THE END OF THE ROAD?

THE LOOMING FISCAL DISASTER FOR TRANSPORTATION

Transportation for America

About this report

For Transportation for America, this report was written by Sarah Kline and edited by James Corless and David Goldberg with layout and design by Stephen Lee Davis. Data tables prepared by Michelle Ernst.

This report can be viewed and downloaded online, with all applicable data tables, on our website at t4america.org/maps-tools

About us

Transportation for America
1707 L Street, N.W. Ste. 250
Washington, DC 20036
202-955-5543

t4america.org
@t4america on Twitter
/transportationforamerica on Facebook

WHO WE ARE

Transportation for America is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions. These are the investments that hold the key to our future economic prosperity.

THE END OF THE ROAD?

THE LOOMING FISCAL DISASTER FOR TRANSPORTATION

America is at a crucial decision point for transportation. The nation's transportation trust fund is facing a crisis. The gasoline tax that has sustained the federal transportation program since the middle of the last century is no longer keeping up with investment needs. Starting this fall, every dollar of gas tax revenues collected will be needed to cover the federal share of projects already promised to states, regions, and transit agencies, according to the Congressional Budget Office.

Unless Congress adds new revenue to the trust fund, the federal government will be unable to commit to funding new projects, depriving states and localities of resources critical to maintaining and improving the infrastructure that makes our economy possible. At the same time, Congress has an opportunity to reform and reinvigorate one of our most important infrastructure programs in order to boost today's economy and ensure future prosperity. The federal law that sets national transportation policy and investment levels — known as MAP-21 — expires on October 1, 2014. As Congress reconsiders this vital program, business and elected leaders across the country are calling on their representatives not only to save the transportation trust fund, but also to refocus federal transportation policy on locally-driven, innovative transportation solutions.

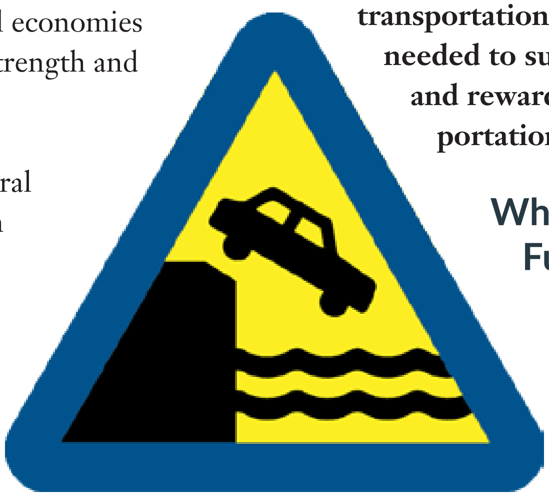
This report examines the impact of Congressional inaction on the transportation needs of each state and metropolitan area, a potential loss of nearly $47 billion that would jeopardize the nation's future economic growth. It demonstrates why Congress must act — and soon — to avoid depriving states and communities of the critical resources needed to provide the 21st century transportation networks that allow people to thrive and businesses to succeed.

Introduction

Cities, towns, and suburbs across the country are working hard to make sure that they have the transportation networks they need to keep their local economies strong. They know they need to repair roads and bridges to handle 21st century demands. They are planning to build new transit lines to bring workers to jobs. They want to fix bottlenecks that slow freight shipments through our ports, rail lines and roadways. In short, they know they have to take the steps needed to keep their economies strong. When they are successful, the entire nation benefits, as local economies are the foundation of America's strength and vitality.

Throughout our history, the federal government has been a partner in these efforts. In some cases the federal government has been the leader, such as President Lincoln's efforts to build the Transcontinental Railroad during the Civil War and President Eisenhower's work on the Interstate Highway System during the 1950s. In many cases, though, the federal government has been a supportive partner as states have designed and built the infrastructure they need to address the challenges of moving people to work and goods to market.

Today, this partnership is on the brink of collapse. The Highway Trust Fund, the federal government's primary source of support for transportation projects, is facing insolvency. If Congress does not act to shore up the trust fund, the federal support that states and regions have been counting on for next year's projects simply will not be there.



This report examines the impact of Congressional inaction on the transportation needs of states and metropolitan areas: **a potential loss of $46.8 billion to state and local governments**, which would jeopardize the nation's future economic growth. The report concludes that Congress must not abandon its state and local partners at this critical moment.

