Funding Highlights
Under FAST Act

- No Change to Formulas
- All States Remain Donee States
- Funding is Predictable
- General Fund Transfers = $70 billion
- Transfers Will Mean Larger Bailouts Necessary in 2021
## Allocated Core Highway Programs
### Current vs. FAST Act

<table>
<thead>
<tr>
<th>2015</th>
<th>2016–2020</th>
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<tbody>
<tr>
<td>National Highway Performance Program</td>
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<tr>
<td>Surface Transportation Program</td>
<td>Surface Transportation Block Grant Program (STBGP)</td>
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<td>Highway Safety Improvement Program</td>
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<td>Railway–Highway Crossings Program</td>
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<td>Congestion Mitigation and Air Quality Improvement Program</td>
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<td>Metropolitan Planning Program</td>
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<tr>
<td>Transportation Alternatives Program</td>
<td>Folded into STBGP</td>
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<td>National Highway Freight Program (NEW).</td>
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• Refocuses on National Priorities

  • Facilitates commerce and the movement of goods by expanding the National Highway Freight Network

  • Refocuses existing funding to create a new formula program – the National Highway Freight Program – for highway freight projects, and a new competitive grant program – the Nationally Significant Freight and Highway Projects Program – for large-scale projects of national or regional importance

  • Expands funding available for bridges off the National Highway System

• Increases Flexibility

  • Converts the Surface Transportation Program (STP) to a block grant program, maximizing the flexibility of STP for states and local governments

  • Increases the amount of STP funding that is distributed to local governments from 50 percent to 55 percent over the life of the bill

  • Provides states and local governments with increased flexibility by rolling the Transportation Alternatives Program into STP, and allowing 50 percent of the local’s transportation alternatives funding to be used on any STP-eligible project

- Streamlines Reviews, Reduces Bureaucracy & Increases Transparency
  - Streamlines the environmental review and permitting process to accelerate project approvals
  - Eliminates duplicative regulatory processes by creating a pilot program to empower states to use their own existing environmental laws and regulations if their laws are at least as stringent as the National Environmental Policy Act (NEPA)
  - Improves transparency by tracking the status of all projects undergoing environmental review

• Promotes Innovative Technologies & Financing
  
  • Promotes the deployment of transportation technologies and congestion management tools that support an efficient and safe surface transportation system

  • Encourages installation of vehicle-to-infrastructure equipment to reduce congestion and improve safety

  • Updates federal research and transportation standards development to reflect the growth of technology in transportation

  • Promotes private investment in our surface transportation system

• Additional Provisions
  • Increases funding for highway–railway grade crossings
  • Removes a costly and onerous requirement which would have required states to collect superfluous data on unpaved and gravel roads
  • Bans the use of funding for automated traffic enforcement systems
Highway and Motor Vehicle Safety

• Enables states to spend more funds on the pressing safety needs unique to their state by increasing the percentage of National Priority Safety Program funds that can be spent on each state’s traditional safety program

• Reforms the Impaired Driving Countermeasures, Distracted Driving, and State Graduated Driver License Incentive programs to reduce barriers to state eligibility and improve incentives for states to adopt laws and regulations to improve highway safety
Highway and Motor Vehicle Safety

- Focuses funding for roadway safety critical needs
- Incentivizes states to establish programs to enhance safety for bicyclists, pedestrians, and other non–motorized users
- Reduces administrative burdens on states by requiring NHTSA to accept highway safety plans in electronic form