires States to obligate NHFP funds for projects to improve the movement of freight on the NHFN. A State's formula is calculated based upon the number of Primary Highway Freight System (PHFS) miles in that State relative to all PHFS miles.

For States whose formula proportion is greater than or equal to two percent, it may obligate funds to any of the NHFN network elements except for interstates not part of the PHFS. For States whose formula proportion is less than or equal to two percent, it may obligate funds to any segment of the NHFN, which would include all interstates. Program eligibilities and features include:

- Limiting States to the use of ten percent of apportioned funds on certain non-highway projects, such as governmental costs associated with rail and intermodal connectors.
- Project development activities
- Construction, reconstruction rehabilitation, and land acquisition
- Intelligent Transportation Systems (ITS), including freight ITS
- Environmental mitigation related to freight impact
- Rail-highway grade separation
- Geometric design improvements
- Truck-only lanes
- Runaway and climbing truck lanes
- Shoulder widening
- Truck Parking Facilities
- Real-time information systems
- Electronic screening and credentialing
- Traffic signals
- Work Zone management
- Ramp metering
- ITS and other technologies for intermodal facilities and border crossings
- Additional road capacity for highway freight bottlenecks
- Any project that improves flow of freight to the NHFN
- Diesel retrofits
- Data collection and analysis
- Performance Target development

Nationally Significant Freight and Highway Projects

The FAST Act creates the new Nationally Significant Freight and Highway Projects discretionary program to provide Federal financial assistance for projects of national or regional significance. Grants must be at least \$25 million, and may only be made to State or local government agencies or groups of multiple agencies. Other features include:

- Highway freight projects must be on the NHFN (see below) or a highway or bridge project on the NHS, including adding interstate capacity.
- Other freight projects may also include rail, intermodal facilities, projects in scenic areas, and highway-rail grade separation, however non-highway projects are limited to \$500 million over five years, must improve freight on the NHFN, and must provide public benefits.
- Eligible projects and project costs must be equal to or exceed the lesser of \$100 million, 30 percent of a State's apportionment if the project is in one State, or 50 percent of the largest State's apportionment in a multi-State project.
- Ten percent of the program annually must be set aside for Small Projects (grants that are still a minimum \$5 million).
- 25 percent of annual eligible funding will be set aside for projects in rural areas (areas outside urbanized areas with populations over 200,000).
- Federal project share may not exceed 60 percent, or 80 percent if other Federal resources are used to satisfy the State share.
- Freight projects will be treated as if they occur on a Federal-aid Highway.
- Congress may disapprove funding for a project within 60 days of USDOT's selection.

Other Freight Provisions

- Trucks carrying fluid milk products on the interstates are considered non-divisible loads.
- Interstate weight waivers are allowed for covered heavy-duty tow and recovery vehicles.
- Allows up to 86,000 pounds of gross vehicle weight on interstates for emergency vehicles.
- Allows for vehicle weight attributable to natural gas propulsion system to be exempt from total vehicle weight calculations.
- Provides specific Interstate Highway weight waivers certain States.
- Sets aside \$1.2 billion of HSIP funds over five years for the Section 130 highway-rail grade crossing program.
- Includes ferries/terminals, truck parking facilities, rail-grade crossings and intermodal transfers in ports as eligible projects in the new STBGP.
- Calls for a report on delays in goods movement.
- A working group is established to address expedition of State approval for emergency routes for commercial vehicles, including examination of potential pre-approved routes.
- Creates a new port performance statistics program.
- Provides community safety grants for crude-by-rail.
- Creates a framework for emergency planning and response for crude-by-rail derailments.

IN-DEPTH LOOK: PROGRAM AND PROJECT DELIVERY

The project delivery provisions in the FAST Act contain many important streamlining measures. The Act requires USDOT to allow States to assume Federal responsibility for project design, plans, specifications, estimates, contract awards and inspection of projects, to the maximum extent practicable. In addition, USDOT is required to work with the States to develop legislative recommendations for the delegation of additional authorities to the States, including real estate acquisition and project design. The Act also allows USDOT operating administrations to adopt the National Environmental Policy Act environmental documents and assessments developed by other operating administrations. The Act expands the multimodal categorical exclusion (CE) established in MAP-21 to provide the authority for any DOT operating administration to use a categorical exclusion of another operating administration.

- Requires annual indexing of the financial thresholds for the CE for projects with limited Federal assistance, in accordance with the consumer price index. Limited funding is defined as any project that receives less than \$5 million in Federal funds, or has a total estimated cost of less than \$30 million with Federal funds comprising less than 15 percent of the total estimated cost of the project.
- Requires USDOT to propose new categorical exclusions for rail projects, as well as a process for considering new categorical exclusions.
- Requires USDOT to revise its regulations related to programmatic categorical exclusion (PCE) agreements. Such agreements shall include the CEs listed in FHWA regulations as well as additional CEs that meet Federal requirements. The CEs included in the agreements must be in effect on the date of enactment of this legislation.
- Requires USDOT to provide, upon request by a State, technical assistance related to the State assuming the Federal responsibilities for categorical exclusions.
- Requires USDOT to provide States with a notice of corrective action needed and extended time to comply with the notice prior to terminating the categorical exclusion assignment and for the full NEPA assignment.
- Amends the audit process for States that have Federal NEPA assignment by making audits annual for four years, rather than the current semiannual audits in the first two years of assignment. Audits cannot exceed 180 days and the audit team must be developed in consultation with the State. Limits USDOT information requests to information reasonably considered necessary, and reinforces State authority under the assignment. Allows States to assume NEPA for locally administered projects.
- Requires USDOT, in consultation with the Council on Environmental Quality (CEQ), to establish a pilot program for States with NEPA assignment to allow these States to either substitute their State environmental review law(s) for NEPA or allow NEPA to substitute for their State environmental review law(s).
- Directs USDOT to apply the environmental streamlining measures in 23 USC 139 to rail projects when conducting NEPA analysis to the greatest extent feasible.
- Narrows the participating agency comments that State DOTs must consider and address during the NEPA process to comments within the special expertise or jurisdiction of the agency.
- Requires, to the maximum extent practicable, that the NEPA range of alternatives be used for all Federal environmental reviews and permitting.
- Requires the lead agency to reduce duplication, to the maximum extent practicable, between the evaluation of alternatives in NEPA, the metropolitan planning process, and State environmental review process.
- Allows USDOT, under certain circumstances, to eliminate alternatives from detailed NEPA review in an Environmental Impact Statement (EIS) if the alternative has already been considered in the metropolitan transportation planning or other State or local environmental process, with the concurrence of Federal agencies with permit or other approvals.
- Requires Federal resource agencies to give “substantial weight” to the recommendations in programmatic mitigation plans when carrying out NEPA responsibilities or other Federal environmental laws. Current law states that agencies “may use” the mitigation plans.
- States that an issue resolved by the lead agency with concurrence of participating agencies may not be reconsidered unless “significant new information or circumstances arise.”
- Requires lead agencies to invite participating agencies with 45 days of initiating the environmental review process.
- Requires USDOT to examine ways to modernize, simplify, and improve the implementation of NEPA.
- Encourages programmatic approaches to environmental reviews.

- Allows project sponsors receiving financial assistance from USDOT to request that USDOT allow the project sponsor to use federal funds received to support Federal agencies, State agencies, and Indian tribes participating in the environmental planning and review process to expedite the review process and environmental permitting. USDOT may provide additional funding for these purposes and improve permitting and review processes. Also, expands project sponsors authorized to make this request beyond States to “public entities receiving financial assistance from DOT.”
- Requires USDOT, within 45 days of receiving a project initiation application, to provide the project sponsor a written response describing the determination to initiate the environmental review process, to decline the application, or to request additional information.
- Expands the reconstruction activities in declared emergencies that are exempt from NEPA review. Also, allows certain stormwater general permits and Army Corps of Engineers regional permits to apply to emergency reconstruction activities. These activities are also exempt from Section 7 of the Endangered Species Act, the National Historic Preservation Act, the Migratory Bird Treaty Act, the Wild and Scenic Rivers Act, and the Fish and Wildlife Coordination Act.
- Allows the project sponsor to request a specific operating administration to serve as the lead agency for a project.
- Allows recipients and subrecipients of Title 23 funding to incur at-risk preliminary engineering costs before receiving project authorization, and request reimbursement of applicable Federal funds after the project authorization is received.
- Provides flexibility to the imposition of financial penalties on Federal agencies that do not make timely decisions.
- Requires USDOT to propose an exemption from the historic preservation requirement to assess and address potential impacts on the vast majority of railroad rights-of way, similar to the categorical exemption granted to Interstate highways in 2005.
- Exempts the maintenance, rehabilitation, and operation of railroad or rail transit lines from being considered a use of a historic site.
- Exempts bridges from Section 4(f) analysis if they are exempt under Section 106 of the National Historic Preservation Act.
- Requires the Comptroller General to assess the progress made in SAFETEA-LU, MAP-21, and this Act to accelerate project delivery, make recommendations regarding additional streamlining measures, and report to Congress within two years of the enactment of this Act.
- Directs USDOT, in coordination with a steering committee consisting of various Federal agencies, to develop a coordinated and concurrent environmental review and permitting process for transportation projects initiating an EIS. The process must require “early concurrence or issue resolution” during the scoping process on purpose and need, and during the development of the environmental impact statement, on the range of alternatives for analysis.
- Requires lead agencies to establish project schedules for the completion of the environmental review processes for environmental impact statements and environmental assessments after consultation with and the concurrence of each participating agency for the project. Also requires concurrence of participating agencies for changes to project schedules
- Improves the process for the lead agency to adopt planning level decisions and products into the NEPA process and expands the decisions and information that may be adopted. Also, allows for cooperating agencies to adopt planning decisions and products for environmental permits, approvals, and reviews under Federal laws other than NEPA. However, requires the concurrence of cooperating agencies if the planning product is “necessary for a cooperating agency to issue a permit, review, or approval for the project.” Planning products must be adopted within five years of development and must be sufficient to meet NEPA requirements.

- Repeals from general NEPA law (42 United States Code) and adds to Title 49 and Title 23 two MAP-21 streamlining measures: 1) allowing a final EIS to consist of the draft EIS with errata pages if comments on the draft were “minor” and 2) directing USDOT to issue a combined final EIS and record of decision (ROD) “to the maximum extent practicable.”
- Requires USDOT to establish an online “Permitting Dashboard” to make publicly available information related to the progress and status of environmental reviews and permitting on projects requiring either an environmental impact statement or an environmental assessment. This reporting system would provide for reporting not only from USDOT on the NEPA action but also from resource and regulatory agencies.
- Requires USDOT, in coordination with the Department of Interior (DOI) and the Advisory Council on Historic Preservation (ACHP), to develop procedures to better align NEPA, Section 4(f) of the Department of Transportation Act and Section 106 of the National Historic Preservation Act processes. Provides that if USDOT determines through the NEPA process that there is no prudent and feasible alternative to using the historic property, and the State Historic Preservation Office (SHPO), ACHP and DOI concur, 4(f) requirements are satisfied.
- Requires the lead agency, in consultation with participating agencies, to develop a checklist of potential natural, cultural, and historic resources in the area of the project and provide such list to the project sponsor.
- Requires Federal agencies to rely on the NEPA document to the maximum extent practicable for permits and reviews. Lead agencies are required to develop a single environmental document sufficient for all Federal approvals/permits, to the maximum extent practicable. Participating agencies are required to provide information in a timely manner.
- Directs USDOT to convene inter-agency collaboration sessions to coordinate business plans, workload planning, and workforce management. The collaboration shall ensure that agency staff is utilizing the flexibility in existing regulations, policy and guidance and identifying additional efficiencies, and shall work with local transportation agencies to improve processes and engage stakeholders early in the permitting process. Requires reports to Congress on progress made in aligning Federal environmental reviews and associated acceleration of environmental reviews and permits.
- Establishes the Federal Permitting Improvement Steering Counsel consisting of various Federal agencies, including USDOT, as well as a new environmental review process. The new environmental process requirements apply only to projects over \$200 million. Projects subject to 23 USC 139 are exempt from these requirements. As the 23 USC 139 process is required only for EISs, these new requirements will only apply to categorical exclusions or environmental assessments that exceed \$200 million.
- Requires USDOT to designate national electric vehicle charging and natural gas fueling corridors and locations.
- Requires USDOT to encourage the development and protection of pollinator habitats in transportation rights-of-way.
- Adds vehicle to infrastructure communication equipment to the list of eligible projects for funding through the Congestion Mitigation and Air Quality Improvement Program.
- Provides exceptions to the requirement for States and MPOs to give priority in nonattainment and maintenance areas for PM 2.5 to projects proven to reduce PM 2.5. Exemptions include low-population density States and areas where regional motor vehicle emissions are not an insignificant contributor to PM 2.5.