Instead, the nation must seize the opportunity to enact a 21st century investment plan for transportation and make the policy reforms needed to support strong local economies and reward smart, locally driven transportation innovations.

What is the Highway Trust Fund and why does it matter?

The Highway Trust Fund is the nation's primary source of transportation funding, sustained by revenues from taxes on motor fuels and other transportation-related taxes. The 18.4-cent per gallon tax on gasoline is the largest revenue source for the trust fund. Trustfund revenues are then provided to states, regions, and transit agencies by the U.S. Department of Transportation according to a set of distribution formulas enacted by Congress. Some of the funding is narrowly targeted to specific transportation needs, such as highway safety or maintenance of the National Highway System, while other funding can be used for a wide variety of transportation projects.

Until recently, the Highway Trust Fund had for decades provided stable and growing funding for states and localities. In 1998, Congress decreed

Unless Congress adds new revenue to the trust fund, the federal government will be unable to commit to funding new projects, depriving states and localities of resources critical to maintaining and improving the infrastructure that makes our economy possible.

that the revenues deposited in the trust fund could only be used for transportation. They cannot be used to pay for other government programs. This so-called "firewall" between the Highway Trust Fund and the rest of the federal budget has enabled the federal government to make multi-year commitments of funding to states and local governments without fear that the money would be diverted in some future year for other priorities. The certainty that this mechanism provided to states and regions allowed them to plan multi-year transportation investments.

States and regions depend upon these commitments to address their transportation needs. **As Table 1 shows** (*at the end of this report*), federal funds make up a significant portion of state transportation budgets. Should these funds not materialize in any given year, states would find themselves trying to plug a large hole in their budgets — or worse, deferring needed projects, perhaps indefinitely. Local leaders looking for a strong federal partner to help them achieve their regional transportation goals would be turned away.

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If Congress does not act, states, transit agencies and local governments will find themselves facing large holes in their transportation budgets in the coming fiscal year, unable to make the investments they need to maintain their infrastructure and prepare for the future.

The current crisis

Every few years, Congress authorizes — and the President signs into law - the amount of revenue from the Highway Trust Fund that may be expended each year by the Department of Transportation. Until 2012, generally speaking, each multi-year authorization was larger than the last as gas tax revenues grew. But that changed in 2012, as Congress faced a new dilemma: how to pass a transportation bill when gas tax revenues had fallen behind.

The problem actually started with the previous transportation bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU"), passed in 2005. As Congress was negotiating funding levels for that bill, gas tax revenues flowing into the Highway Trust Fund (plus existing balances) were projected to be high enough to support an increase in the amount of authorized expenditures through 2009. Problems could be seen on the horizon as even then it was clear that the trust fund would be unable to support continued increases after 2010, but Congress decided to leave that problem for another day. Federal lawmakers authorized increased funding levels in SAFETEA-LU, figuring they had another few years to figure out how to shore up the trust fund before authorizing the next set of expenditures for 2010 and beyond.

At the same time, however, changes were taking place across America that suppressed gasoline sales, and therefore gas tax receipts, even as construction costs increased:

- For one, the number of miles being driven per person in the United States stopped growing over the last decade and appears to be in decline.
- When the economic downturn hit in 2008, driving took an even greater hit as the high unemployment rate led many people to reduce their driving even more.

- At the same time, vehicles are becoming more efficient, traveling more miles on fewer gallons of gasoline.
- Revenues into the Highway Trust Fund began to fall short of projections. By 2008, there was already a gap between the revenues coming into the trust fund, and the expenditures that had been authorized by Congress in SAFETEA-LU.

