

MAP-21 vs. FAST Act Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	FAST Act (H.R. 22)
<p>Long-term Funding Certainty</p> <p><i>Counties need long-term funding certainty to plan, fund and deliver transformative transportation projects.</i></p>	<ul style="list-style-type: none"> MAP-21 was passed in the summer of 2012 and provided a two-year authorization of surface transportation programs, which has been extended four times. 	<ul style="list-style-type: none"> The FAST Act is a fully funded five-year authorization of surface transportation programs.
<p>Increased Investment</p> <p><i>Current levels of federal spending on transportation have failed to meet the needs of America's infrastructure, including county owned highways, bridges and transit systems.</i></p>	<ul style="list-style-type: none"> MAP-21 authorized a total of \$105 billion from FY13 – FY14 for highway and transit programs (an average of \$52.5 billion per year). 	<ul style="list-style-type: none"> The FAST Act authorizes a total of \$280 billion in spending from the Highway Trust Fund over FY 16 – FY 20 for highway and transit programs (an average of \$56.2 billion per year).
<p>Increased Funding for Locally Owned Highways and Bridges</p> <p><i>Counties and other local governments are major owners of the nation's transportation system, collectively owning 50 percent of the National Bridge Inventory and 78 percent of the nation's road miles, including 43 percent of all federal-aid highways.</i></p>	<ul style="list-style-type: none"> MAP-21 consolidated and eliminated a number of federal-aid highway programs, including some that provided funding for county infrastructure. Overall, these changes caused a 30 percent decrease in the funding available to locally owned highways and bridges. 	<ul style="list-style-type: none"> The FAST Act makes more federal-aid highway dollars available to locally owned highways and bridges. The bill also increases the overall funding for the Surface Transportation Program (STP) – now rebranded the Surface Transportation Block Grant Program (STBGP) and opens up the National Highway Performance Program (NHPP) to support all on-system bridges – essentially making an additional \$116.4 billion available to locally owned infrastructure, which more than repairs the 30 percent decrease in funding that occurred under MAP-21.

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<p>Surface Transportation Program (STP)</p> <p><i>STP provides flexible funding that may be used by counties for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects.</i></p>	<ul style="list-style-type: none"> MAP-21 expanded the list of projects eligible for STP funding and provided approximately \$10 billion annually for the program. 	<ul style="list-style-type: none"> The FAST Act authorizes a total of \$58.3 billion for the STBGP, which includes flexible STP funding as well as set-aside funding for off-system bridges (\$776.5 million annually), recreational trails and other alternative transportation projects. <p style="text-align: center;"><u>Total Authorized Amounts for STBGP</u></p> <p style="text-align: center;">FY 16: \$11.2 billion FY 17: \$11.4 billion FY 18: \$11.7 billion FY 19: \$11.9 billion <u>FY 20: \$12.1 billion</u> Total: \$58.3 billion</p> <p style="text-align: center;"><u>Authorized Amounts for STBGP – STP Only</u></p> <p style="text-align: center;">FY 16: \$10.3 billion FY 17: \$10.6 billion FY 18: \$10.8 billion FY 19: \$11.0 billion <u>FY 20: \$11.3 billion</u> Total: \$54.05 billion</p>
<p>Bridge Funding</p> <p><i>While counties own 39 percent of the National Bridge Inventory, they own a disproportionate amount of the nation’s structurally deficient bridges, making bridge repair, rehabilitation and replacement top priorities for county governments.</i></p>	<ul style="list-style-type: none"> Prior to MAP-21, all bridges were eligible for funding under the Highway Bridge Program. MAP-21 eliminated the Highway Bridge Program, shifting a majority of the program’s funding under the NHPP program and putting funding for off-system bridges under the STP program. Under MAP-21, 77 percent of the National Bridge Inventory relies on funding from the STP program. Off-System Bridge Set-aside: Under MAP-21, States are required to obligate a portion of their STP funds for bridges not on Federal-aid highways– equaling about \$776.4 million on an annual basis. 	<ul style="list-style-type: none"> The FAST Act maintains the current off-system bridge set-aside, providing \$776.5 million annually out of the states’ share of the STP program. The bill also allows for all on-system bridges to be funded through the NHPP program, which receives a total of \$116.4 billion from FY 16 – FY 20. In addition, the FAST Act expands and grows the STP program, providing additional funding for a wide variety of projects, including bridge repair, replacement and rehabilitation projects.

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<p>Increased Suballocation to Local Areas</p> <p><i>Local governments understand the transportation needs, conditions and circumstances of their communities. Increasing the amount of STP dollars that is sub-allocated to local areas will put more funding in the hands of local decision-makers and allow communities to prioritize projects with the greatest need.</i></p>	<ul style="list-style-type: none"> Under MAP-21, states are required to sub-allocate 50 percent of the program's funding to local areas. Out of the other 50 percent, states must obligate a designated amount for the off-system bridge set-aside with the balance remaining under the discretion of the state departments of transportation. Across all states, about \$5 billion is sub-allocated annually. 	<ul style="list-style-type: none"> The FAST Act increases the amount of STP funding that is sub-allocated to local areas from 50 percent to 55 percent over the life of the bill. Across all states, the amount sub-allocated to local areas would grow from approximately \$5.2 billion in FY 16 to \$6 billion in FY 20. <p style="text-align: center;">Suballocation Amounts</p> <p style="text-align: center;">FY 16: 51% sub-allocated = \$5.2 billion FY 17: 52% sub-allocated = \$5.4 billion FY 18: 53% sub-allocated = \$5.6 billion FY 19: 54% sub-allocated = \$5.8 billion <u>FY 20: 55% sub-allocated = \$6.0 billion</u> Total \$28 billion</p>
<p>Funding for Rural and Urban Public Transportation Systems</p> <p><i>Counties are involved with the ownership and/or operation of a third of the nation's public transportation systems. Federal funding for public transportation supports everything from major projects in urban areas to critical community connections for transit-dependent populations in rural areas.</i></p>	<ul style="list-style-type: none"> MAP-21 provided funding for numerous public transportation programs that support county governments, including the urban and rural public transportation formula grants programs. MAP-21 also reduced funding for the Bus and Bus Facilities program and changed the program from a discretionary program (that had been largely earmarked) to a formula program. 	<ul style="list-style-type: none"> The FAST Act authorizes a total of \$61.1 billion for public transportation programs. In addition to authorizing higher overall funding levels for urban and rural public transportation formula grant programs, the bill continues the Bus and Bus Facilities formula grant program and establishes new competitive bus grant programs to help with capital investments. <p style="text-align: center;">FY16-20 Total Funding Authorizations</p> <p style="text-align: center;">Urbanized Area Form. Grants ---\$23.65 billion Rural Form. Grants -----\$3.23 billion Bus and Bus Facilities Form. -----\$2.23 billion Competitive Bus Grants* -----\$1.52 billion</p> <p><i>*Includes funding for bus and bus facilities grants and low or no emission grants.</i></p>