- Requires designs for new construction, reconstruction, resurfacing, restoration, or rehabilitation of a highway on the National Highway System to take into account (current law allows for these factors to be considered but does not require them to be considered): constructed and natural environment of the area; environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity, and access for other modes of transportation.
- Expands the elements to be considered by the Secretary in developing design criteria to include the *AASHTO Highway Safety Manual* and the *Urban Street Design Guide* produced by NACTO. Also allows local jurisdictions to use a roadway design guide different from the design guide used by the State as long as the guide is approved by FHWA.

IN-DEPTH LOOK: PLANNING, PERFORMANCE MANAGEMENT, AND ASSET MANAGEMENT

Performance-based Planning Process

The FAST Act makes no significant changes to the performance-based planning and programming policy requirements included in MAP-21. The notable changes are:

- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system. Specifically, includes the phrase “improve the resilience and reliability of the transportation system.”
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process. Specifically, includes the language “...intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter van pool providers” as additional content in the statewide transportation plan and the transportation improvement program.
- Clarified what “private providers of transportation” include.
- Requires State DOTs to incorporate the performance measures of a transit agency not represented by a metropolitan planning organization (MPO) into its long range transportation plan regardless if it is in an urban or rural area.
- Changed to a “shall” regarding the inclusion of description of performance measures and the system performance report in a State’s long-range transportation plan.
- Adds language that the long-range transportation plan shall consider public ports and freight shippers.

Performance Data Support Program

The FAST Act includes new provisions to enable the USDOT to better support the State DOTs, MPOs, and FHWA in the collection and management of data for performance-based planning and programming. This includes data analysis activities related to:

- Vehicle Probe Data (e.g., the National Performance Management Research Data Set)
- Household Travel Behavior Data (e.g., National Household Travel Survey)
- Travel Demand Model Data (e.g., 4-step model to improve data collection technique and analysis tools)
- Improved Travel Demand Models
- Performance Management Prediction Tools (e.g., new tools to predict future transportation performance)

These data-related activities are funded at \$10 million per year over the five year duration of the FAST Act.

Freight Planning

The FAST Act includes new provisions on freight planning. State DOTs will have to develop multimodal State freight plans that are coordinated with the performance-based planning process. The following highlights the freight planning requirements (additional information in the Freight section of this summary):

- Requires the development of multimodal State freight plans by the State DOT. The plan must be updated every five years if it is not part of the State's Long-range Transportation Plan (LRTP).
- The State freight plan can be a part of the LRTP or a separate document. The FAST Act provides a number of details of what is required in the multimodal State freight plan and the granularity of data and analysis may not be consistent with the manner in which State DOTs currently develop their LRTPs.
- There is no requirement that the MPOs develop any type of separate freight component for their long-range plans.
- Provides for the development of freight analysis tools and data but no specific funding. This is separate from the performance management data support program.

Performance Measures

The FAST Act does not make significant changes to the performance management policy requirements included in MAP-21. This includes no new national-level performance measures beyond what is currently being developed through the Federal rule-making process.

Reporting Cycle and Penalties

The FAST Act changes from two to one the number of reporting cycles after which penalties are imposed. The impact varies based upon the performance measure area:

- If a State DOT does not achieve or make significant progress toward achieving targets after one reporting cycle to include in a report a description of the actions they will undertake to achieve their targets in the future.
- The penalty for falling below the minimum condition levels for pavements on the Interstate system is imposed after the first reporting cycle.

Unpaved Roads

Removes the requirement for State DOTs to collect Model Inventory of Roadway Elements data on public roads that are gravel or otherwise unpaved.

Achievement of Freight Performance Targets

USDOT will now assess if the State DOT has made significant progress towards the achievement of the freight targets established under 150(d). If the State DOT has not, then there are additional reporting requirements but no penalties associated with obligating the freight funds.

Performance Data Support Program

See description under the Planning section in this document.

Asset Management

There are no changes to the requirement that State DOTs must develop a risk-based asset management plan. Money under the new STBGP can be used to develop an asset management plan.

IN-DEPTH LOOK: HIGHWAY SAFETY

- The FAST Act removes current law eligibility which allows use of HSIP funds for non-infrastructure safety programs, such as education and enforcement activities. Unlike the DRIVE Act, however, overall HSIP funding level is maintained at the current baseline.
- Requires FMCSA to remove safety scores assigned to truck companies from a public website.
- USDOT is asked to conduct a study on the impacts of marijuana-impaired driving.
- Prohibits rental car agencies and car dealers with fleets of more than 35 cars from renting vehicles that have been recalled but not repaired. The bill does not require used-car dealers to repair recalled vehicles before selling them.
- Triples the maximum fine the NHTSA can levy against an automaker that violates safety defect regulations from \$35 million to \$105 million per violation.
- Doubles the time automakers would have to retain safety records from five years to ten years.
- Requires the government to revise the five-star rating system for new cars to reflect not only the ability of a vehicle to protect passengers in a crash, but also whether the vehicle comes equipped with crash avoidance systems like automatic braking and lane-change monitoring.
- Provides \$21 million for research into in-vehicle sensor technology that can determine if a driver has a dangerously high level of alcohol in his or her body and automatically lock the ignition.

IN-DEPTH LOOK: RESEARCH AND INNOVATION

- Establishes a new statutory title on innovation and creates the Advanced Transportation and Congestion Management Technologies Deployment initiative funded at \$60 million per year. This program provides grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies focused on improvements in safety, efficiency, system performance, and infrastructure return on investment.
- Authorizes a research program to examine user fee-based alternative revenue mechanisms to ensure long-term HTF solvency, funded at between \$15 and \$20 million per year.
- Provides up to \$5 million for a study by the TRB on actions needed to upgrade and repair the Interstate Highway System to meet growing and shifting demands over the next 50 years.
- Requires FHWA to continue the Every Day Counts initiative; working with States and local transportation agencies and industry stakeholders to accelerate innovation deployment, accelerate project delivery, improve environmental sustainability, enhance roadway safety, and reduce congestion.

IN-DEPTH LOOK: PUBLIC TRANSPORTATION

- The FAST Act provides a total of \$61.1 billion over the five years and grows transit funding by more than ten percent in year one and by almost 18 percent over the five-year authorization period.
- The bill grows the Urbanized Area Formula program by less than two percent in 2016 starting at \$4.5 billion; it is increased by 10.6 percent over the five-year authorization to \$4.9 billion.
- The Rural Area Formula Program grows 10.8 percent from \$620 million in FY 2016 to \$673 million in 2020.
- The Enhanced Mobility of Seniors and Individuals with Disabilities program grows by 10.6 percent over five years.

- The Growing States Program increases by 14.3 percent and the High Density States formula programs increases by just over two percent over the five-years.
- Authorizes new competitive grant programs for bus and bus facilities and increases funding for the Bus and Bus Facilities Program, from \$428 million in 2015 to \$696 million in 2016 and to \$809 million in 2020. The competitive bus program includes \$55 million annually for no/low emission buses and grows from \$268 million in 2016 to \$344 million by 2020.
- The State of Good Repair Program grows from \$2.5 billion in FY 2016 to \$2.7 billion in 2020. This is a 15.7 percent increase over current levels of funding.
- The Capital Investment Grants Program (“New Starts”) Federal match is reduced from 80 percent to 60 percent for projects with full funding grant agreements. The Federal match for small starts and core capacity projects remains at 80 percent. The eligibility to use certain other, non-transit Federal funding towards the 80 percent match is also retained. The GF-authorized funding level for New Starts is at \$2.3 billion in FY 2016, and each year thereafter is subject to annual GF appropriations as has been traditionally.
- Creates mechanisms to pool resources for transit providers by enabling cooperative procurements and leasing for small urban and rural systems.
- Creates a pilot program for Innovative Coordinated Access and Mobility. This pilot program is authorized for projects to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services.
- The Transit Cooperative Research Program is funded directly from the Mass Transit Account at \$5 million annually. The Human Resources and Training is funded at \$4 million annually and the National Transit Institute at \$5 million annually from the Mass Transit Account.
- Provides \$199 million in one-time funding for implementation of positive train control (PTC) systems by commuter railroads.

IN-DEPTH LOOK: RAIL TRANSPORTATION

- Combining the rail program title in the DRIVE Act with the stand-alone Passenger Rail Reform and Investment Act passed in March by the House of Representatives, the FAST Act includes authorization for rail programs for the first time in the surface transportation bill. \$10.4 billion in total rail program funding under the FAST Act are authorized for five years from the GF, comprised of \$8.2 billion to Amtrak and \$2.2 billion for the FRA programs.
- The State Supported Route Committee is authorized to receive \$2 million in operational funding each year. This effort builds upon the work of the States, Amtrak, and the FRA in developing a cost accounting methodology as required by Section 209 of the Passenger Rail Improvement and Investment Act of 2008 (PRIIA).
- The Northeast Corridor Commission comprised of States, Amtrak, and the FRA, created under the PRIIA, is reauthorized at \$5 million per year.
- The Gulf Coast Working Group comprised of States, Amtrak, the FRA, and others, are authorized for \$500,000 in funding support in 2016 and 2017. This Working Group will look at the feasibility of re-establishing intercity passenger rail service between Orlando, Florida, and New Orleans, Louisiana that ended after Hurricane Katrina.
- Section 130 eligibilities are expanded to allow for addressing idling trains at grade crossings. In addition, program funding from the HTF is increased from \$225 million in 2016 to \$245 million in 2020.
- The number of members on the Amtrak Board of Directors is increased to ten from nine.

- The FAST Act speeds project delivery and improves environmental streamlining by applying provisions already in law for other modes of transportation to rail projects. The bill creates a process to identify additional CEs used in transportation projects and proposes new and existing exclusions for rail. The bill directs the USDOT to apply the expedited environmental review procedures used for highways and transit to rail projects.
- Amtrak's financial, business lines, and asset activities accounting/appropriations are divided into two accounts: Northeast Corridor and National Network. This new accounting and appropriations structure will allow Amtrak to reinvest the Northeast Corridor net operating revenues into the Corridor's substantial capital investment needs while also continuing the operation of the National Network.
- The Railroad Rehabilitation and Improvement Financing (RRIF) program is amended to allow greater access to the program by streamlining USDOT's approval processes to be similar to that for TIFIA. The FAST Act seeks to make RRIF a more flexible lender and enable partnerships that combine RRIF loans with other types of financing. Requires the USDOT to pay back the credit risk premium with interest to the borrower once the loan has been repaid.
- Raises the liability cap on passenger rail accidents from \$200 million to \$295 million, and making the increase retroactive to include the recent Amtrak crash in Philadelphia.
- Requires the Federal government to revisit a rule requiring trains that haul crude oil and ethanol be equipped with electronically controlled brakes that automatically stop rail cars at the same time rather than sequentially. The bill requires a study and real-world testing of the brakes, after which the Secretary can decide whether the cost of rule is merited or whether it should be revised.
- Requires Amtrak to permit train passengers to carry small domesticated cats and dogs in a pet carrier on board for a fee.

