

FAST Act: Fixing America's Surface Transportation

Federal Transportation Authorization

January 2016



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Council of Governments

FAST Act

- 5-year bill (FY16 through FY20)
- \$305B authorized
- \$281B guaranteed from HTF
- Requires \$70B in offsets/General Fund transfers
 - No increase in fuel tax or vehicle-related fees
 - \$60B from Federal Reserve accounts
- Does not fix long-term HTF problem

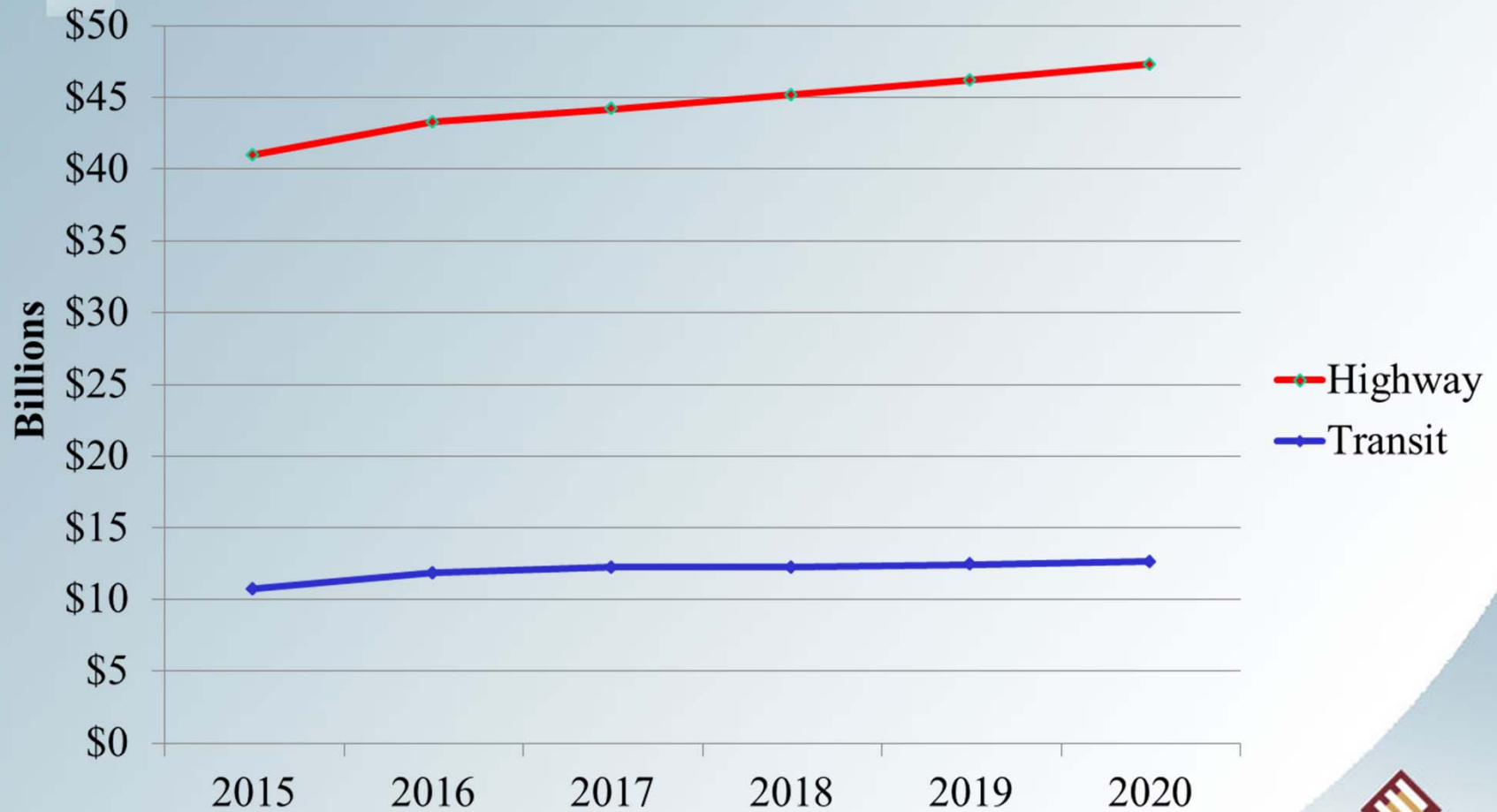


FAST Act

- Annual Average Authorizations
 - Highway: \$45.3B
 - Transit: \$12.2B
 - Highway Safety: \$1.4B
 - Passenger Rail: \$2.1B
- Passenger rail and some transit programs subject to annual appropriations



