

Transportation for America

FAST Act Summary

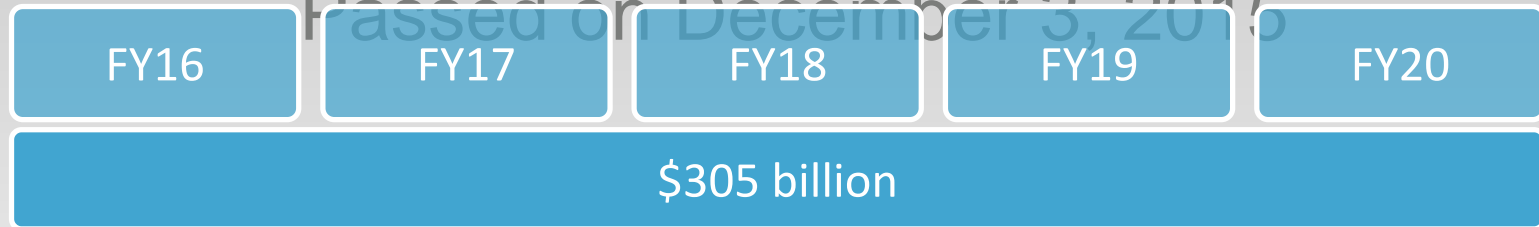
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FAST Act: Overview

Fixing America's Surface Transportation (FAST) Act

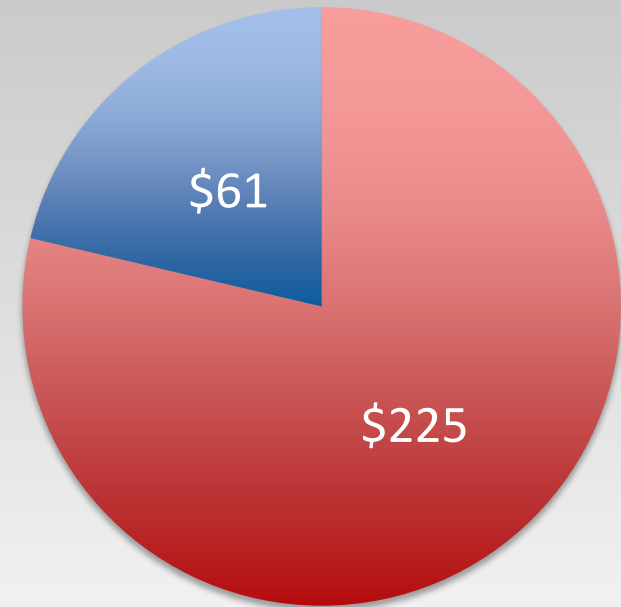
Passed on December 3, 2015



- 5-year authorization for federal surface transportation program passenger rail program
- Incorporates rail program in broader surface bill for first time
- Adds new highway freight formula and highway freight discretionary grant program

FAST Act: Funding

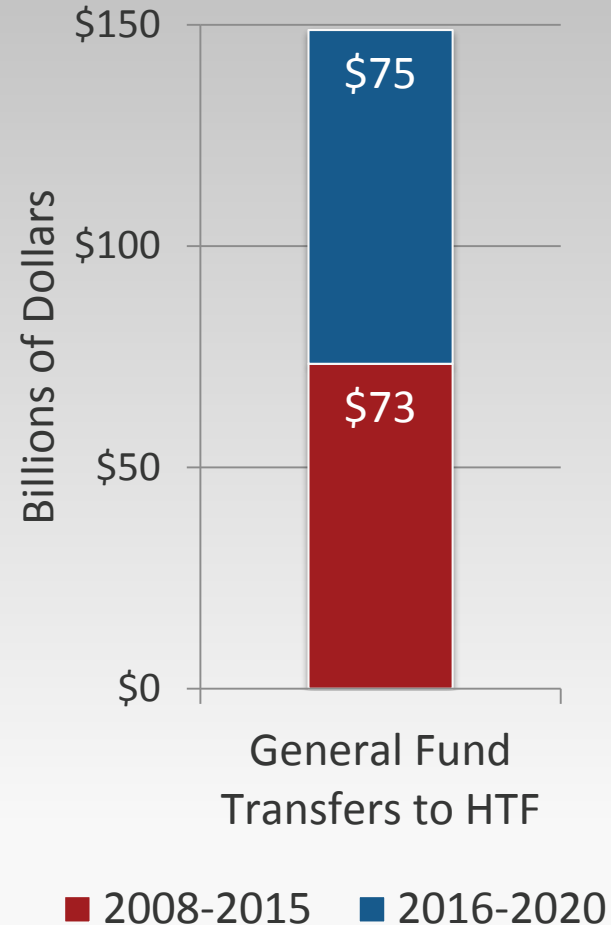
- \$305 billion
 - \$281b HTF contract authority
 - \$24b general appropriations
- 80-20 split between highway and transit