FEDERAL-AID HIGHWAY PROGRAM AUTHORIZATIONS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)									
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY 2016 -2020	FY 2016 -2020	Section
	Authorization ¹	Authorization	Authorization	Authorization	Authorization	Authorization	Total	Average Annual	Reference ²
ederal-aid Highway Program (Apportioned):	37,798,000,000	39,727,500,000	40,547,805,000	41,424,020,075	42,358,903,696	43,373,294,311	207,431,523,082	41,486,304,616	Sec. 1101(a)(1)
<i>timated Split Among Programs:</i>									
National Highway Performance Program	21,908,178,122	22,332,260,060	22,827,910,827	23,261,963,879	23,741,388,895	24,235,621,114	116,399,144,775	23,279,828,955	
Surface Transportation Block Grant Program	10,077,074,081	11,162,564,768	11,424,412,150	11,667,786,566	11,876,329,314	12,136,990,131	58,268,082,929	11,653,616,586	
Highway Safety Improvement Program (HSIP)	2,192,406,423	2,225,594,512	2,275,061,630	2,317,759,770	2,359,554,152	2,407,423,445	11,585,393,509	2,317,078,702	
Railway-Highway Crossings Program	220,000,000	225,000,000	230,000,000	235,000,000	240,000,000	245,000,000	1,175,000,000	235,000,000	Sec. 1108
Safety-related Programs (allocated set-aside from HSIP)	0	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	17,500,000	3,500,000	Sec. 1418
Congestion Mitigation and Air Quality Improvement Program	2,266,889,602	2,309,059,935	2,360,308,101	2,405,187,322	2,449,216,207	2,498,960,969	12,022,732,534	2,404,546,507	
Metropolitan Planning Program	313,551,772	329,270,722	335,938,378	342,996,446	350,360,775	358,516,037	1,717,082,358	343,416,472	
Transportation Alternatives Program	819,900,000	0	0	0	0	0	0	0	
National Highway Freight Program ³	0	1,140,250,003	1,090,673,914	1,189,826,092	1,338,554,353	1,487,282,615	6,246,586,977	1,249,317,395	
WA Administration Expenses:	440,000,000	453,000,000	459,795,000	466,691,925	473,692,304	480,797,689	2,333,976,918	466,795,384	Sec. 1104(a)
General Administration/ARC	415,000,000	429,000,000	435,795,000	442,691,925	449,692,304	456,797,689	2,213,976,918	442,795,384	
On-the-Job Training	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000	10,000,000	23 U.S.C. 140(b)
Disadvantaged Business Enterprises	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000	10,000,000	23 U.S.C. 140(c)
Highway Use Tax Evasion Projects	2,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000	4,000,000	Sec. 1110(1)
Other Programs from Administrative Expenses	3,000,000	0	0	0	0	0	0	0	
ederal Lands & Tribal Transportation:	1,000,000,000	1,050,000,000	1,075,000,000	1,100,000,000	1,125,000,000	1,150,000,000	5,500,000,000	1,100,000,000	
Tribal Transportation ⁴	450,000,000	465,000,000	475,000,000	485,000,000	495,000,000	505,000,000	2,425,000,000	485,000,000	Sec. 1101(a)(3)(A)
Federal Lands Transportation	300,000,000	335,000,000	345,000,000	355,000,000	365,000,000	375,000,000	1,775,000,000	355,000,000	Sec. 1101(a)(3)(B)
Federal Lands Access ⁴	250,000,000	250,000,000	255,000,000	260,000,000	265,000,000	270,000,000	1,300,000,000	260,000,000	Sec. 1101(a)(3)(C)
her Programs:	1,387,000,000	1,677,000,000	1,715,000,000	1,775,000,000	1,840,000,000	1,890,000,000	8,897,000,000	1,779,400,000	
TIFIA	1,000,000,000	275,000,000	275,000,000	285,000,000	300,000,000	300,000,000	1,435,000,000	287,000,000	Sec. 1101(a)(2)
Territorial and Puerto Rico Highway	190,000,000	200,000,000	200,000,000	200,000,000	200,000,000	200,000,000	1,000,000,000	200,000,000	Sec. 1101(a)(4)
<i>Puerto Rico Highway [non-add]</i>	<i>150,000,000</i>	<i>158,000,000</i>	<i>158,000,000</i>	<i>158,000,000</i>	<i>158,000,000</i>	<i>158,000,000</i>	<i>790,000,000</i>	<i>158,000,000</i>	Sec. 1115(1)
<i>Territorial Highway [non-add]</i>	<i>40,000,000</i>	<i>42,000,000</i>	<i>42,000,000</i>	<i>42,000,000</i>	<i>42,000,000</i>	<i>42,000,000</i>	<i>210,000,000</i>	<i>42,000,000</i>	Sec. 1115(2)
Nationally Significant Freight and Highway Projects	0	800,000,000	850,000,000	900,000,000	950,000,000	1,000,000,000	4,500,000,000	900,000,000	Sec. 1101(a)(5)
Construction of Ferry Boats ⁵	67,000,000	80,000,000	80,000,000	80,000,000	80,000,000	80,000,000	400,000,000	80,000,000	Sec. 1112(a)(2)
Emergency Relief	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000	100,000,000	23 U.S.C. 125(c)
Nationally Significant Federal Lands and Tribal Projects (<i>General Fund</i>) ⁶	30,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000	100,000,000	Sec. 1123(h)
Appalachian Regional Development Program (<i>General Fund</i>)	0	110,000,000	110,000,000	110,000,000	110,000,000	110,000,000	550,000,000	110,000,000	Sec. 1436(b)
Regional Infrastructure Accelerator Demonstration Program (<i>General Fund</i>)	0	12,000,000	0	0	0	0	12,000,000	2,400,000	Sec. 1441(f)
nsportation Research:	400,000,000	414,500,000	417,500,000	417,500,000	420,000,000	420,000,000	2,089,500,000	417,900,000	
Highway Research & Development	115,000,000	125,000,000	125,000,000	125,000,000	125,000,000	125,000,000	625,000,000	125,000,000	Sec. 6002(a)(1)
Technology & Innovation Deployment	62,500,000	67,000,000	67,500,000	67,500,000	67,500,000	67,500,000	337,000,000	67,400,000	Sec. 6002(a)(2)
Training and Education	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	120,000,000	24,000,000	Sec. 6002(a)(3)
Intelligent Transportation Systems (ITS)	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000	100,000,000	Sec. 6002(a)(4)
University Transportation Centers	72,500,000	72,500,000	75,000,000	75,000,000	77,500,000	77,500,000	377,500,000	75,500,000	Sec. 6002(a)(5)
Bureau of Transportation Statistics	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	130,000,000	26,000,000	Sec. 6002(a)(6)
TAL CONTRACT AUTHORITY (Highway Account of the Highway TrustFund)	40,995,000,000	43,100,000,000	44,005,100,000	44,973,212,000	46,007,596,000	47,104,092,000	225,190,000,000	45,038,000,000	
TAL GENERAL FUND (Subject to Appropriation)	30,000,000	222,000,000	210,000,000	210,000,000	210,000,000	210,000,000	1,062,000,000	212,400,000	
AND TOTAL AUTHORIZATIONS	41,025,000,000	43,322,000,000	44,215,100,000	45,183,212,000	46,217,596,000	47,314,092,000	226,252,000,000	45,250,400,000	
<u>NTRACT AUTHORITY EXEMPT FROM OBLIGATION LIMITATION</u>									
Emergency Relief	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	500,000,000	100,000,000	Sec 1102(b)(1) ⁷
National Highway Performance Program	639,000,000	639,000,000	639,000,000	639,000,000	639,000,000	639,000,000	3,195,000,000	639,000,000	Sec 1102(b)(13) ⁷
<u>NTRACT AUTHORITY SUBJECT TO OBLIGATION LIMITATION</u>	40,256,000,000	42,361,000,000	43,266,100,000	44,234,212,000	45,268,596,000	46,365,092,000	221,495,000,000	44,299,000,000	
LIGATION LIMITATION	40,256,000,000	42,361,000,000	43,266,100,000	44,234,212,000	45,268,596,000	46,365,092,000	221,495,000,000	44,299,000,000	Sec. 1102(a) ⁷
mounts are authorized out of the Highway Account of the Highway Trust Fund, unless otherwise noted.									
ased on Public Law 113-159, as amended by Public Law 114-21 and Public Law 114-41.									
ferences are to the proposed Fixing America's Surface Transportation Act, unless otherwise specified.									
epresents net amount available after a portion is applied to the Metropolitan Planning Program per the freight formula under section 1104(b)(6) of the proposed FAST Act. Gross authorization for FY2016, FY2017, FY2018, FY2019, and FY2020 is \$1.15B, \$1.1B, \$1.2B, \$1.35B, and \$1.5B									
pporioned programs, but treated as allocated for the distribution of obligation limitation.									
ontains a formula, but classified as an allocated program.									
FY 2015, this program did not receive budget authority in the appropriations act.									
r the equivalent provision in the annual appropriations act.									
<i>Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.</i>									

[illegible]