Congress addressed this shortfall by plugging the hole with money from the general fund — that is, taxes and fees collected by the federal government that are not specifically directed to any particular program. Lawmakers transferred **$8 billion** in general funds into the Highway Trust Fund in 2008. But the problem continued. So in 2009, Congress transferred another **$7 billion** into the trust fund. In 2010, another **$19.5 billion**. The 2012 authorization bill, Moving Ahead for Progress in the 21st Century ("MAP-21"), continued SAFETEA-LU's funding levels and filled the gap between those levels and the actual revenues coming into the Highway Trust Fund with a general fund transfer of **$18.8 billion.**

MAP-21 expires on September 30, 2014. Congress has not taken steps to address the shortfall in Highway Trust Fund revenues beyond that date. The situation is now dire. **Without action by Congress, federal support for new transportation projects could drop to zero this fall.**

To understand why, it is important to understand that the federal transportation programs are "reimbursable" programs. USDOT tells states, regions, and transit agencies each year what federal funding amount they can expect from that year's congressional authorization. Then, the states, regions, and transit agencies undertake transportation projects and pay for project costs as they occur — sometimes over multiple years. USDOT reimburses them for these expenditures as they are made.

TENNESSEE STOPS WORK ON NEW PROJECTS

Because of uncertainty about future federal funding, the Tennessee Department of Transportation has halted engineering on new projects. TDOT Commissioner John Schroer reports that with a loss of federal dollars, the department would need to pare back its plan to work "exclusively on the maintenance of our existing pavement and bridges rather than new projects." Limited funding could jeopardize projects that many regional leaders have planned to limit congestion and maintain quality of life as population booms.

ILLINOIS'S SIX-YEAR PLAN THREATENED

The governor recently announced a six-year transportation plan to complete dozens of key projects, including the Englewood Flyover freight and passenger rail project, bridge replacements along the Stevenson Expressway, repaving and repair on I-74 in Decatur and reconstruction of Rte. 2 in Rockford. But because the plan anticipates using $6.99 billion in federal funding to match $1.16 billion in state funding and $450 million in local funding, projects may not make it off the drawing board without new funding.

ARKANSAS BEARS UP UNDER BAD BRIDGES, NEEDED MAINTENANCE

Ten bridge replacement, road repair and highway expansion projects set to go forward this summer have been pulled by the Arkansas State Highway & Transportation Department because of uncertainty about federal reimbursement. Arkansas has nearly 900 structurally deficient bridges that carry a total of more than 1.5 million vehicles a day.

In other words, USDOT commits each year to providing a certain amount of funding to states, regions, and transit agencies, but does not actually give them the cash upfront, instead reimbursing them over time as needed.

What does that mean for the Highway Trust Fund? According to the Congressional Budget Office, all of the gas tax revenues that are expected to come into the Highway Trust Fund in the next fiscal year will be needed to pay for commitments USDOT has already made to states, regions, and transit agencies. Without new revenues being added to the trust fund, USDOT will not be able to make any new commitments of funding for transportation in the coming fiscal year.

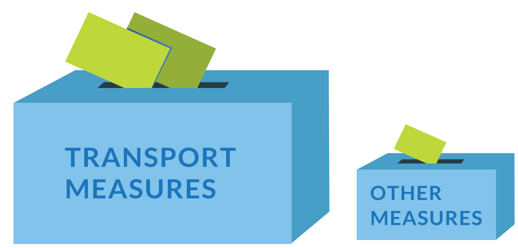
As discussed above, communities have developed multi-year transportation plans that count on federal funding being available in the future. Local leaders are requesting important changes in the next transportation bill to the way federal funding is allocated so that they can access needed support for locally developed projects. If nothing is done, these plans and projects would be stopped in their tracks, with real — and likely lasting — effects on the nation's economy.

How much do states, regions, and local transit agencies stand to lose? Under the assumption that federal funding in fiscal year 2015 would have been the same as it was in fiscal year 2014 (a conservative assumption, given that annual transportation funding levels generally increase slightly from year to year), communities across America can expect to see a **$46.8 billion** hole in their transportation budget for projects that would otherwise have begun next year. **Table 2** (*at the end of this report*) shows how that number breaks down among states; **Table 3** (*at the end of this report*) shows the breakdown among metropolitan areas.

We need an investment plan for the 21st century

Our nation faces serious infrastructure challenges. Freight bottlenecks slow the movement of goods upon which our economy depends. Bridges, roads, transit systems and railways are in need of repair, while at the same time, America's growing and increasingly diverse population requires more innovative mobility options than ever before.

To address these challenges, states and local communities are raising their own revenues through legislative action and ballot measures. Last year, 73 percent of local transportation ballot measures passed, and 10 states raised revenue for transportation, according to data from the Center for Transportation Excellence. Even with these efforts, states and localities cannot address the full range of transportation needs on their own.



