

How Will Federal-Aid Highway Program (FAHP) Formula Contract Authority Be Divided Between States and Amongst Programs?

Per 23 U.S.C. §104, sections 1101(a) and 1104 of the STRR Act, and sections 11101(a) and 11103 of the DRIVE Act

	Current Law (MAP-21) and Extension	House (STRR Act)	Senate (DRIVE Act)
What is the annual total FAHP contract authority amount?	FY 2013 - \$37,476,819,674 FY 2014 - \$37,798,000,000 FY 2015 - \$37,398,000,000	FY 2016 - \$38,419,500,000 FY 2017 - \$39,113,500,000 FY 2018 - \$39,927,500,000 FY 2019 - \$40,764,000,000 FY 2020 - \$41,623,000,000 FY 2021 - \$42,483,000,000	FY 2016 - \$39,579,500,000 FY 2017 - \$40,771,100,000 FY 2018 - \$42,127,100,000 FY 2019 - \$43,476,400,000 FY 2020 - \$44,570,700,000 FY 2021 - \$45,690,900,000
How much is each State's share of total FAHP contract authority each year?	Each year the national FAHP contract authority total is multiplied by each state's percentage share of total formula apportionments in FY 2012.	Each year the national total FAHP base apportionment and the supplemental NHPP and STBGP amounts per 23 U.S.C. §104(h) are multiplied to each state's percentage share of total formula apportionments in FY 2015.	Each year the national FAHP contract authority total is multiplied by each state's percentage share of total formula apportionments in FY 2014.
Donor state adjustment?	Then all state apportionments are adjusted, if necessary, to ensure that each state is apportioned at least 95 percent of the dollars it contributed to the HTF Highway Account in the most recent year for which data is available.	No change from MAP-21.	No change from MAP-21.
Any allocated programs taken "off the top" of the national apportionment total?	No.	\$3.5 million per year for allocated SAFETEA-LU safety programs is taken off the top, per section 1408 of STRR and section 1519(a) of MAP-21	No.
How are transportation alternatives handled?	An amount of FAHP contract authority equal to 2 percent of that year's total FHWA C.A. is set aside for transportation alternatives in 23 U.S.C. §213, with each state's share of the 2 percent based on its share of total transportation enhancement funding in FY 2009.	A fixed amount (\$819.9 million) is taken off the top for a transportation alternatives set-aside of the STBGP, with each state's share of the \$819.9 million being the same as the state's share of total apportionments.	A fixed amount (\$850 million) is taken off the top of each year's total FAHP contract authority amount for TA under §213. Each state's share of the \$850 million is the same as the state's share of the TA program under MAP-21.
Are there other funds taken "off the top" of the national apportionment total?	No.	\$200 million over FY16-18 of NHPP and \$924 million over FY16-21 of STBGP is set aside and re-apportioned as supplemental funding for those programs which is not subject to the set-asides and percentage divisions shown below.	No.
First item taken "off the top" of each state's total?	FHWA determines how much of each state's FY 2009 formula money went to CMAQ funding and then multiplies that percentage times the state's remaining apportionment total.	No change.	No change.
Second item taken "off the top" of each state's total?	Nothing.	Nothing.	FHWA then multiplies each state's share of that year's total apportionments and multiplies it times the amount of the annual National Freight Program authorization (rising from \$1.0 in FY16 to \$2.5 billion in FY21) and sets that money aside in the state's annual apportionment.
Metropolitan Planning takedown?	FHWA determines how much of each state's FY 2009 formula money went to MP and then multiplies that percentage times the state's apportionment total. This has the effect of slightly reducing the earlier CMAQ calculations.	No change.	No change except for the addition of the National Freight Program to the list of items to which the MP takedown applies.
NHPP State Total	63.7 percent of a state's remainder after TA, CMAQ and MP set-asides/takedowns.	No change.	65.0 percent of a state's remainder after TA, CMAQ, MP and NFP set-asides/takedowns.
STP State Total	29.3 percent of a state's remainder after TA, CMAQ and MP set-asides/takedowns.	No change except to rename the program the "Surface Transportation Block Grant Program"	29.0 percent of a state's remainder after the CMAQ, MP and NFP set-asides/takedowns.
HSIP State Total	7.0 percent of a state's remainder after TA, CMAQ and MP set-asides/takedowns.	No change.	6.0 percent of a state's remainder after the CMAQ, MP and NFP set-asides/takedowns.