COMPARISON OF ACTUAL FY 2015 APPORTIONMENTS UNDER THE HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014, AS AMENDED, AND ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT) (before post-apportionment set-asides; before penalties; before sequestration)								
State	Actual FY 2015	Est. FY 2016	Est. FY 2017	Est. FY 2018	Est. FY 2019	Est. FY 2020	FY 2016 to 2020 Total	FY 2016 to 2020 Average
Alabama	732,263,043	769,571,910	785,463,731	802,438,701	820,550,261	840,202,114	4,018,226,717	803,645,343
Alaska	483,955,039	508,614,600	519,117,557	530,336,370	542,306,359	555,294,332	2,655,669,218	531,133,844
Arizona	706,182,063	742,166,445	757,492,248	773,862,621	791,329,101	810,281,016	3,875,131,431	775,026,286
Arkansas	499,714,166	525,175,061	536,020,027	547,604,161	559,963,932	573,374,836	2,742,138,017	548,427,603
California	3,542,468,412	3,723,001,547	3,799,881,396	3,882,001,196	3,969,619,475	4,064,689,233	19,439,192,847	3,887,838,569
Colorado	516,112,989	542,412,699	553,613,557	565,577,841	578,343,213	592,194,216	2,832,141,526	566,428,305
Connecticut	484,770,705	509,473,713	519,994,372	531,232,092	543,222,256	556,232,120	2,660,154,553	532,030,911
Delaware	163,267,961	171,587,491	175,130,787	178,915,587	182,953,804	187,335,451	895,923,120	179,184,624
Dist. of Col.	154,002,708	161,850,034	165,192,253	168,762,270	172,571,324	176,704,316	845,080,197	169,016,039
Florida	1,828,689,002	1,921,860,645	1,961,547,473	2,003,939,263	2,049,169,471	2,098,246,272	10,034,763,124	2,006,952,625
Georgia	1,246,238,772	1,309,739,819	1,336,786,115	1,365,675,824	1,396,499,894	1,429,945,392	6,838,647,044	1,367,729,409
Hawaii	163,244,192	171,562,378	175,105,158	178,889,407	182,927,036	187,308,045	895,792,024	179,158,405
Idaho	276,061,294	290,127,532	296,118,707	302,518,228	309,346,239	316,754,938	1,514,865,644	302,973,129
Illinois	1,372,231,384	1,442,156,608	1,471,937,238	1,503,747,647	1,537,687,978	1,574,514,759	7,530,044,230	1,506,008,846
Indiana	919,668,926	966,529,532	986,488,498	1,007,807,822	1,030,554,618	1,055,235,912	5,046,616,382	1,009,323,276
Iowa	474,345,450	498,513,780	508,808,186	519,804,234	531,536,542	544,266,622	2,602,929,364	520,585,873
Kansas	364,737,489	383,321,318	391,236,975	399,692,143	408,713,444	418,501,959	2,001,465,839	400,293,168
Kentucky	641,292,458	673,966,719	687,884,265	702,750,398	718,611,920	735,822,382	3,519,035,684	703,807,137
Louisiana	677,413,014	711,927,496	726,628,943	742,332,405	759,087,323	777,267,157	3,717,243,324	743,448,665
Maine	178,165,560	187,243,965	191,110,574	195,240,722	199,647,412	204,428,868	977,671,541	195,534,308
Maryland	580,007,300	609,563,599	622,151,114	635,596,565	649,942,279	665,508,023	3,182,761,580	636,552,316
Massachusetts	586,191,765	616,064,316	628,786,048	642,374,865	656,873,544	672,605,261	3,216,704,034	643,340,807
Michigan	1,016,207,628	1,067,989,869	1,090,043,951	1,113,601,188	1,138,735,743	1,166,007,859	5,576,378,610	1,115,275,722
Minnesota	629,372,872	661,441,891	675,100,754	689,690,575	705,257,282	722,147,855	3,453,638,357	690,727,671
Mississippi	466,803,812	490,587,875	500,718,610	511,539,831	523,085,607	535,613,291	2,561,545,214	512,309,043
Missouri	913,719,741	960,274,903	980,104,758	1,001,286,170	1,023,885,822	1,048,407,455	5,013,959,108	1,002,791,822
Montana	396,007,464	416,184,959	424,779,247	433,959,302	443,754,023	454,381,736	2,173,059,267	434,611,853
Nebraska	278,976,662	293,191,186	299,245,632	305,712,735	312,612,854	320,099,792	1,530,862,199	306,172,440
Nevada	350,472,546	368,332,024	375,938,098	384,062,585	392,731,061	402,136,745	1,923,200,513	384,640,103
New Hampshire	159,469,843	167,595,715	171,056,584	174,753,337	178,697,613	182,977,330	875,080,579	175,016,116
New Jersey	963,682,664	1,012,792,050	1,033,706,218	1,056,045,847	1,079,881,265	1,105,743,762	5,288,169,142	1,057,633,828
New Mexico	354,439,590	372,498,916	380,191,084	388,407,532	397,174,128	406,686,276	1,944,957,936	388,991,587
New York	1,620,088,460	1,702,649,572	1,737,809,280	1,775,365,392	1,815,436,141	1,858,914,699	8,890,175,084	1,778,035,017
North Carolina	1,006,630,450	1,057,922,052	1,079,768,287	1,103,103,510	1,128,001,186	1,155,016,278	5,523,811,313	1,104,762,263
North Dakota	239,621,802	251,831,294	257,031,648	262,586,445	268,513,174	274,943,940	1,314,906,501	262,981,300
Ohio	1,293,739,008	1,359,663,237	1,387,740,399	1,417,731,235	1,449,730,162	1,484,450,429	7,099,315,462	1,419,863,092
Oklahoma	612,127,810	643,315,998	656,600,603	670,790,656	685,930,829	702,358,595	3,358,996,681	671,799,336
Oregon	482,423,497	507,004,353	517,474,070	528,657,381	540,589,488	553,536,361	2,647,261,653	529,452,331
Pennsylvania	1,583,603,275	1,664,296,550	1,698,664,445	1,735,374,776	1,774,543,112	1,817,042,511	8,689,921,394	1,737,984,279
Rhode Island	211,081,927	221,837,373	226,418,345	231,311,545	236,532,377	242,197,215	1,158,296,855	231,659,371
South Carolina	646,306,850	679,236,584	693,262,955	708,245,330	724,230,875	741,575,911	3,546,551,655	709,310,331
South Dakota	272,190,802	286,059,805	291,966,983	298,276,779	305,009,059	312,313,885	1,493,626,511	298,725,302
Tennessee	815,605,297	857,163,013	874,863,555	893,770,525	913,943,445	935,831,968	4,475,572,506	895,114,501
Texas	3,331,596,800	3,501,354,175	3,573,657,617	3,650,889,094	3,733,291,741	3,822,702,306	18,281,894,933	3,656,378,987
Utah	335,148,600	352,225,393	359,498,902	367,268,156	375,557,614	384,552,048	1,839,102,113	367,820,423
Vermont	195,886,832	205,868,282	210,119,484	214,660,438	219,505,440	224,762,485	1,074,916,129	214,983,226
Virginia	982,180,040	1,032,226,472	1,053,542,076	1,076,310,501	1,100,603,428	1,126,962,342	5,389,644,819	1,077,928,964
Washington	654,304,963	687,644,962	701,844,910	717,012,693	733,196,062	750,755,744	3,590,454,371	718,090,874
West Virginia	421,797,542	443,288,929	452,442,922	462,220,829	472,653,435	483,973,279	2,314,579,394	462,915,879
Wisconsin	726,226,908	763,229,980	778,990,803	795,825,845	813,788,109	833,277,970	3,985,112,707	797,022,541
Wyoming	247,262,623	259,861,381	265,227,558	270,959,481	277,075,196	283,711,020	1,356,834,636	271,366,927
Apportioned Total	37,798,000,000	39,724,000,000	40,544,305,000	41,420,520,075	42,355,403,696	43,369,794,311	207,414,023,082	41,482,804,616

* Reflects \$3,500,000 takedown for safety-related programs for each fiscal year 2016 -2020.

Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.

SUMMARY OF ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)										
(before post-apportionment set-asides; before penalties; before sequestration)										
	National	Surface	Surface	STBGP set-aside:	Highway	Railway-				
	Highway	Transportation	Transportation	Recreational	Safety	Highway			National	
	Performance	Block Grant	Block Grant	Trails	Improvement	Crossings	CMAQ	Metropolitan	Freight	Apportioned
State	Program	Program	Set-aside	Program	Program ¹	Program	Program	Planning	Program	Total
Alabama	2,376,361,706	1,097,004,461	78,896,756	8,748,935	236,195,156	24,330,066	59,168,350	15,967,692	121,553,595	4,018,226,717
Alaska	1,503,781,098	718,552,415	26,037,733	7,639,610	158,980,298	5,875,000	142,730,532	11,775,386	80,297,146	2,655,669,218
Arizona	2,147,423,362	988,132,635	78,276,298	9,674,315	221,178,085	14,232,640	269,067,379	30,388,778	116,757,939	3,875,131,431
Arkansas	1,607,942,773	745,575,898	49,066,419	7,469,845	156,208,950	20,071,508	63,867,523	8,922,553	83,012,548	2,742,138,017
California	10,032,529,736	4,680,460,102	348,533,054	28,780,945	1,017,592,522	82,135,958	2,406,968,478	259,831,965	582,360,087	19,439,192,847
Colorado	1,551,723,500	717,263,564	53,082,555	7,958,260	153,203,318	16,901,928	219,373,417	27,465,980	85,169,004	2,832,141,526
Connecticut	1,443,708,482	679,950,379	39,938,814	4,811,080	151,404,555	6,858,117	229,462,021	23,967,260	80,053,845	2,660,154,553
Delaware	496,202,821	229,975,469	14,156,949	4,528,400	48,521,072	5,875,000	60,484,623	9,253,879	26,924,907	895,923,120
Dist. of Col.	470,709,734	219,454,356	12,195,967	4,125,490	45,726,707	5,875,000	52,393,838	9,217,352	25,381,753	845,080,197
Florida	5,941,963,917	2,705,025,195	243,828,684	13,012,660	606,260,363	45,169,660	70,524,881	107,524,898	301,452,866	10,034,763,124
Georgia	3,875,854,455	1,768,517,600	161,444,393	8,700,685	382,921,031	41,978,401	352,419,474	40,348,671	206,462,334	6,838,647,044
Hawaii	500,535,140	231,913,045	13,935,211	4,802,320	48,996,506	5,875,000	53,726,281	9,082,235	26,926,286	895,792,022
Idaho	866,282,379	404,714,029	19,728,220	8,552,800	85,528,204	9,440,855	66,459,820	8,408,240	45,751,097	1,514,865,644
Illinois	4,123,876,556	1,920,627,025	140,251,892	7,626,485	397,169,878	54,903,394	571,015,544	88,612,583	225,960,873	7,530,044,230
Indiana	2,871,811,259	1,320,397,663	109,577,683	6,008,545	275,857,166	38,973,030	244,368,633	27,181,674	152,440,729	5,046,616,382
Iowa	1,526,483,408	708,028,829	46,567,136	6,874,085	139,482,074	27,867,925	58,583,584	10,300,997	78,741,326	2,602,929,364
Kansas	1,169,655,487	529,893,154	46,815,208	6,921,250	96,395,244	31,834,886	49,356,983	10,115,488	60,478,139	2,001,465,839
Kentucky	2,069,399,597	964,860,478	60,095,307	7,121,975	207,763,160	19,107,932	71,052,946	13,155,793	106,478,496	3,519,035,684
Louisiana	2,190,747,622	1,031,006,011	53,818,117	7,588,215	218,848,636	21,326,525	59,367,620	22,326,957	112,213,621	3,717,243,324
Maine	549,831,819	257,810,653	10,167,646	7,213,705	53,693,191	6,582,903	53,406,737	9,566,644	29,398,243	977,671,541
Maryland	1,720,287,778	801,532,358	56,680,701	5,618,100	176,329,080	12,252,028	278,496,367	36,012,403	95,552,765	3,182,761,580
Massachusetts	1,702,044,620	795,871,003	54,408,841	5,933,645	173,661,471	12,915,481	328,935,103	46,682,210	96,251,660	3,216,704,034
Michigan	3,086,113,481	1,410,826,586	121,535,796	14,269,775	298,166,762	40,147,155	383,836,647	53,778,384	167,704,024	5,576,378,610
Minnesota	1,962,199,235	895,343,991	73,853,714	12,080,240	183,424,213	31,686,920	167,142,445	23,745,210	104,162,389	3,453,638,357
Mississippi	1,502,678,157	694,934,335	47,833,049	6,809,620	146,668,877	18,071,378	58,188,668	8,831,084	77,530,046	2,561,545,214
Missouri	2,930,021,224	1,361,232,668	92,464,802	8,316,995	291,937,491	29,282,725	122,254,691	26,993,513	151,454,999	5,013,959,108
Montana	1,255,899,859	596,885,189	22,292,144	8,033,525	127,751,982	9,931,647	77,214,136	9,336,478	65,714,307	2,173,059,267
Nebraska	884,154,786	406,738,554	28,754,988	6,086,935	77,788,335	19,141,020	53,359,463	8,607,293	46,230,825	1,530,862,199
Nevada	1,041,993,321	490,970,097	25,364,784	6,789,750	108,350,519	5,875,000	168,924,348	17,047,817	57,884,877	1,923,200,513
New Hampshire	488,611,388	225,027,009	13,327,163	6,339,720	47,689,319	5,875,000	53,676,922	8,209,724	26,324,334	875,080,579
New Jersey	2,806,132,562	1,319,668,095	85,477,526	6,133,785	288,160,588	19,446,681	539,887,810	64,650,906	158,611,189	5,288,169,142
New Mexico	1,130,385,201	526,604,737	30,524,463	7,149,155	115,497,479	8,426,741	59,194,902	8,358,885	58,816,373	1,944,957,936
New York	4,677,462,506	2,207,697,185	135,421,899	11,022,780	480,086,376	32,650,619	950,148,294	129,690,662	265,994,763	8,890,175,084
North Carolina	3,144,133,283	1,452,032,821	112,020,820	8,067,800	310,584,885	34,099,450	265,823,391	30,207,918	166,840,945	5,523,811,313
North Dakota	753,047,236	354,251,121	16,441,719	5,659,405	62,844,994	19,710,413	54,564,460	8,719,304	39,667,849	1,314,906,501
Ohio	3,928,985,930	1,824,957,754	135,726,256	8,359,255	385,043,377	45,670,089	496,650,436	60,159,150	213,763,215	7,099,315,462
Oklahoma	1,979,115,272	913,387,352	64,578,848	8,935,415	189,178,013	27,795,502	60,969,525	13,427,750	101,609,004	3,358,996,681
Oregon	1,521,199,507	713,261,770	38,737,565	8,050,765	151,414,631	15,352,693	100,622,605	18,798,716	79,823,401	2,647,261,653
Pennsylvania	4,855,148,248	2,289,554,983	131,796,500	9,956,330	497,738,628	34,510,276	542,002,878	67,361,097	261,852,454	6,889,921,394
Rhode Island	658,302,206	312,863,154	12,014,144	4,325,170	66,293,092	5,875,000	54,097,893	9,644,009	34,882,187	1,158,296,855
South Carolina	2,086,003,038	959,077,862	75,208,107	6,056,100	206,278,685	22,412,713	67,942,582	16,357,904	107,214,664	3,546,551,655
South Dakota	854,802,691	399,820,770	21,723,862	5,685,965	81,332,795	12,377,837	63,623,418	9,177,110	45,082,063	1,493,626,511
Tennessee	2,561,993,534	1,185,914,351	86,342,787	8,203,065	255,862,973	25,004,299	192,121,822	24,964,842	135,164,833	4,475,572,506
Texas	10,405,747,969	4,796,861,080	386,229,769	19,974,110	1,045,444,157	95,314,806	853,873,808	127,107,637	551,341,597	18,281,894,933
Utah	1,056,323,551	494,290,615	25,699,346	7,809,260	107,518,924	8,284,541	67,009,421	16,828,893	55,337,562	1,839,102,113
Vermont	602,560,063	285,462,690	11,059,348	5,140,050	60,181,283	5,875,000	61,440,092	10,886,721	32,310,882	1,074,916,129
Virginia	3,045,494,695	1,410,966,389	105,090,102	7,635,805	310,093,080	23,775,236	284,843,416	39,262,078	162,484,018	5,389,644,819
Washington	2,020,299,085	946,763,254	54,926,192	9,431,350	199,880,956	21,597,324	191,656,459	38,026,024	107,873,727	3,590,454,371
West Virginia	1,343,440,590	634,976,638	29,170,897	6,555,375	136,815,682	10,465,627	74,286,181	8,840,081	70,028,323	2,314,579,394
Wisconsin	2,298,754,936	1,050,636,233	86,723,415	10,838,770	221,924,721	30,086,071	142,099,729	23,743,184	120,305,648	3,985,112,707
Wyoming	778,983,972	370,509,324	11,356,411	7,372,380	79,524,025	5,875,000	54,045,958	8,210,346	40,957,220	1,356,834,636
Apportioned Total	116,399,144,775	54,048,082,929	3,799,200,000	420,800,000	11,585,393,509	1,175,000,000	12,022,732,534	1,717,082,358	6,246,586,977	207,414,023,082