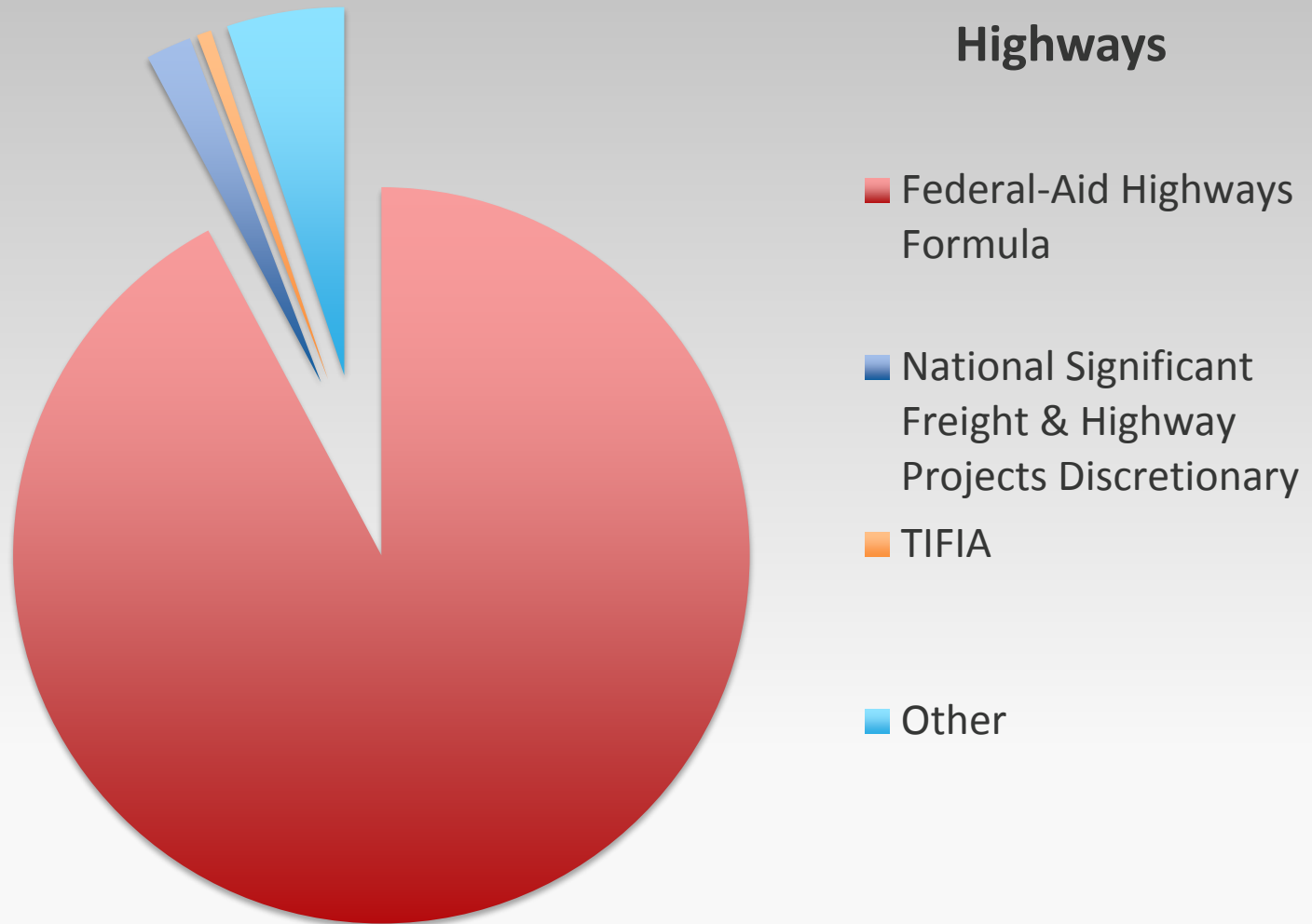
■ Highways ■ Transit
(in billions of dollars)