Transportation ballot measures pass at twice the rate of all other ballot measures.

Over the last decade, states and local governments have provided just over half of the funding for transportation projects; the federal government provided the rest.

To shore up the trust fund and preserve this partnership, Congress could choose from a range of options — increasing the gas tax and indexing it to inflation, enacting a sales tax on gasoline, or imposing a per-barrel oil fee, as examples.

With the trust fund on a sound footing and a fresh focus on innovation and economic return, state and local leaders will have a green light to reach for economic opportunity for all. Congress must act — and soon — to prevent that light from turning red.

Recommendations

After conversations with business, civic and elected leaders in communities throughout the country, Transportation for America has developed these recommendations for putting the federal transportation program, and the nation, on a sound footing:

- Congress should provide an additional $30 billion per year — from a stable, dedicated revenue source — to support all modes of surface transportation. This funding should be used both for the programs that repair and preserve our aging infrastructure, as well as for new programs that support locally driven projects that spur economic growth. (For more details, see Transportation for America's revenue proposal at t4america.org/our-vision/investment)

- The transportation law that succeeds MAP-21 should focus on programs and policies that spur local initiative and innovation through competition and incentives. Greater local access to federal funding, combined with policies to reward good performance, will help to ensure that the federal transportation program provides a strong return on investment for taxpayers. (For more details, see Transportation for America's policy platform at t4america.org/policies)

PROJECTS LIKE THESE COULD BE THREATENED

Bridge out ahead

Boise, Idaho // Broadway Bridge

Broadway Bridge in downtown Boise has the lowest structural rating of any bridge in the state. On game days at Boise State University, thousands of people crowd the narrow 4-foot sidewalks to cross the critical choke point for traffic in the area. Given its degraded condition, the bridge could require weight restrictions or closure at any time. The Broadway Bridge replacement, scheduled for 2015, is one of few new construction projects in a state plan dedicated almost entirely to maintaining existing roads. The Idaho Transportation Department is partnering with the city of Boise on the design to ensure the new bridge serves the needs of city residents and will enhance the neighborhood. Sidewalks will be expanded to 10 feet and bicycle lanes will be added on the bridge and adjoining sections of Broadway Avenue; and there will be new connections to the Greenbelt, a regional recreational trail that passes under the bridge. The total project cost is pegged at $11.2 million, and the federal share of $10.4 million is at risk.

Still waiting on the bus

Columbus, Ohio // Expanded and upgraded bus service

Columbus, OH, home to a major university and Ohio's state government, is a growing region with a projected 22 percent growth in transit ridership this decade. To accommodate demand, the Central Ohio Transit Authority plans to add 29 new buses to its fleet in 2015, replacing some of its dilapidated buses and adding 12 buses to the peak-time fleet. New buses are critical to get residents across the region to work. Residents in the region support transit service through a voter-approved local sales tax and the agency is using primarily local funds to rehab a garage to service the new buses, but the agency plans for federal matching funds to purchase new buses. In addition to adding service on existing routes, COTA is planning the region's first bus rapid transit corridor on Cleveland Avenue.

A top priority back on the shelf

Quad Cities, Illinois // I-74 bridge project

The I-74 bridges connecting Iowa and Illinois carry nearly half the traffic each day between the cities of this bi-state region where one of five workers crosses the river to go to work. The narrow, obsolete bridges date back to 1935 and were never meant to be part of an interstate highway system. This stretch of road sees more than three times as many crashes as comparable corridors and increased traffic on the bridge has created a critical bottleneck that also affects freight passing through the middle of the country on the national freight network. Replacing the I-74 bridges have been a top priority for regional leaders for the last two decades. When Illinois and Iowa DOTs released a construction plan for coming years including more than $800 million programmed for the central bridge span, The Quad City Times editorialized that "The Quad-Cities' biggest public construction project in history seems to suddenly move from planning to action." Yet collapsing federal funding would threaten that progress. Illinois' improvements on adjoining streets have begun and Iowa is scheduled to begin construction next year. Beyond just next year, though, the long-term funding uncertainty created by the insolvent trust fund jeopardizes the progress of the entire corridor project, which will depend on reliable federal contributions.