¹ Reflects \$3,500,000 taken down for safety-related programs for each fiscal year.

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SUMMARY OF ESTIMATED FY 2016 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)										
(before post-apportionment set-asides; before penalties; before sequestration)										
	National	Surface	Surface	STBGP set-aside:	Highway	Railway-				
	Highway	Transportation	Transportation	Recreational	Safety	Highway			National	
	Performance	Block Grant	Block Grant	Trails	Improvement	Crossings	CMAQ	Metropolitan	Freight	Apportioned
State	Program	Program	Set-aside	Program	Program ¹	Program	Program	Planning	Program	Total
Alabama	455,951,217	209,631,313	15,592,429	1,749,787	45,374,122	4,658,949	11,363,745	3,061,993	22,188,355	769,571,910
Alaska	288,517,077	137,445,922	5,135,723	1,527,922	30,534,956	1,125,000	27,412,516	2,258,068	14,657,416	508,614,600
Arizona	411,997,759	188,739,367	15,467,687	1,934,863	42,484,510	2,725,399	51,676,497	5,827,406	21,312,957	742,166,445
Arkansas	308,512,509	142,491,405	9,692,709	1,493,969	30,010,642	3,843,480	12,266,258	1,711,004	15,153,085	525,175,061
California	1,924,660,268	894,076,885	68,901,913	5,756,189	195,471,326	15,728,162	462,277,146	49,825,833	106,303,825	3,723,001,547
Colorado	297,705,132	137,015,364	10,486,329	1,591,652	29,431,653	3,236,539	42,132,383	5,266,924	15,546,723	542,412,699
Connecticut	276,979,163	129,967,162	7,892,325	962,216	29,080,605	1,313,257	44,069,978	4,596,004	14,613,003	509,473,713
Delaware	95,199,826	43,937,897	2,791,539	905,680	9,321,599	1,125,000	11,616,546	1,774,540	4,914,864	171,587,491
Dist. of Col.	90,309,344	41,937,898	2,404,385	825,098	8,784,950	1,125,000	10,062,647	1,767,535	4,633,177	161,850,034
Florida	1,140,082,761	516,661,110	48,217,971	2,602,532	116,455,633	8,649,509	13,544,856	20,619,163	55,027,110	1,921,860,645
Georgia	743,626,331	337,736,885	31,926,010	1,740,137	73,562,218	8,038,417	67,684,920	7,737,332	37,687,569	1,309,739,819
Hawaii	96,031,897	44,309,737	2,747,081	960,464	9,412,905	1,125,000	10,318,553	1,741,625	4,915,116	171,562,378
Idaho	166,207,549	77,357,678	3,885,329	1,710,560	16,430,694	1,807,823	12,764,129	1,612,379	8,351,391	290,127,532
Illinois	791,183,895	366,985,793	27,734,998	1,525,297	76,305,872	10,513,416	109,668,007	16,992,504	41,246,826	1,442,156,608
Indiana	550,991,617	252,233,208	21,669,026	1,201,709	52,999,254	7,462,921	46,932,909	5,212,406	27,826,482	966,529,532
Iowa	292,883,109	135,317,156	9,199,453	1,374,817	26,802,644	5,336,411	11,251,436	1,975,337	14,373,417	498,513,780
Kansas	224,418,519	101,185,088	9,248,438	1,384,250	18,530,162	6,096,402	9,479,395	1,939,764	11,039,660	383,321,318
Kentucky	397,052,354	184,438,760	11,875,707	1,424,395	39,910,933	3,658,966	13,646,275	2,522,778	19,436,551	673,966,719
Louisiana	420,336,110	197,149,265	10,632,662	1,517,643	42,041,101	4,083,803	11,402,016	4,281,457	20,483,439	711,927,496
Maine	105,490,588	49,280,292	1,996,460	1,442,741	10,315,283	1,260,556	10,257,182	1,834,517	5,366,346	187,243,965
Maryland	330,040,161	153,144,738	11,203,275	1,123,620	33,870,292	2,346,133	53,487,408	6,905,801	17,442,171	609,563,599
Massachusetts	326,532,639	152,064,168	10,753,076	1,186,729	33,358,355	2,473,177	63,174,562	8,951,863	17,569,747	616,064,316
Michigan	592,091,019	269,411,107	24,017,526	2,853,955	57,284,399	7,687,753	73,718,834	10,312,637	30,612,639	1,067,989,869
Minnesota	376,470,972	170,987,758	14,587,471	2,416,048	35,243,727	6,067,708	32,101,015	4,553,423	19,013,769	661,441,891
Mississippi	288,315,734	132,800,919	9,450,073	1,361,924	28,177,385	3,460,477	11,175,589	1,693,464	14,152,310	490,587,875
Missouri	562,174,933	260,166,347	18,278,023	1,663,399	56,082,029	5,607,330	23,479,971	5,176,323	27,646,548	960,274,903
Montana	240,963,310	114,164,044	4,393,753	1,606,705	24,539,915	1,901,805	14,829,579	1,790,379	11,995,469	416,184,959
Nebraska	169,638,303	77,706,208	5,676,690	1,217,387	14,949,684	3,665,302	10,248,103	1,650,549	8,438,960	293,191,186
Nevada	199,908,721	93,845,660	5,004,381	1,357,950	20,811,661	1,125,000	32,443,244	3,269,120	10,566,287	368,332,024
New Hampshire	93,744,154	42,984,645	2,623,489	1,267,944	9,161,864	1,125,000	10,309,073	1,574,311	4,805,235	167,595,715
New Jersey	538,350,601	252,199,443	16,900,126	1,226,757	55,351,201	3,723,833	103,689,682	12,397,571	28,952,836	1,012,792,050
New Mexico	216,882,649	100,654,542	6,024,546	1,429,831	22,185,636	1,613,631	11,368,844	1,602,915	10,736,322	372,498,916
New York	897,352,887	421,942,772	26,772,057	2,204,556	92,217,324	6,252,246	182,483,421	24,869,709	48,554,600	1,702,649,572
North Carolina	603,240,031	277,423,558	22,148,051	1,613,560	59,665,889	6,529,682	51,053,464	5,792,724	30,455,093	1,057,922,052
North Dakota	144,482,130	67,729,043	3,241,209	1,131,881	12,080,179	3,774,334	10,479,532	1,672,029	7,240,957	251,831,294
Ohio	753,801,609	348,692,516	26,837,960	1,671,851	73,971,867	8,745,336	95,385,605	11,536,224	39,020,269	1,359,663,237
Oklahoma	379,730,372	174,538,179	12,758,986	1,787,083	36,346,556	5,322,543	11,709,675	2,574,929	18,547,675	643,315,998
Oregon	291,863,356	136,354,791	7,647,727	1,610,153	29,087,277	2,939,877	19,325,359	3,604,875	14,570,938	507,004,353
Pennsylvania	931,501,130	437,718,754	26,056,984	1,991,266	95,608,422	6,608,351	104,095,897	12,917,282	47,798,464	1,664,296,550
Rhode Island	126,303,052	59,834,985	2,367,982	865,034	12,734,661	1,125,000	10,389,924	1,849,352	6,367,383	221,837,373
South Carolina	400,238,109	183,242,807	14,868,309	1,211,220	39,627,687	4,291,796	13,048,905	3,136,820	19,570,931	679,236,584
South Dakota	164,005,151	76,425,846	4,286,315	1,137,193	15,626,616	2,370,224	12,219,376	1,759,819	8,229,265	286,059,805
Tennessee	491,552,314	226,604,719	17,066,919	1,640,613	49,151,643	4,788,057	36,898,500	4,787,302	24,672,946	857,163,013
Texas	1,996,468,665	916,422,524	76,379,642	3,994,822	200,827,495	18,251,772	163,993,152	24,374,383	100,641,720	3,501,354,175
Utah	202,670,322	94,486,990	5,068,405	1,561,852	20,653,300	1,586,401	12,869,684	3,227,138	10,101,301	352,225,393
Vermont	115,606,627	54,584,692	2,177,321	1,028,010	11,560,907	1,125,000	11,800,051	2,087,656	5,898,018	205,868,282
Virginia	584,310,665	269,597,493	20,777,610	1,527,161	59,565,683	4,552,705	54,706,409	7,528,965	29,659,781	1,032,226,472
Washington	387,614,261	180,969,925	10,847,983	1,886,270	38,398,568	4,135,658	36,809,124	7,291,937	19,691,236	687,644,962
West Virginia	257,760,426	121,429,137	5,757,986	1,311,075	26,280,869	2,004,056	14,267,243	1,695,189	12,782,948	443,288,929
Wisconsin	441,049,920	200,672,838	17,136,612	2,167,754	42,636,738	5,761,163	27,291,366	4,553,034	21,960,555	763,229,980
Wyoming	149,458,812	70,865,435	2,231,339	1,474,476	15,275,621	1,125,000	10,379,950	1,574,430	7,476,318	259,861,381
Apportioned Total	22,332,260,060	10,327,564,768	750,840,000	84,160,000	2,225,594,512	225,000,000	2,309,059,935	329,270,722	1,140,250,003	39,724,000,000
