

# FAST FACTS ABOUT THE FAST ACT:

## Federal Highway Investment Drives U.S. Economic Activity

As Congress deliberates on a multi-year infrastructure investment package, new research from the Washington, D.C.-based American Road & Transportation Builders Association (ARTBA) spotlights outcomes under the 2015 Fixing America's Surface Transportation (FAST) Act law, and its impacts on every community across the country.

Between fiscal year (FY) 2016 and FY 2020, states leveraged **nearly \$200 billion in federal funds to support over \$340.5 billion in new highway and bridge program improvements**, according to ARTBA Chief Economist Dr. Alison Premo Black. States also used program revenues to continue to support projects already underway.

Here are several key facts that underscore the opportunity Congress has to build on the successes of the FAST Act and the federal highway program.

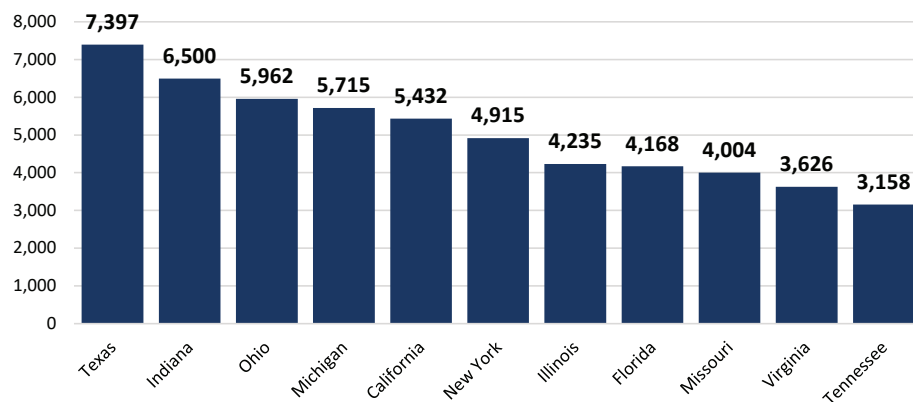
### #1

#### The FAST Act Supported Nearly 111,000 New Highway & Bridge Improvements

States moved forward with **nearly 111,000 new federal-aid projects** during the five-year law. Projects were approved to begin in over 3,130 U.S. counties, boroughs, and parishes.

Most federal-aid projects—98 percent—are expected to cost less than \$25 million each, averaging \$1.7 million per project. Thirty-two projects in 17 states are each expected to cost \$500 million or more.

Number of New Projects Approved Under the FAST Act, FY 2016-2020



### #2

#### Federal-Aid Leveraged for Improvements on the Interstate & National Highway System

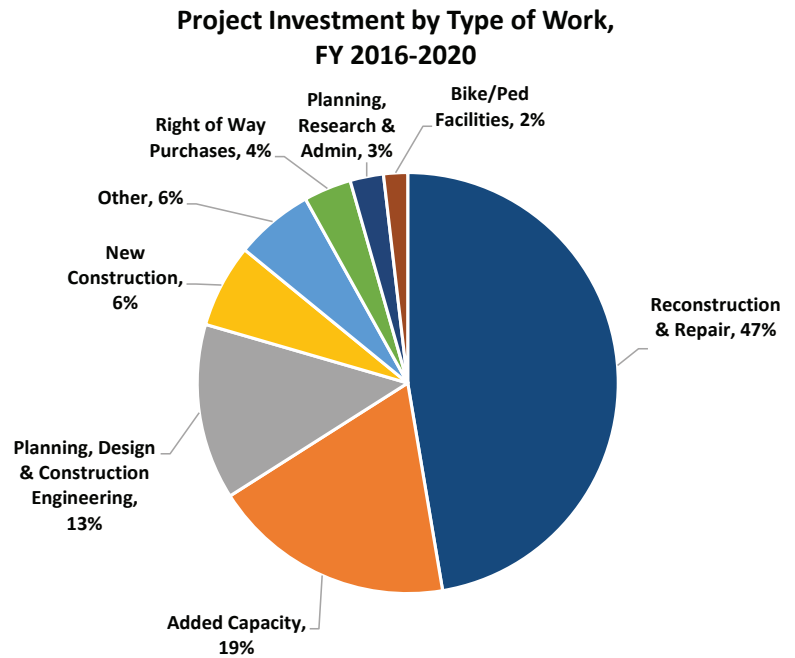
FAST Act projects were focused on the major freight corridors across the country. One-third of the investment, or \$113 billion, was dedicated to highway and bridge projects on the Interstate Highway System. Another 30 percent, or \$102 billion, went towards work on the National Highway System. Other federal-aid highways accounted for 26 percent of the total, or \$90 billion.

# #3

## States Prioritized Major Reconstruction & Repair Work

Major repair and reconstruction continued to be a priority, accounting for an average 47 percent of the total investment of \$340.5 billion, or 59,729 projects. There were eight states that dedicated over two-thirds of funding for this type of work, including: Alabama (76 percent), Minnesota (74 percent), Missouri (74 percent), South Dakota (71 percent), Maine (71 percent), Connecticut (70 percent), North Dakota (68 percent), Ohio (66 percent), and New Mexico (66 percent).

States used federal funds to support adding capacity to an existing road or bridge, representing 19 percent of total costs on 3,769 projects. This could include widening a lane or shoulder, adding a turn lane, or constructing a thru lane on an existing right of way.



# #4

## Federal Investment Supports Major Projects

Overall, some of the largest highway investments approved during the FAST Act include:

- Virginia: Design-build contract of I-64 Hampton Road Bridge & Tunnel Expansion (\$3.6 billion)
- Alabama: I-20/59 Bridge Replacement and approaches (\$2.46 billion)
- Florida: Gateway Expressway New Road Construction (\$1.9 billion)
- California: Interstate 405 from SR 73 to Interstate 605—add Toll Expressway (\$1.9 billion)
- Michigan: I-75 from 8-mile Road to 13 Mile Road (\$1.45 billion)

Major FAST Act bridge projects include:

- New Jersey: Camden County Oversight Bridge Replacement (\$718 million)
- New York: Hunts Point Truck Access Improvements Phase 1 (\$571 million)
- Florida: Pensacola Bay Bridge Replacement (\$444 million)
- New York: KGI Infrastructure & Operational Improvements (\$366 million)
- New York: Rehab Brooklyn Bridge Manhattan Approaches (\$272 million)

## LEARN MORE

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## About ARTBA

Established in 1902, ARTBA brings together all facets of the U.S. transportation construction industry to responsibly advocate for infrastructure investment and policy that meet the nation's need for safe and efficient travel.