Table 1: Federal dollars as a percentage of state (capital) transportation budgets (2001-2012)

State	Federal Share
Alabama	67.5%
Alaska	93.3%
Arizona	49.9%
Arkansas	63.0%
California	48.1%
Colorado	52.3%
Connecticut	71.3%
Delaware	42.5%
District of Columbia	52.1%
Florida	39.3%
Georgia	60.4%
Hawaii	70.5%
Idaho	68.0%
Illinois	41.6%
Indiana	55.2%
Iowa	58.8%
Kansas	48.4%
Kentucky	44.7%
Louisiana	50.4%
Maine	56.4%
Maryland	49.4%
Massachusetts	38.0%
Michigan	42.3%
Minnesota	60.9%
Mississippi	64.8%
Missouri	63.2%
Montana	88.0%
Nebraska	48.2%
Nevada	52.9%
New Hampshire	64.7%
New Jersey	35.0%
New Mexico	71.7%
New York	44.1%
North Carolina	48.3%
North Dakota	77.9%

State	Federal Share
Ohio	59.0%
Oklahoma	61.6%
Oregon	54.5%
Pennsylvania	47.4%
Rhode Island	98.1%
South Carolina	79.5%
South Dakota	72.0%
Tennessee	62.9%
Texas	43.8%
Utah	34.6%
Vermont	84.2%
Virginia	58.6%
Washington	36.2%
West Virginia	60.8%
Wisconsin	54.4%
Wyoming	72.7%

Notes: Compares federal highway funding provided to states with state capital outlays for highways, and federal transit capital funding provided to states and urbanized areas with transit capital expenditures.

Sources:
Highway Receipts:
FHWA: Highway Statistics Series 2001-2012, Table SF-1, "Revenues Used for Highways by States" and SF-2, "Disbursements by States for Highways"

Transit Funds Applied:
FTA: "National Transit Database TS1.3 - Capital Funding Time-Series, 2001 to 2012."

Table 2: How much funding states stand to lose in FY 2015

Federal highway and transit funding

State	Total ($)
Alabama	795,940,522
Alaska	530,948,095
Arizona	825,732,143
Arkansas	537,519,402
California	4,874,210,701
Colorado	636,443,044
Connecticut	654,278,090
Delaware	193,071,689
District of Columbia	300,280,023
Florida	2,210,614,868
Georgia	1,439,920,626
Hawaii	210,909,824
Idaho	307,943,173
Illinois	1,917,564,166
Indiana	1,036,206,363
Iowa	526,271,553
Kansas	406,157,492
Kentucky	696,759,307
Louisiana	748,956,978
Maine	212,291,022
Maryland	823,464,184
Massachusetts	956,611,330
Michigan	1,166,560,552
Minnesota	739,788,429
Mississippi	498,547,291
Missouri	1,017,454,027
Montana	421,688,246
Nebraska	304,996,749
Nevada	409,378,648
New Hampshire	181,282,406
New Jersey	1,570,130,769
New Mexico	405,437,832
New York	2,999,147,247
North Carolina	1,135,237,623
North Dakota	259,623,174
Ohio	1,479,609,333
Oklahoma	664,190,048
Oregon	585,919,232
Pennsylvania	1,979,652,555
Rhode Island	231,998,035
South Carolina	703,867,293
South Dakota	293,245,716
Tennessee	912,390,805
Texas	3,787,141,049
Utah	406,651,187
Vermont	208,123,748
Virginia	1,196,356,996
Washington	907,772,105
West Virginia	456,828,352
Wisconsin	826,022,133
Wyoming	262,121,298

Note: This table shows the contract authority that would be available if the total authorization in FY2015 remained at the FY2014 level, with no changes in distribution formulas.

Sources: FHWA: Revised Apportionment of Federal-aid Highway Funds for FY 2014, Table 1 (http://www.fhwa.dot.gov/legsregs/directives/notices/n4510770.cfm);

FTA: FTA Allocations for Formula and Discretionary Programs by State FY 1998-2014 (Excel) (http://www.fta.dot.gov/documents/FTA_Apportionments_for_Formula_and_Discretionary_Programs_by_State_FY_1998-2014.xls)