¹ Reflects \$3,500,000 takedown for safety-related programs.										
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SUMMARY OF ESTIMATED FY 2017 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)										
(before post-apportionment set-asides; before penalties; before sequestration)										
	National	Surface	Surface	STBGP set-aside:	Highway	Railway-				
	Highway	Transportation	Transportation	Recreational	Safety	Highway			National	
	Performance	Block Grant	Block Grant	Trails	Improvement	Crossings	CMAQ	Metropolitan	Freight	Apportioned
State	Program	Program	Set-aside	Program	Program ¹	Program	Program	Planning	Program	Total
Alabama	466,070,774	214,942,033	15,592,429	1,749,787	46,382,630	4,762,481	11,615,956	3,123,997	21,223,644	785,463,731
Alaska	294,920,537	140,824,892	5,135,723	1,527,922	31,213,632	1,150,000	28,020,920	2,303,794	14,020,137	519,117,557
Arizona	421,141,797	193,578,012	15,467,687	1,934,863	43,428,784	2,785,964	52,823,425	5,945,409	20,386,307	757,492,248
Arkansas	315,359,754	146,088,622	9,692,709	1,493,969	30,677,676	3,928,891	12,538,500	1,745,652	14,494,254	536,020,027
California	1,967,376,918	916,898,934	68,901,913	5,756,189	199,815,949	16,077,677	472,537,102	50,834,794	101,681,920	3,799,881,396
Colorado	304,312,514	140,516,942	10,486,329	1,591,652	30,085,816	3,308,462	43,067,485	5,373,578	14,870,779	553,613,557
Connecticut	283,126,545	133,229,077	7,892,325	962,216	29,726,958	1,342,440	45,048,084	4,689,072	13,977,655	519,994,372
Delaware	97,312,728	45,056,038	2,791,539	905,680	9,528,786	1,150,000	11,874,368	1,810,474	4,701,174	175,130,787
Dist. of Col.	92,313,704	42,997,814	2,404,385	825,098	8,980,209	1,150,000	10,285,981	1,803,328	4,431,734	165,192,253
Florida	1,165,386,197	529,938,236	48,217,971	2,602,532	119,044,018	8,841,721	13,845,475	21,036,696	52,634,627	1,961,547,473
Georgia	760,130,660	346,444,875	31,926,010	1,740,137	75,197,249	8,217,049	69,187,145	7,894,011	36,048,979	1,336,786,115
Hawaii	98,163,265	45,436,352	2,747,081	960,463	9,622,121	1,150,000	10,547,567	1,776,893	4,701,415	175,105,158
Idaho	169,896,423	79,301,770	3,885,329	1,710,560	16,795,891	1,847,997	13,047,421	1,645,029	7,988,287	296,118,707
Illinois	808,743,734	376,292,163	27,734,998	1,525,297	78,001,894	10,747,047	112,102,021	17,336,598	39,453,486	1,471,937,238
Indiana	563,220,536	258,682,067	21,669,026	1,201,709	54,177,250	7,628,763	47,974,557	5,317,955	26,616,635	986,488,498
Iowa	299,383,469	138,732,089	9,199,453	1,374,817	27,398,382	5,454,998	11,501,155	2,015,337	13,748,486	508,808,186
Kansas	229,399,350	103,802,886	9,248,438	1,384,250	18,942,038	6,231,510	9,689,784	1,979,044	10,559,675	391,236,975
Kentucky	405,864,687	189,066,697	11,875,707	1,424,395	40,798,011	3,740,276	13,949,145	2,573,864	18,591,483	687,884,265
Louisiana	429,665,212	202,047,259	10,632,662	1,517,643	42,975,527	4,174,554	11,655,077	4,368,155	19,592,854	726,628,943
Maine	107,831,887	50,516,836	1,996,460	1,442,741	10,544,557	1,288,568	10,484,834	1,871,665	5,133,026	191,110,574
Maryland	337,365,199	157,033,659	11,203,275	1,123,620	34,623,105	2,398,269	54,674,529	7,045,642	16,683,816	622,151,114
Massachusetts	333,779,829	155,922,823	10,753,076	1,186,729	34,099,790	2,528,137	64,576,683	9,133,136	16,805,845	628,786,048
Michigan	605,232,115	276,366,028	24,017,526	2,853,955	58,557,637	7,858,592	75,354,978	10,521,465	29,281,655	1,090,043,951
Minnesota	384,826,513	175,394,905	14,587,471	2,416,048	36,027,080	6,202,546	32,813,478	4,645,629	18,187,084	675,100,754
Mississippi	294,714,725	136,162,467	9,450,073	1,361,924	28,803,671	3,537,376	11,423,625	1,727,757	13,536,992	500,718,610
Missouri	574,652,060	266,724,044	18,278,023	1,663,399	57,328,534	5,731,938	24,001,094	5,281,142	26,444,524	980,104,758
Montana	246,311,342	116,978,758	4,393,753	1,606,705	25,085,348	1,944,067	15,158,713	1,826,634	11,473,927	424,779,247
Nebraska	173,403,320	79,687,936	5,676,690	1,217,387	15,281,971	3,746,753	10,475,553	1,683,973	8,072,049	299,245,632
Nevada	204,345,572	96,200,465	5,004,381	1,357,950	21,274,227	1,150,000	33,163,302	3,335,318	10,106,883	375,938,098
New Hampshire	95,824,748	44,084,523	2,623,489	1,267,944	9,365,500	1,150,000	10,537,877	1,606,191	4,596,312	171,056,584
New Jersey	550,298,961	258,558,686	16,900,126	1,226,757	56,581,457	3,806,584	105,991,011	12,648,619	27,694,017	1,033,706,218
New Mexico	221,696,226	103,186,182	6,024,546	1,429,831	22,678,742	1,649,490	11,621,169	1,635,373	10,269,525	380,191,084
New York	917,269,083	432,555,049	26,772,057	2,204,556	94,266,978	6,391,185	186,533,528	25,373,314	46,443,530	1,737,809,280
North Carolina	616,628,572	284,483,717	22,148,051	1,613,560	60,992,054	6,674,786	52,186,564	5,910,024	29,130,959	1,079,768,287
North Dakota	147,688,822	69,418,701	3,241,209	1,131,881	12,348,689	3,858,208	10,712,119	1,705,887	6,926,132	257,031,648
Ohio	770,531,771	357,546,938	26,837,960	1,671,851	75,616,005	8,939,677	97,502,631	11,769,830	37,323,736	1,387,740,399
Oklahoma	388,158,253	178,963,151	12,758,986	1,787,083	37,154,418	5,440,822	11,969,564	2,627,071	17,741,255	656,600,603
Oregon	298,341,083	139,766,549	7,647,727	1,610,153	29,733,784	3,005,208	19,754,274	3,677,872	13,937,420	517,474,070
Pennsylvania	952,175,225	448,646,954	26,056,984	1,991,266	97,733,448	6,755,203	106,406,241	13,178,854	45,720,270	1,698,664,445
Rhode Island	129,106,271	61,313,487	2,367,982	865,034	13,017,707	1,150,000	10,620,522	1,886,801	6,090,541	226,418,345
South Carolina	409,121,148	187,907,759	14,868,309	1,211,220	40,508,472	4,387,169	13,338,517	3,200,341	18,720,020	693,262,955
South Dakota	167,645,145	78,343,988	4,286,315	1,137,193	15,973,943	2,422,896	12,490,577	1,795,455	7,871,471	291,966,983
Tennessee	502,462,014	232,353,548	17,066,919	1,640,613	50,244,109	4,894,459	37,717,440	4,884,244	23,600,209	874,863,555
Texas	2,040,779,058	939,788,723	76,379,642	3,994,822	205,291,175	18,657,366	167,632,879	24,867,959	96,265,993	3,573,657,617
Utah	207,168,465	96,856,258	5,068,405	1,561,852	21,112,347	1,621,655	13,155,319	3,292,487	9,662,114	359,498,902
Vermont	118,172,444	55,940,384	2,177,321	1,028,010	11,817,865	1,150,000	12,061,946	2,129,932	5,641,582	210,119,484
Virginia	597,279,081	276,442,502	20,777,610	1,527,161	60,889,613	4,653,876	55,920,584	7,681,424	28,370,225	1,053,542,076
Washington	396,217,121	185,513,169	10,847,983	1,886,270	39,252,034	4,227,561	37,626,080	7,439,597	18,835,095	701,844,910
West Virginia	263,481,261	124,438,433	5,757,986	1,311,075	26,864,997	2,048,591	14,583,895	1,729,517	12,227,167	452,442,922
Wisconsin	450,838,751	205,826,027	17,136,612	2,167,754	43,584,409	5,889,188	27,897,081	4,645,233	21,005,748	778,990,803
Wyoming	152,775,958	72,612,743	2,231,339	1,474,476	15,615,143	1,150,000	10,610,326	1,606,312	7,151,261	265,227,558
Apportioned Total	22,827,910,827	10,589,412,150	750,840,000	84,160,000	2,275,061,630	230,000,000	2,360,308,101	335,938,378	1,090,673,914	40,544,305,000

¹ Reflects \$3,500,000 takedown for safety-related programs.