Authorization Levels



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Federal Highway Programs

MAP-21 (FY15 Authorization)

- National Highway Performance Program (\$21.9B)
- Surface Transportation Program (\$10.1B)
- Highway Safety Improvement Program (\$2.2.4B)
- CMAQ Program (\$2.3B)
- Metropolitan Planning (\$314M)
- Transportation Alternatives (\$820M)

FAST Act (Ave. FY16-FY20)

- National Highway Performance Program (\$23.3B)
- *Surface Transportation Block Grant Program (\$11.7B)*
- Highway Safety Improvement Program (\$2.3B)
- CMAQ Program (\$2.4B)
- Metropolitan Planning (\$344M)
- *STBG Set-Aside: Transportation Alternatives (\$844M)*
- *National Highway Freight Program (\$1.2B)*
- *Nationally Significant Freight and Highway Projects (\$900M)*



Highway Program Changes

Surface Transportation Block Grant Program

- Creates Transportation Alternatives set-aside
- Retains off-system bridge set-aside
- Increases suballocation from 50 to 55 percent

National Highway Performance Program

- Non-NHS bridges on Federal-aid highways are eligible for funding



Highway Program Changes

Congestion Mitigation & Air Quality Program

- Diesel retrofits in port-related freight projects
- Vehicle to infrastructure communication equip.
- Port-related landside non-road or on-road equip.

Transportation Finance/Innovation Program

- TIFIA reduced from \$1B annually to between \$250-\$300M



New Freight Programs

National Highway Freight Program

- Apportioned to states
- Primarily for NHFN infrastructure and ops
- Not more than 10% for intermodal or rail

Nationally Significant Freight & Highway Projects

- Discretionary, competitive
- Primarily major NHFN road and bridge projects
- Not more than 10% for intermodal or rail



Federal Transit Programs

MAP-21 (FY15 Authorization)

- Urbanized Area Formula (5307- \$4.5B)
- Metropolitan Planning (5305 - \$129M)
- New Starts (5309 - \$1.9B)
- Elderly & Disabled (5310 - \$258M)
- Rural Formula (5311- \$607M)
- State of Good Repair (5337 - \$2.2B)
- Bus & Facilities Formula (5339 - \$428M)
- Growing/High Density States (5340 - \$526M)

FAST Act (Ave. FY16-FY20)

- Urbanized Area Formula (5307- \$4.7B)
- Metropolitan Planning (5305 - \$136M)
- New Starts (5309 - \$2.3B)
- Elderly & Disabled (5310 - \$274M)
- Rural Formula (5311- \$646M)
- State of Good Repair (5337 - \$2.6B)
- Bus & Facilities Formula (5339a - \$446M)
- Growing/High Density States (5340 - \$553M)
- *Bus & Bus Facilities Discretionary (5339c - \$304M)*



Transit Program Changes

Fixed Guideway Capital Investment Grants

- 60% maximum federal share for New Starts
- 80% federal share for Small Starts
- Small Starts - \$300M cost/\$100M federal share

Bus/Bus Facility Discretionary Grants (new)

- States & eligible recipients in urbanized areas
- Evaluation procedures not yet defined



Transportation for Tomorrow Act

Advanced Transportation & Congestion Management Deployment Program

- Model sites for installation of advanced technologies
- Five to ten cities a year
- \$60M a year/50% Federal share



FAST Act Summary

- Provides inflationary funding growth
- Makes modest changes to existing programs
- Creates new freight funding programs
- Begins emphasizing technology
- Maintains performance-based approach to planning and programming



Questions?



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