FAST Act: Funding

- Slight increase in FY16; inflationary growth thereafter
- Transfers \$75.4 billion from the general fund to Highway Trust Fund



FAST Act: Highways



Local Control

- Renames Surface Transportation Program (STP) to “Surface Transportation Block Grant Program” (STBG) – no broad structural change
- Increases rate of STBG apportionment to metropolitan regions by 1% per year until FY20 - total of 55% of program in FY20
- This change amounts an additional \$3.4 billion over life bill
- Does not authorize TIGER –popular program remains in annual appropriation limbo

Active Transportation

- Moves Transportation Alternatives Program (TAP) to STBG
- Renames TAP to “STP Set-Aside”
- Funded at \$830m in FY16 and 17, rising to \$850m for FY18-20; removes inflationary growth found in other programs
- Eligibility expanded to include nonprofits with safety programs
- MPOs, with population over 200k, can flex up to 50% of funds to non-bicycle or pedestrian projects

Freight

National Highway Freight formula program

- Formula program with \$1.15b in FY16 rising to \$1.5b in FY20
- State apportionments are based on current highway formulas, not the amount or value for tonnage of freight moving through a state
- Pre-determines which projects are best for local and state leaders by requiring a minimum of 90% of a state's funding go to highways

Nationally Significant Freight and Highway Projects:

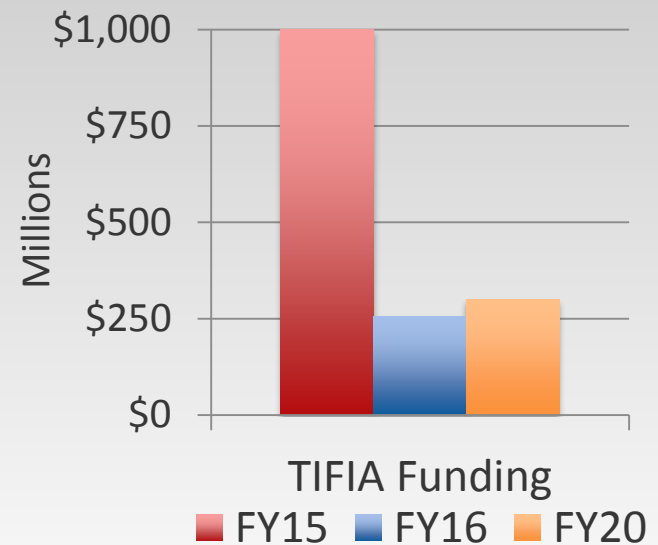
- Discretionary program with \$800m in FY16 rising to \$1b in FY20
- Projects over \$100m and 30% of state apportionment
- 60% federal match and grant awards must exceed \$25m
- Caps funding for multimodal projects at \$500m (11% of program) for entire 5 years
- Opens back-door to reintroduce earmarks

Planning & Performance

- Incorporates resiliency into planning processes
- Incorporates intercity buses and intercity bus facilities into statewide plans
- Flexibility for MPO board transit representation requirements
- MPOs are encouraged to plan for job connectivity when planning for congestion mitigation
- No new performance measures such as connectivity, health or equity