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SUMMARY OF ESTIMATED FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)										
(before post-apportionment set-asides; before penalties; before sequestration)										
	National	Surface	Surface	STBGP set-aside:	Highway	Railway-				
	Highway	Transportation	Transportation	Recreational	Safety	Highway			National	
	Performance	Block Grant	Block Grant	Trails	Improvement	Crossings	CMAQ	Metropolitan	Freight	Apportioned
State	Program	Program	Set-aside	Program	Program ¹	Program	Program	Planning	Program	Total
Alabama	494,741,953	229,079,050	15,903,966	1,749,787	49,080,675	5,073,078	12,298,319	3,333,954	28,941,332	840,202,114
Alaska	313,099,451	149,900,123	5,255,429	1,527,922	33,042,443	1,225,000	29,666,969	2,458,627	19,118,368	555,294,332
Arizona	447,127,652	206,433,876	15,780,308	1,934,863	45,965,703	2,967,657	55,926,461	6,344,986	27,799,510	810,281,016
Arkansas	334,767,158	155,674,801	9,893,667	1,493,969	32,457,197	4,185,123	13,275,056	1,862,973	19,764,892	573,374,836
California	2,089,200,481	977,691,725	70,243,076	5,756,189	211,467,482	17,126,221	500,295,608	54,251,287	138,657,164	4,064,689,233
Colorado	323,099,910	149,830,157	10,703,299	1,591,652	31,834,485	3,524,232	45,597,422	5,734,725	20,278,334	592,194,216
Connecticut	300,614,078	141,948,341	8,051,388	962,216	31,467,085	1,429,990	47,694,368	5,004,214	19,060,440	556,232,120
Delaware	103,317,410	48,032,678	2,857,957	905,680	10,081,972	1,225,000	12,571,910	1,932,152	6,410,692	187,335,451
Dist. of Col.	98,008,370	45,824,308	2,462,399	825,098	9,501,125	1,225,000	10,890,216	1,924,525	6,043,275	176,704,316
Florida	1,237,072,962	565,147,341	49,130,914	2,602,532	125,990,342	9,418,355	14,658,808	22,450,526	71,774,492	2,098,246,272
Georgia	806,983,187	369,536,390	32,530,791	1,740,137	79,568,253	8,752,943	73,251,443	8,424,550	49,157,698	1,429,945,392
Hawaii	104,217,869	48,435,729	2,813,683	960,464	10,180,798	1,225,000	11,167,168	1,896,314	6,411,020	187,308,045
Idaho	180,364,022	84,491,297	3,985,854	1,710,560	17,772,107	1,968,519	13,813,873	1,755,588	10,893,118	316,754,938
Illinois	858,674,356	401,095,570	28,260,632	1,525,297	82,521,711	11,447,942	118,687,291	18,501,752	53,800,208	1,574,514,759
Indiana	597,929,430	275,819,579	22,079,877	1,201,709	57,315,499	8,126,291	50,792,752	5,675,363	36,295,412	1,055,235,912
Iowa	317,807,590	147,833,312	9,389,410	1,374,817	28,975,242	5,810,759	12,176,773	2,150,784	18,747,935	544,266,622
Kansas	243,518,886	110,734,377	9,439,444	1,384,250	20,016,486	6,637,912	10,258,997	2,112,050	14,399,557	418,501,959
Kentucky	430,838,573	201,419,066	12,114,631	1,424,395	43,174,072	3,984,207	14,768,568	2,746,847	25,352,023	735,822,382
Louisiana	456,100,983	215,154,892	10,850,931	1,517,643	45,476,906	4,446,807	12,339,738	4,661,728	26,717,529	777,267,157
Maine	114,480,797	53,820,085	2,058,242	1,442,741	11,156,611	1,372,605	11,100,750	1,997,455	6,999,582	204,428,868
Maryland	358,207,008	167,397,372	11,424,717	1,123,620	36,644,501	2,554,678	57,886,304	7,519,164	22,750,659	665,508,023
Massachusetts	354,421,937	166,212,282	10,967,563	1,186,729	36,089,573	2,693,015	68,370,147	9,746,953	22,917,062	672,605,261
Michigan	642,579,319	294,811,416	24,500,248	2,853,955	61,952,096	8,371,109	79,781,597	11,228,590	39,929,529	1,166,007,859
Minnesota	408,543,503	187,082,092	14,892,924	2,416,048	38,106,750	6,607,060	34,741,058	4,957,851	24,800,569	722,147,855
Mississippi	312,851,275	145,114,162	9,644,301	1,361,924	30,475,456	3,768,074	12,094,689	1,843,875	18,459,535	535,613,291
Missouri	610,021,980	284,207,986	18,636,252	1,663,399	60,664,284	6,105,760	25,411,004	5,636,077	36,060,713	1,048,407,455
Montana	261,479,544	124,529,653	4,501,546	1,606,705	26,548,584	2,070,854	16,049,189	1,949,398	15,646,263	454,381,736
Nebraska	184,082,072	84,956,284	5,800,536	1,217,387	16,156,995	3,991,106	11,090,924	1,797,149	11,007,339	320,099,792
Nevada	216,968,180	102,495,571	5,118,674	1,357,950	22,518,347	1,225,000	35,111,432	3,559,477	13,782,114	402,136,745
New Hampshire	101,735,317	47,007,847	2,693,395	1,267,944	9,909,081	1,225,000	11,156,909	1,714,138	6,267,699	182,977,330
New Jersey	584,326,486	275,543,785	17,225,758	1,226,757	59,885,565	4,054,840	112,217,298	13,498,704	37,764,569	1,105,743,762
New Mexico	235,345,075	109,940,539	6,158,457	1,429,831	24,002,290	1,757,065	12,303,838	1,745,283	14,003,898	406,686,276
New York	974,012,365	460,923,887	27,292,595	2,204,556	99,771,442	6,808,001	197,491,169	27,078,598	63,332,086	1,858,914,699
North Carolina	654,628,340	303,268,642	22,574,906	1,613,560	64,537,286	7,110,098	55,252,188	6,307,224	39,724,034	1,155,016,278
North Dakota	156,787,547	73,937,819	3,319,767	1,131,881	13,050,447	4,109,831	11,341,386	1,820,536	9,444,726	274,943,940
Ohio	818,079,139	381,132,466	27,350,112	1,671,851	80,007,024	9,522,699	103,230,281	12,560,853	50,896,004	1,484,450,429
Oklahoma	412,040,523	190,740,817	13,020,292	1,787,083	39,305,274	5,795,658	12,672,698	2,803,630	24,192,620	702,358,595
Oregon	316,718,230	148,883,721	7,814,037	1,610,153	31,463,684	3,201,200	20,914,710	3,925,054	19,005,572	553,536,361
Pennsylvania	1,010,904,618	477,883,203	26,560,844	1,991,266	103,439,501	7,195,760	112,656,922	14,064,575	62,345,822	1,817,042,511
Rhode Island	137,063,015	65,278,674	2,426,060	865,034	13,776,132	1,225,000	11,244,409	2,013,608	8,305,283	242,197,215
South Carolina	434,295,182	200,310,893	15,157,163	1,211,220	42,863,366	4,673,289	14,122,069	3,415,428	25,527,301	741,575,911
South Dakota	177,973,663	83,465,974	4,383,744	1,137,193	16,898,134	2,580,914	13,224,318	1,916,123	10,733,825	312,313,885
Tennessee	533,418,054	247,660,488	17,402,983	1,640,613	53,168,467	5,213,662	39,933,096	5,212,502	32,182,103	935,831,968
Texas	2,166,542,312	1,001,927,908	77,823,495	3,994,822	217,248,302	19,874,151	177,480,229	26,539,278	131,271,809	3,822,702,306
Utah	219,929,852	103,184,002	5,187,512	1,561,852	22,343,929	1,727,415	13,928,109	3,513,767	13,175,610	384,552,048
Vermont	125,460,076	59,572,136	2,234,902	1,028,010	12,505,708	1,225,000	12,770,507	2,273,079	7,693,067	224,762,485
Virginia	634,099,034	294,668,824	21,178,294	1,527,161	64,441,735	4,957,390	59,205,557	8,197,676	38,686,671	1,126,962,342
Washington	420,647,244	197,647,993	11,076,742	1,886,270	41,534,037	4,503,272	39,836,369	7,939,596	25,684,221	750,755,744
West Virginia	279,703,606	132,499,407	5,884,975	1,311,075	28,432,252	2,182,195	15,440,605	1,845,754	16,673,410	483,973,279
Wisconsin	478,604,493	219,500,930	17,483,397	2,167,754	46,110,646	6,273,266	29,535,854	4,957,428	28,644,202	833,277,970
Wyoming	162,187,007	77,300,661	2,297,911	1,474,476	16,526,363	1,225,000	11,233,614	1,714,269	9,751,719	283,711,020
Apportioned Total	24,235,621,114	11,286,990,131	765,840,000	84,160,000	2,407,423,445	245,000,000	2,498,960,969	358,516,037	1,487,282,615	43,369,794,311
¹ Reflects \$3,500,000 takedown for safety-related programs.										
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	MAP-21 Authorization	Conference Committee Funding Levels						Conference Committee Funding Levels Compared to FY 2015					Conference Committee Funding Levels Compared to Previous Year				
	FY 2015 (Millions)	FY 2016 (Millions)	FY 2017 (Millions)	FY 2018 (Millions)	FY 2019 (Millions)	FY 2020 (Millions)	5-Year Total	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Total All Programs	10,695.00	11,789.41	12,175.51	12,175.16	12,381.18	12,592.15	61,113.40	10.23%	13.84%	13.84%	15.77%	17.74%	10.23%	3.27%	0.00%	1.69%	1.70%
Programs Funded from the Mass Transit Account																	
Programs Funded from the Mass Transit Account	8,595.00	9,347.60	9,733.71	9,733.35	9,939.38	10,150.35	48,904.38	8.76%	13.25%	13.24%	15.64%	18.10%	8.76%	4.13%	0.00%	2.12%	2.12%
§ 20005(b) of MAP-21 Pilot Program for TOD Planning	10.00	10.00	10.00	10.00	10.00	10.00	50.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5305 Planning	128.80	130.73	133.40	136.20	139.09	142.04	681.46	1.50%	3.57%	5.75%	7.99%	10.28%	1.50%	2.04%	2.10%	2.12%	2.12%
§ 5307/5336 Urbanized Area Formula	4,458.85	4,538.91	4,629.68	4,726.91	4,827.12	4,929.48	23,652.07	1.80%	3.84%	6.02%	8.26%	10.56%	1.80%	2.00%	2.10%	2.12%	2.12%
§ 5310 Seniors and Individuals with Disabilities	258.30	262.95	268.21	273.84	279.65	285.57	1,370.22	1.80%	3.84%	6.02%	8.26%	10.56%	1.80%	2.00%	2.10%	2.12%	2.12%
§ 5310 Pilot Program for Enhanced Mobility	—	2.00	3.00	3.25	3.50	3.50	15.25	—	—	—	—	—	—	—	—	—	—
§ 5311 Rural Area Basic Formula	545.64	552.56	564.71	577.72	591.14	604.83	2,890.96	1.27%	3.49%	5.88%	8.34%	10.85%	1.27%	2.20%	2.30%	2.32%	2.32%
§ 5311(b)(3) Rural Transportation - Assistance Program	12.16	12.40	12.65	12.91	13.19	13.47	64.61	2.00%	4.04%	6.22%	8.48%	10.78%	2.00%	2.00%	2.10%	2.12%	2.12%
§ 5311(c)(1) Public Transp. on Indian Reservations	30.00	35.00	35.00	35.00	35.00	35.00	175.00	16.67%	16.67%	16.67%	16.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%
§ 5311(c)(2) Appalachian Development Public Transp.	20.00	20.00	20.00	20.00	20.00	20.00	100.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Subtotal All § 5311 Programs	607.80	619.96	632.36	645.63	659.32	673.30	3,230.57	2.00%	4.04%	6.23%	8.48%	10.78%	2.00%	2.00%	2.10%	2.12%	2.12%
§ 5312 Research	—	20.00	20.00	20.00	20.00	20.00	100.00	—	—	—	—	—	—	—	—	—	—
§ 5312 Component Testing	—	3.00	3.00	3.00	3.00	3.00	15.00	—	—	—	—	—	—	—	—	—	—
§ 5312 Transit Cooperative Research	—	5.00	5.00	5.00	5.00	5.00	25.00	—	—	—	—	—	—	—	—	—	—
Subtotal All § 5312 and former § 5313 Programs Including Amounts Funded from General Funds	77.00	48.00	48.00	48.00	48.00	48.00	240.00	-37.66%	-37.66%	-37.66%	-37.66%	-37.66%	-37.66%	0.00%	0.00%	0.00%	0.00%
§ 5318 Bus Testing Facility	3.00	3.00	3.00	3.00	3.00	3.00	15.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5322(b) Human Resources and Training	—	4.00	4.00	4.00	4.00	4.00	20.00	—	—	—	—	—	—	—	—	—	—
§ 5322(d) National Transit Institute	5.00	5.00	5.00	5.00	5.00	5.00	25.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5335 National Transit Database	3.85	4.00	4.00	4.00	4.00	4.00	20.00	3.90%	3.90%	3.90%	3.90%	3.90%	3.90%	0.00%	0.00%	0.00%	0.00%
§ 5337 State of Good Repair	2,165.80	2,507.00	2,549.67	2,593.70	2,638.37	2,683.80	12,972.54	16.75%	17.72%	19.75%	21.81%	23.91%	16.75%	1.70%	1.73%	1.72%	1.72%
§ 5339(a) Bus and Bus Facilities Formula (Total including Formula Allocation and States and Territories Minimum Allocation)	427.80	427.80	436.38	445.52	454.96	464.61	2,228.25	0.00%	2.00%	4.14%	6.35%	8.60%	0.00%	2.00%	2.10%	2.12%	2.12%
§ 5339(a) Bus and Bus Facilities Formula (Formula Allocation Only)	362.30	337.30	345.88	355.02	364.46	374.11	1,776.75	-6.90%	-4.54%	-2.01%	0.60%	3.28%	-6.90%	2.54%	2.65%	2.66%	2.65%
§ 5339(a) Bus and Bus Facilities Formula (States and Territories Minimum Allocation Only)	65.50	90.50	90.50	90.50	90.50	90.50	452.50	38.17%	38.17%	38.17%	38.17%	38.17%	38.17%	0.00%	0.00%	0.00%	0.00%
§ 5339(b) Bus and Bus Facilities Competitive Grants (Total Including No/Low Emissions Program)	—	268.00	283.60	301.51	322.06	344.04	1,519.22	—	—	—	—	—	—	5.82%	6.32%	6.81%	6.83%
§ 5339(b) Bus and Bus Facilities Competitive Grants (No/Low Emissions Program Only)	—	55.00	55.00	55.00	55.00	55.00	275.00	—	—	—	—	—	—	0.00%	0.00%	0.00%	0.00%
Subtotal All § 5339 Program Bus and Bus Facilities Funds	427.80	695.80	719.96	747.03	777.02	808.65	3,748.47	62.65%	68.29%	74.62%	81.63%	89.03%	62.65%	3.47%	3.76%	4.01%	4.07%
§ 5340 Growing States	262.95	272.30	279.13	286.13	293.31	300.67	1,431.54	3.55%	6.15%	8.82%	11.55%	14.34%	3.55%	2.51%	2.51%	2.51%	2.51%
§ 5340 High Density/States	262.95	263.96	265.30	266.65	268.00	269.36	1,333.28	0.39%	0.90%	1.41%	1.92%	2.44%	0.39%	0.51%	0.51%	0.51%	0.51%
Subtotal all § 5340 Growing States and High Density States	525.90	536.26	544.43	552.78	561.32	570.03	2,764.83	1.97%	3.52%	5.11%	6.73%	8.39%	1.97%	1.52%	1.53%	1.54%	1.55%
Positive Train Control	—	—	199.00	—	—	—	199.00	—	—	—	—	—	—	—	—	—	—
Programs Funded from General Funds																	
Programs Funded from General Funds	2,100.00	2,441.80	2,441.80	2,441.80	2,441.80	2,441.80	12,208.01	16.28%	16.28%	16.28%	16.28%	16.28%	16.28%	0.00%	0.00%	0.00%	0.00%
§ 5309 Fixed-Guideway Capital Investment	1,807.00	2,301.79	2,301.79	2,301.79	2,301.79	2,301.79	11,508.83	20.70%	20.70%	20.70%	20.70%	20.70%	20.70%	0.00%	0.00%	0.00%	0.00%
§ 5312 Transit Research (Also Funded Under Mass Transit Account Programs)	70.00	20.00	20.00	20.00	20.00	20.00	100.00	—	—	—	—	—	—	—	—	—	—
§ 5313 TCRP (Moved to § 5312 Under Mass Transit Account Programs)	7.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ 5314 Technical Assistance and Standards Development	7.00	5.00	5.00	5.00	5.00	5.00	25.00	-28.57%	-28.57%	-28.57%	-28.57%	-28.57%	-28.57%	0.00%	0.00%	0.00%	0.00%
§ 5322 Human Resources and Training	6.00	—	—	—	—	—	0.00	—	—	—	—	—	—	—	—	—	—
§ 5326 Transit Asset Management	1.00	2.00	2.00	2.00	2.00	2.00	10.00	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
§ 5329 Public Transportation Safety	5.00	5.00	5.00	5.00	5.00	5.00	25.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5334 FTA Administration	95.00	105.00	105.00	105.00	105.00	105.00	540.00	10.22%	10.22%	10.22%	10.22%	10.22%	10.22%	0.00%	0.00%	0.00%	0.00%