Table 3: How much funding urbanized areas stand to lose in FY 2015

Federal highway and transit funding — urbanized areas over 200,000 in population

State	Urbanized Area	Total ($)
AK	Anchorage	56,819,364
AL	Birmingham	25,319,929
AL	Huntsville	9,177,857
AL	Mobile	11,100,862
AL	Montgomery	8,998,969
AR	Little Rock	16,478,311
AR-MO	Fayetteville-Springdale-Rogers	10,193,489
AZ	Phoenix-Mesa	115,459,367
AZ	Tucson	28,994,739
CA	Antioch	14,616,612
CA	Bakersfield	15,098,548
CA	Concord	56,467,224
CA	Fresno	21,190,815
CA	Indio-Cathedral City	9,471,196
CA	Lancaster-Palmdale	19,329,048
CA	Los Angeles-Long Beach-Anaheim	569,165,114
CA	Mission Viejo-Lake Forest-San Clemente	22,108,474
CA	Modesto	10,187,086
CA	Murrieta-Temecula-Menifee	10,767,276
CA	Oxnard	18,173,696
CA	Riverside-San Bernardino	70,050,262
CA	Sacramento	59,451,807
CA	San Diego	139,495,771
CA	San Francisco-Oakland	292,964,961
CA	San Jose	85,120,892
CA	Santa Clarita	10,054,084
CA	Santa Rosa	8,799,456
CA	Stockton	16,062,217
CA	Thousand Oaks	8,553,912
CA	Victorville-Hesperia	8,171,158
CA	Visalia	7,196,371
CO	Colorado Springs	16,153,127
CO	Denver-Aurora	96,447,083
CO	Fort Collins	7,324,846
CT	Hartford	40,372,423
CT	New Haven	32,957,455
CT-NY	Bridgeport-Stamford	94,492,510
CT-RI	Norwich-New London	9,009,723
DC-MD-VA	Washington, DC	424,309,910
FL	Bonita Springs	8,775,634
FL	Cape Coral	14,333,101
FL	Jacksonville	31,570,166
FL	Kissimmee	10,031,204
FL	Lakeland	6,942,984
FL	Miami	238,630,565
FL	Orlando	46,712,576
FL	Palm Bay-Melbourne	13,164,181
FL	Palm Coast-Daytona Beach-Port Orange	10,613,170
FL	Port St. Lucie	9,225,979
FL	Sarasota-Bradenton (Manatee County)	18,730,571
FL	Tallahassee	7,138,119
FL	Tampa-St. Petersburg	70,231,526
FL	Winter Haven	5,468,493
FL-AL	Pensacola	8,754,287
GA	Atlanta	203,500,127
GA	Columbus, GA	7,725,933
GA	Savannah	9,029,164
GA-SC	Augusta-Richmond County	10,767,082
HI	Honolulu	47,183,465
IA	Des Moines	17,508,568
IA-IL	Davenport	9,900,256
ID	Boise City	12,769,041
IL	Peoria	7,813,821
IL	Rockford	7,964,631
IL-IN	Chicago	612,582,940
IL-WI	Round Lake Beach-McHenry-Grayslake	13,509,735
IN	Fort Wayne	9,888,997
IN	Indianapolis	46,513,085
IN-KY	Evansville	7,822,339
IN-MI	South Bend	12,329,071
KS	Wichita	14,627,524
KY	Lexington-Fayette	11,539,473
KY-IN	Louisville/Jefferson County	36,376,021

State	Urbanized Area	Total ($)
LA	Baton Rouge	18,943,791
LA	Lafayette	8,087,491
LA	New Orleans	39,641,306
LA	Shreveport	10,639,961
MA	Barnstable Town	11,776,798
MA-CT	Springfield	22,755,744
MA-CT	Worcester	18,803,948
MA-NH-RI	Boston	335,082,492
MD	Aberdeen-Bel Air South-Bel Air North	6,481,740
MD	Baltimore	149,349,072
ME	Portland	21,099,593
MI	Ann Arbor	11,805,898
MI	Detroit	103,607,766
MI	Flint	12,969,343
MI	Grand Rapids	18,362,052
MI	Kalamazoo	6,215,545
MI	Lansing	11,408,005
MN-WI	Minneapolis-St. Paul	113,800,764
MO	Springfield	9,116,324
MO-IL	St. Louis	99,604,975
MO-KS	Kansas City	52,205,823
MS	Gulfport	7,657,399
MS	Jackson	11,250,727
NC	Asheville	6,922,934
NC	Concord, NC	5,400,539
NC	Durham	13,573,188
NC	Fayetteville	8,031,351
NC	Greensboro	10,416,480
NC	Hickory	5,309,651
NC	Raleigh	25,749,807
NC	Wilmington	6,257,729
NC	Winston-Salem	10,767,385
NC-SC	Charlotte	39,646,189
NE	Lincoln	9,166,606
NE-IA	Omaha	25,438,848
NH-MA	Nashua	5,706,220
NJ	Atlantic City	20,381,900
NJ	Trenton	26,025,244
NM	Albuquerque	42,678,603
NV	Las Vegas-Henderson	71,953,624
NV-CA	Reno	13,538,382

