

## Quick Take

### What:

Fixing America's Surface Transportation (FAST) Act.

### Details:

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, and funds federal highway, transit, safety and rail programs with \$305 billion through fiscal year 2020.

### Significance:

Passage of a five-year transportation bill is important due to the long-term nature of transportation projects. The bill ensures federal funding for critical surface transportation improvements.

### Inside the Numbers:

**\$18.2 billion**

Total funding over five years that Texas will receive under the FAST Act.

## FAST Act: 5 Years of Transportation Funding

Aimed at improving the nation's surface transportation infrastructure, the Fixing America's Surface Transportation Act was signed by President Barack Obama on December 4, 2015. The five-year bill replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which expired in September 2014, but continued to authorize transportation programs through multiple extensions.

The FAST Act provides \$305 billion to federal highway and transit programs with funding from both the Highway Trust Fund and the General Fund. Highway programs will receive almost \$226 billion while transit programs are provided with \$61 billion. Texas will receive \$18.2 billion from the FAST Act.

The remaining funds are allocated to the Federal Railroad Administration and Amtrak. The bill also includes a \$7.5 billion rescission of states' unobligated balances as of September 2019. The rescissions would be spread among states and prorated based on the balances held.

Among other changes, the FAST Act emphasizes the importance of goods movement by creating two freight programs. A new competitive grant program addresses large-scale projects of national or regional significance, while a new formula program focuses on highway freight projects.

Also included in the bill, the Surface Transportation Program is renamed the Surface Transportation Block Grant Program and funding allocated to Dallas-Fort Worth and other metropolitan areas increases. The Transportation Alternatives Program, which includes bicycle-pedestrian projects, is now contained within the STBGP with set-aside funding. As has been true with states, metropolitan areas may allow a portion of the transportation alternatives funds to be used for STBGP projects.

The FAST Act also expands on MAP-21 provisions that aim to streamline the environmental review process and accelerate project delivery.

## Comparison of MAP-21 and FAST Act

	MAP-21	FAST
Length	2 years	5 years
Funding	\$105 billion	\$305 billion
Average annual funding	\$52.5 billion	\$61 billion
Total highway funding	\$81.9 billion	\$226.3 billion
Total transit funding	\$21.2 billion	\$61.1 billion

*The previous surface transportation law, MAP-21, expired in 2014 and had been funded by a series of extensions until passage of the FAST Act. This table compares key funding categories in MAP-21 and the FAST Act.*

## New Highway and Transit Programs Created by the FAST Act:

### Nationally Significant Freight and Highway Projects

A new discretionary grant program for freight projects of national or regional significance will provide funding opportunities for highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, intermodal facilities or grade crossings. The program is funded at an average of \$900 million annually.

### National Highway Freight Program

A new formula freight program is established to improve the efficient movement of freight on the National Highway Freight Network. The program is funded at an average of \$1.2 billion annually and is calculated based on the proportion of each state's primary highway freight system mileage.

### Bus and Bus Facilities Grant

A reinstated Bus and Bus Facilities competitive grant program will replace, rehabilitate and purchase buses, vans and related equipment, as well as fund a low- or no-emission bus deployment program.

### Pilot Program for Innovative Coordinated Access and Mobility

A new pilot program will fund efforts that improve the coordination of transportation services that link with non-emergency medical care.

### Expedited Project Delivery for Capital Investment Grants Pilot Program

A new grant program that creates a fast-track approval process for design and construction of selected projects. The program is limited to eight projects partially supported through a public-private partnership and operated and maintained by a provider of public transportation.

Federal-Aid Highway Programs (Formula)	Average Annual Funding	Increase from FY15
National Highway Performance Program	\$ 23.3 billion	6.3%
Surface Transportation Block Grant Program (total with TAP Set-Aside)	\$11.7 billion	15.6%
Surface Transportation Block Grant Program (not including TAP Set-Aside)	\$10.8 billion	7.3%
TAP Set-Aside	\$844 million	3.3%
Congestion Mitigation & Air Quality Improvement	\$2.4 billion	6.1%
Highway Safety Improvement Program	\$2.3 billion	5.7%
Metropolitan Planning	\$343 million	9.5%
National Highway Freight Program	\$1.2 billion	New

*Average annual funding for existing Federal-Aid Highway Formula Programs increased anywhere from 3.3 percent to 15.6 percent, when compared to fiscal year 2015. The National Highway Freight Program is a new program created by the FAST Act; no funding previously existed.*



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