		MAP-21 FISCAL YEAR 2015 ENACTED LEVELS	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTALS
Trust Fund								
	Obligation Limitation/Contract Authority	\$ 8,595,000,000	\$ 9,347,604,639	\$ 9,733,706,043	\$ 9,733,353,407	\$ 9,939,380,030	\$ 10,150,348,462	\$ 48,705,670,514
5303 (20005(b))	Transit Oriented Development (Discretionary Pilot)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	
5305	Planning Programs	\$ 128,800,000	\$ 130,732,000	\$ 133,398,933	\$ 136,200,310	\$ 139,087,757	\$ 142,036,417	
5303	Metropolitan Transportation Planning	\$ 106,543,360	\$ 108,141,510	\$ 110,347,597	\$ 112,664,897	\$ 115,053,393	\$ 117,492,524	
5304	Statewide Transportation Planning	\$ 22,256,640	\$ 22,590,490	\$ 23,051,336	\$ 23,535,414	\$ 24,034,364	\$ 24,543,893	
5307	Urbanized Area Formula Grants	\$ 4,458,650,000	\$ 4,538,905,700	\$ 4,629,683,814	\$ 4,726,907,174	\$ 4,827,117,606	\$ 4,929,452,499	
5307	Operational Support Of State Safety Oversight	\$ 22,293,250	\$ 22,694,529	\$ 23,148,419	\$ 23,634,536	\$ 24,135,588	\$ 24,647,262	
5307	Passenger Ferry Boat Program	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	
5307	Urbanized Area Formula Grants	\$ 4,406,356,750	\$ 4,486,211,172	\$ 4,576,535,395	\$ 4,673,272,638	\$ 4,772,982,018	\$ 4,874,805,237	
5310	Enhanced Mobility of Seniors and Individuals with Disabi	\$ 258,300,000	\$ 262,949,400	\$ 268,208,388	\$ 273,840,764	\$ 279,646,188	\$ 285,574,688	
5310	Pilot Program for Enhanced Mobility		\$ 2,000,000	\$ 3,000,000	\$ 3,250,000	\$ 3,500,000	\$ 3,500,000	
5311	Formula Grants for Rural Areas	\$ 607,800,000	\$ 619,956,000	\$ 632,355,120	\$ 645,634,578	\$ 659,322,031	\$ 673,299,658	
5311	Formula Grants for Rural Areas	\$ 543,820,600	\$ 552,556,880	\$ 564,708,018	\$ 577,721,886	\$ 591,135,590	\$ 604,833,664	
5311(c)(1)	Public Transportation on Indian Reservations Formula	\$ 25,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	
5311(c)(1)	Public Transportation on Indian Reservations Competitive	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
5311(c)(2)	Appalachian Development Public Transportation Assistance	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	
5311	Projects of National Scope (non add within RTAP)	\$ 1,823,400	\$ 1,859,868	\$ 1,897,065	\$ 1,936,904	\$ 1,977,966	\$ 2,019,899	
5311	Rural Transportation Assistance Program	\$ 12,156,000	\$ 12,399,120	\$ 12,647,102	\$ 12,912,692	\$ 13,186,441	\$ 13,465,993	
5312	Transit Research **		\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	
5312	Research, Development, Demonstration and Deployment	\$ 30,000,000						
5312	Facilities and Equipment Relating to Low/No Emissions Bus	\$ 19,500,000						
5312	Low and No Emissions Buses	\$ 3,000,000						
5312	Other Research, Development, Demonstration and Deploy	\$ 7,500,000						
5312	Component Testing (NEW)		\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	
5312	Transit Cooperative Research (NEW)**		\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
5313	Transit Cooperative Research (Moved to Research)	\$ 3,000,000						
5318	Bus Testing Facility	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	
5322/5314	Human Resources and Training ** (including NTI)		\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	
5322 (d)	National Transit Institute	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
5335	National Transit Database	\$ 3,850,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	
5337	State of Good Repair Grants	\$ 2,165,900,000	\$ 2,507,000,000	\$ 2,549,670,000	\$ 2,593,703,558	\$ 2,638,366,859	\$ 2,683,798,369	
5337	High Intensity Fixed Guideway Formula	\$ 2,104,171,850	\$ 2,435,550,500	\$ 2,477,004,405	\$ 2,519,783,006	\$ 2,563,173,403	\$ 2,607,310,115	
5337	High Intensity Motorbus State of Good Repair	\$ 61,728,150	\$ 71,449,500	\$ 72,665,595	\$ 73,920,551	\$ 75,193,455	\$ 76,488,254	
5339	Bus and Bus Facilities Grants	\$ 427,800,000	\$ 695,800,000	\$ 719,956,000	\$ 747,033,476	\$ 777,024,469	\$ 808,653,915	
5339	Bus and Bus Facilities Formula Grants (total)	\$ 427,800,000	\$ 427,800,000	\$ 436,356,000	\$ 445,519,476	\$ 454,964,489	\$ 464,609,736	
5339	Formula Allocation	\$ 362,300,000	\$ 337,300,000	\$ 345,856,000	\$ 355,019,476	\$ 364,464,489	\$ 374,109,736	
5339	States and Territories Minimum Allocation	\$ 65,500,000	\$ 90,500,000	\$ 90,500,000	\$ 90,500,000	\$ 90,500,000	\$ 90,500,000	
5339	COMPETITIVE GRANTS		\$ 268,000,000	\$ 283,600,000	\$ 301,514,000	\$ 322,059,980	\$ 344,044,179	
5339	No/Low Competitive Grant Program (from within Competitive Program)		(\$55,000,000)	(\$55,000,000)	(\$55,000,000)	(\$55,000,000)	(\$55,000,000)	
5340	Growing States and High Density States Formula	\$ 525,900,000	\$ 536,261,539	\$ 544,433,788	\$ 552,783,547	\$ 561,315,120	\$ 570,032,917	
5340	Growing State Apportionments	\$ 262,950,000	\$ 272,297,083	\$ 279,129,510	\$ 286,132,747	\$ 293,311,066	\$ 300,668,843	
5340	High Density State Apportionments	\$ 262,950,000	\$ 263,964,457	\$ 265,304,279	\$ 266,650,800	\$ 268,004,054	\$ 269,364,074	
	Positive Train Control			\$ 199,000,000				
General Fund								
5308	Expedited Program for Project Delivery of Capital Investment Grants		\$ -		\$ -	\$ -		
5309	Capital Investment Grants	\$ 2,120,000,000	\$ 2,301,785,760	\$ 2,301,785,760	\$ 2,301,785,760	\$ 2,301,785,760	\$ 2,301,785,760	
5312	Transit Research **	\$ 33,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	
5314	Technical Assistance and Training	\$ 4,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
5322	Human Resources and Training **	\$ 500,000						
5334	Administrative Expenses	\$ 105,993,000	\$ 115,016,543	\$ 115,016,543	\$ 115,016,543	\$ 115,016,543	\$ 115,016,543	
5329	Safety Oversight	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
5326	Transit Asset Management	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	
		\$ 2,270,433,000						

\$9,291,604,639

\$9,477,706,043

\$9,676,103,407

\$9,881,880,030

\$ 10,092,848,462