

Federal Reauthorization

- Fixing America's Surface Transportation Act (FAST Act)
- Five years of federal funding certainty
 - FY 2016-2020
- Largely avoids big controversial new initiatives
- Some issues remain on the horizon
 - Continues reliance on non-transportation revenue sources
 - Deficit between revenue and funding to approach \$20 billion/year

FAST Act Nationwide Funding

(in millions)	FY 2015	FY 2016-2020 Annual Average	Increase FY 15 vs. FY 2016-20 annual ave.	FY 2016-2020 Total
Highways	\$40,995	\$45,038	9.9%	\$225,190
Transit	\$10,689	\$12,223	14.3%	\$61,113
Safety	\$1,252	\$1,392	11.2%	\$6,960
Rail	\$1,390	\$2,071	49.0%	\$10,355
Other	\$98	\$308	213.6%	\$1,541
Total	\$54,424	\$61,032	12.1%	\$305,158

FAST Act Highway Funding to Michigan

(in millions)	IMAP-21		FAST Act			
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Total Apportioned Highway Program Funding	\$1,016	\$1,068	\$1,090	\$1,114	\$1,139	\$1,166
Increase from Prior Year	0.0%	5.1%	2.2%	2.2%	2.2%	2.4%

Highway Funding to Michigan