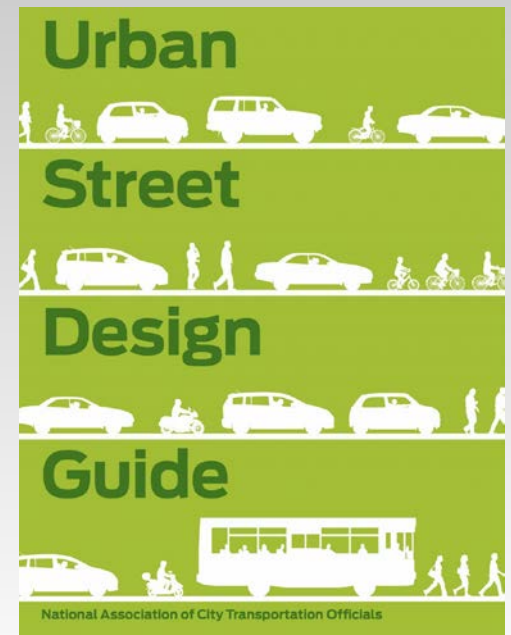
Financing

- Makes TOD projects eligible for TIFIA and RRIF
- Lowers local and TOD project costs from \$50m to \$10m
- Cuts TIFIA funds from \$1b per year to \$275-\$300b per year
- Re-authorizes State Infrastructure Banks
- Establishes a National Surface Transportation & Innovative Finance Bureau to administer innovative financing programs at USDOT

