

FAST ACT

- **Congress passed the Fixing America's Surface Transportation—or FAST—Act in December 2015.**
- **As the first long-term surface transportation bill in a decade, this legislation provides:**
 - Five years of Federal funding certainty for highway, highway safety, and transit programs.
 - A modest increase in Federal funding levels, slightly higher than rate of inflation.
 - Reforms to support more efficient delivery of transportation projects.
 - Focused resources to invest in highway freight infrastructure.
 - Continuation of performance-based program implementation as enacted in MAP-21.
- **\$305 billion are provided from Fiscal Years 2016 to 2020; \$281 billion will come from the Highway Trust Fund.**
- **Generally maintaining MAP-21's program structure, about 93 percent of FAST Act highway funds are apportioned to States by formula.**
- **AASHTO embraces the FAST Act's emphasis on multimodal investments, including:**
 - Proportionate funding increases for both highway and transit programs.
 - Formula-based National Freight Program to support highway freight movement.
 - Continuation of bicycle and pedestrian funding program.
 - Authorization of passenger rail funding and programs, including Amtrak.
- **In 2016, AASHTO and its member State DOTs look forward to initial implementation of MAP-21 rules on performance management and provisions of the FAST Act, including:**
 - Streamlined project delivery through an improved review and permitting process that can lower costs and bring benefits to users sooner.
 - Refinement of freight policy and network to match dedicated Federal freight funding.
 - New technologies such as connected and automated vehicles.
 - Further innovations in project financing and procurement.
 - Demonstration of user-fee based alternative revenue mechanisms to sustain the Highway Trust Fund over the long term.
- **Notwithstanding its many positive aspects, the FAST Act is not a perfect bill. We anticipate the following challenges as we move forward:**
 - Average annual funding for highways and transit under FAST is \$57.5 billion. Adjusted for inflation, FAST will fall about \$16 billion short of what the Highway Trust Fund's annual purchasing power provided through Federal programs in 1993, the last time Federal highway user fees were increased.
 - Meanwhile, demands on the transportation system will only continue to grow based on increases in total vehicle miles traveled, urban congestion, transit use, freight movement, and volatile weather patterns.
 - Long-term, sustainable funding for transportation is yet to be achieved. Because the bill relies on \$70 billion of General Fund support, the expected annual gap between Highway Trust Fund income and spending in 2021 is expected to reach \$20 billion.
 - The bill contains language to rescind \$7.6 billion of highway program contract authority in July 2020. This provision will greatly restrict the ability of States to program Federal dollars.
 - While new research activities are mandated, because commensurate increase in funding was not provided, existing research programs will face funding constraints.
 - Highway safety funding has become more restrictive, rendering support for educational activities ineligible under the Highway Safety Improvement Program.