State	Urbanized Area	Total ($)
NY	Albany-Schenectady	19,904,171
NY	Buffalo	32,983,279
NY	Rochester	21,147,339
NY	Syracuse	12,573,475
NY-NJ	Poughkeepsie-Newburgh	32,521,807
NY-NJ-CT	New York-Newark	1,916,894,759
OH	Akron	17,100,930
OH	Canton	8,639,819
OH	Cleveland	70,880,738
OH	Columbus	39,274,751
OH	Dayton	38,688,615
OH-KY-IN	Cincinnati	48,577,720
OH-MI	Toledo	15,224,689
OH-PA	Youngstown	10,907,397
OK	Oklahoma City	30,428,372
OK	Tulsa	23,607,908
OR	Eugene	11,335,624
OR	Salem	10,977,659
OR-WA	Portland, OR	95,096,643
PA	Harrisburg	17,075,070
PA	Lancaster	23,490,845
PA	Pittsburgh	83,825,043
PA	Reading	8,841,739
PA	Scranton	11,761,206
PA	York	7,568,950
PA-NJ	Allentown	21,427,657
PA-NJ-DE-MD	Philadelphia	383,895,301
RI-MA	Providence	69,972,775
SC	Charleston-North Charleston	17,933,620
SC	Columbia	16,372,586
SC	Greenville	11,875,636
SC-NC	Myrtle Beach-Socastee	6,445,739
TN	Knoxville	17,053,646
TN	Nashville-Davidson	43,550,696
TN-GA	Chattanooga	11,607,017
TN-MS-AR	Memphis	34,459,208
TX	Austin	57,008,519
TX	Brownsville	6,996,892
TX	Conroe-The Woodlands	8,632,892
TX	Corpus Christi	11,937,198

State	Urbanized Area	Total ($)
TX	Dallas-Fort Worth-Arlington	202,693,279
TX	Denton-Lewisville	13,293,955
TX	Houston	184,677,140
TX	Killeen	6,765,375
TX	Laredo	8,301,090
TX	Lubbock	8,210,135
TX	McAllen	20,775,048
TX	San Antonio	67,631,910
TX-NM	El Paso	31,682,150
UT	Ogden-Layton	22,039,139
UT	Provo-Orem	15,220,159
UT	Salt Lake City-West Valley City	50,619,306
VA	Richmond	30,651,495
VA	Roanoke	6,650,719
VA	Virginia Beach	47,686,071
WA	Kennewick-Pasco	11,760,512
WA	Seattle	203,708,894
WA	Spokane	14,349,980
WI	Appleton	7,087,751
WI	Green Bay	6,401,771
WI	Madison	16,775,448
WI	Milwaukee	48,847,836
WV-OH-KY	Huntington	8,058,339

Notes: Includes funding that is provided directly or suballocated to entities in urbanized areas.

This table shows the contract authority that would be available if the total authorization in FY2015 remained at the FY2014 level, with no changes in distribution formulas.

Urbanized areas (UZAs) are defined by the Census Bureau, and are based on population of a core urban cluster as well as density. Because density is a factor in UZA definitions, the boundaries do not necessarily follow state, MPO, MSA, or county boundaries. While each UZA must be represented by an MPO, the boundaries of the MPO do not necessarily match the UZA boundaries. Also, in some cases there is more than one MPO for a given UZA.

Sources: FHWA: "Fiscal Year 2014 Supplementary Tables, Tables 3 and 10."

FTA: FY 2014 Apportionment Tables. (http://www.fta.dot.gov/12853_14875.html)

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