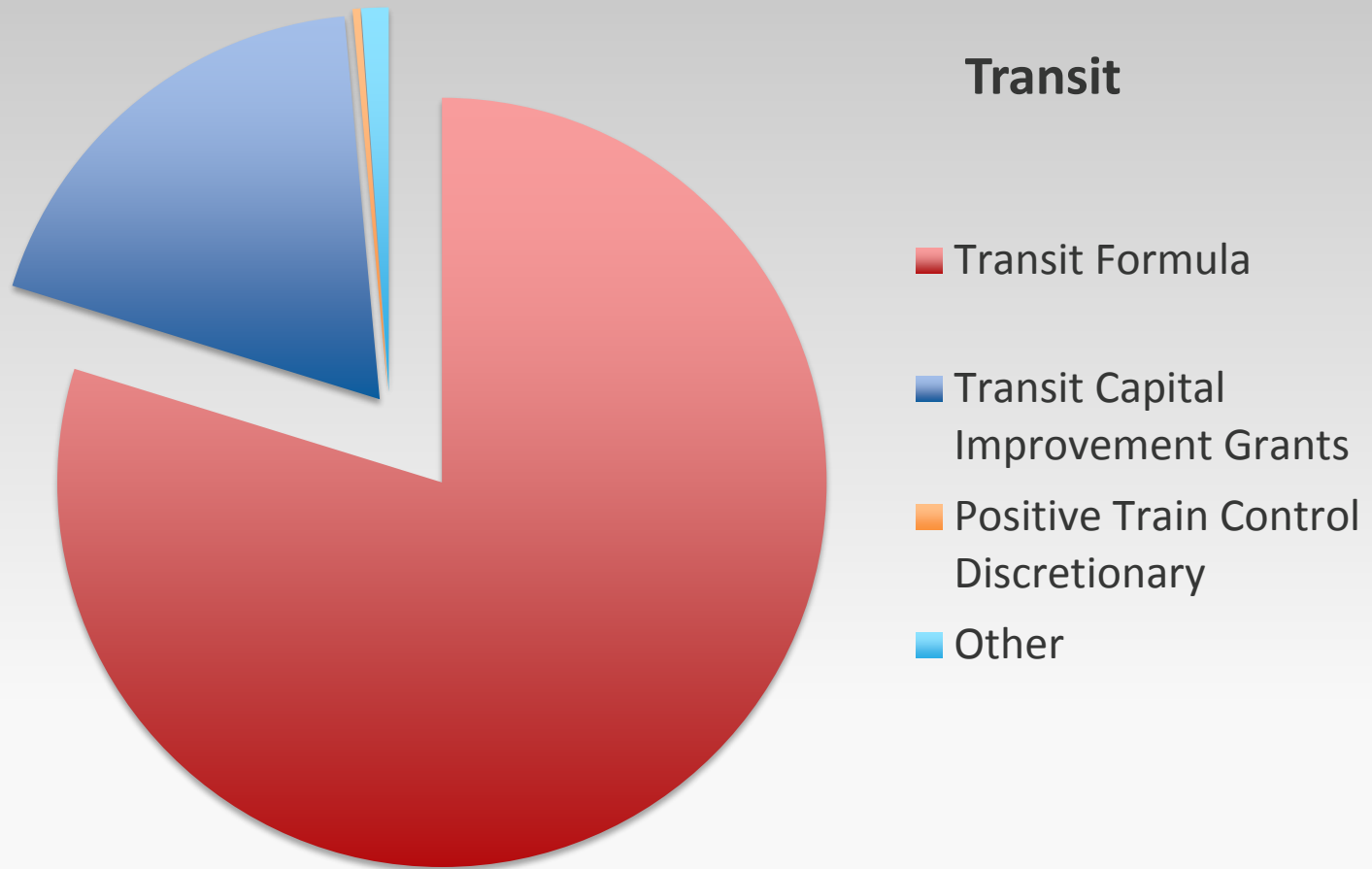


Design

- Requires NHS roadway designs to consider all modes
- Requires USDOT to use NACTO's Urban Design Guide Manual when developing national design standards
- Encourages states and MPOs to adopt complete streets language
- Permits use of local government design guides that differ from state guides



FAST Act: Transit



Formula & New Starts

Transit Formula Grants

- \$9.3b in FY16 rising to \$10.2b in FY20
- Removes requirement for areas over 200k people to spend a minimum of 1% on transit enhancements

Capital Investment Grants

- New Starts, Small Starts, Core Capacity
- \$2.3b per year for FY16-20 through general appropriations
- Decreases federal match from 80% to 60% for New Starts
- Increases maximum Small Starts grant and projects costs from \$75m to \$100m
- And \$250m to \$300m, respectively
- Opens eligibility to include joint public transportation and intercity passenger rail projects
- Capital investment grant projects with P3 elements will be streamlined by USDOT

FAST Act: Transit

Bus and Bus Facilities

- \$428m FY16 rising to \$465m in FY20 for formula
- Reestablishes discretionary grant program with \$268m in FY16 rising to \$344m in FY20
- \$55m per year within the discretionary funds will be reserved for low and no emission bus program

Other

- Fixed Guideway SGR funded at \$2.5b in FY16 rising to \$2.68b in FY21
- High Density State Apportionment flat line funding FY16-20
- TOD pilot program funded at \$10m per year
- Buy-America increases from 60% domestic content of rolling stock in FY16 up to 65% in FY18 and up to 70% in FY20

Innovation

Advanced Transportation and Congestion Management Technologies Deployment, Section 6004

- \$60M per year for 5-8 regions (\$5-10 million per grant with 50% match)
- Large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.
- Eligible applicants include states, MPOs, transit agencies, cities, etc.,
- Focus on partnering with research, private industry and between governmental organizations.

Surface Transportation System Funding Alternatives program, Section 6015

- \$15 million this year and \$20 million each year after for road usage charge pilots.
- Funding is available to states, but MPO involvement would make it more competitive.

Passenger Rail

Passenger Rail

- Authorized, but funding tied to annual appropriation process
- Amtrak authorization and appropriations are split into two accounts by lines of service (National – state & long-distance – and Northeast Corridor)
- Total Amtrak authorization is \$1.45b in FY16 increasing to \$1.8b in FY20
- Amends RRIF to make it more accessible
- Requires Amtrak report on options for station and right of way improvements

Establishes three new discretionary grant programs

- Consolidated Rail Infrastructure & Safety Improvements program - \$98M in FY16 to \$330M in FY20
- Federal State Partnership for SGR program - \$82M in FY16 to \$300M in FY20
- Restoration & Enhancement Grants program - \$20M per year

Safety

- \$199m in FY16 for discretionary grant program to support installation of PTC

Crude Oil Transportation

Report on Crude Oil Characteristics Research Study

- PHMSA report to Congress on the results of the comprehensive Crude Oil Characteristics Research Sampling, Analysis, and Experiment Plan study
- Will include recommendations based on the findings of the study for regulations that would improve the safe transport of crude oil.

Hazardous Materials by Rail Liability Study

- PHMSA must study the levels and structure of insurance for railroad carriers transporting hazardous materials, including looking at alternative insurance models like secondary liability coverage and government-based insurance.
- Due 1 year after the study is initiated.

MAP-21 Implementation

Outstanding action: performance measures.

- Safety rule will go final this spring
- Infrastructure rule this year
- Congestion, NHS/Interstate performance, freight and mobile source emissions NPRM out this spring.
- FTA rule on safety and asset management final rule this year?

MAP-21 Implementation

Job Accessibility Measure

- USDOT encouraging
- Governors' Institute for Community Design workshops, guide book, one-on-one support
- T4America Academy – SACOG is an Advisory Board member