



LEGISLATIVE COMMITTEE



Federal Transportation Update December 9, 2015



Fixing America's Surface Transportation (FAST) Act

- 07/30/2015—U.S. Senate passed DRIVE Act by a vote of 65 to 34.
6-Year Higher Authorization, Funded Only 3 Years
- 11/05/2015—U.S. House passed STRR Act by a vote of 371 to 54.
6-Year Authorization Slightly Increased, Fully Funded
- 12/03/2015—U.S. House passed FAST Act by a vote of 359 to 65.
5-Year Authorization at DRIVE Levels, Fully Funded
- 12/03/2015—U.S. Senate passed FAST Act by a vote of 83 to 16.
- 12/04/2015—FAST Act signed into law by the President.



Fixing America's Surface Transportation (FAST) Act

- Provides 5 years of federal transportation authorization at levels higher than MAP-21 (similar to the Senate DRIVE Act).
- Expires on **September 30th, 2020**.
- Does not address the structural deficit in the Highway Trust Fund but does provide offsets from the general fund to fully pay for the 5-year authorization in the FAST Act.
- The general funds are derived from reducing the federal reserve dividend paid to large (assets greater than \$10B) member banks, capturing excess funds from the Federal Reserve Bank's Surplus Account (funds in excess of \$10B), indexing customs fees for inflation, and selling petroleum (approximately 66M barrels) from the Strategic Petroleum Reserve.



Georgia's Apportionment Overall Highway Totals & By Program Current & FAST FY16 to FY20 Levels

Georgia's FY2015 Total Apportionment (MAP-21)

\$1,246,238,772

Georgia's Apportionment under the Fixing America's Surface Transportation (FAST) Act

Fiscal Year	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Railway Highway Crossings Program	CMAQ Program	Metro Planning Program	National Freight Program	Apportionment Total
FY2016	\$744M	\$371M	\$74M	\$8M	\$68M	\$8M	\$38M	\$1,309,739,819
FY2017	\$760M	\$380M	\$75M	\$8M	\$69M	\$8M	\$36M	\$1,336,786,115
FY2018	\$775M	\$388M	\$77M	\$8M	\$71M	\$8M	\$39M	\$1,365,675,824
FY2019	\$791M	\$395M	\$78M	\$9M	\$72M	\$8M	\$44M	\$1,396,499,894
FY2020	\$807M	\$404M	\$80M	\$9M	\$73M	\$8M	\$49M	\$1,429,945,392



Highway Programs

- **National Highway Performance Program (NHPP)**—provides funds for Interstates and highways designated as part of the National Highway System. The FAST Act authorizes the use of NHPP funds to pay TIFIA subsidy and administrative costs and improvements to off-system (non-NHS) bridges.
- **Surface Transportation Block Grant Program (STBGP)**—combines the MAP-21 Surface Transportation Program with the Transportation Alternatives Program and converting TAP into a set-aside program under STBGP along with the Recreational Trails Program. Funds distributed by population with increase by 50% to 55% at increments of 1% from FY16 to FY20.
- **Congestion Mitigation & Air Quality (CMAQ) Program**—targets reduction to traffic congestion and improving air quality in areas that are in non-attainment.



Highway Programs

- **Highway Safety Improvement Program (HSIP)**—provides funds for safety projects but unlike MAP-21, FAST explicitly prevents HSIP funds from being used to address behavioral or educational activities.
- **National Freight Program**—provides funds for freight-related highway improvements and requires a freight advisory committee and a freight investment plan.
- **Nationally Significant Freight and Highway Projects Program**—provides an average of \$900M per year in grants nationally. Grants must be at least \$25M on projects that cost more than \$100M and improve freight or traffic movement. Grants will be awarded competitively by US DOT. Congress has 60 days to reject awarded project by passage of a joint resolution.



Georgia's Apportionment Overall Transit Totals & By Program Current & FAST FY16 to FY20 Levels

Georgia's FY15 Transit Total Apportionment (MAP-21)

\$174,055,051

Georgia's Transit Apportionment under FAST Act

FTA Program	FY2016	FY2017	FY2018	FY2019	FY2020
5303 Metro Planning	\$3,061,957	\$3,124,421	\$3,190,034	\$3,257,663	\$3,326,725
5304 Statewide Planning	610,019	622,463	635,535	649,008	662,767
5307 Urbanized Area (>50k) Formula	90,762,055	92,592,048	94,565,077	96,827,902	98,889,973
5329(e) State Safety Oversight Program	859,821	877,018	895,435	914,418	933,804
5310 Mobility for Disabled People	6,932,064	7,070,705	7,219,190	7,372,237	7,528,528
5311 Non-urbanized (<50k) Area Formula	21,435,463	21,915,279	22,426,101	22,952,227	23,489,773
5311 (RTAP & Appalachian Dev. Assist.)	927,168	933,871	941,051	948,450	956,007
High Intensity—Fixed Guideway	45,884,364	46,665,332	47,471,256	48,288,706	49,120,216
High Intensity—Motor Bus	3,734,049	3,797,604	3,863,190	3,929,714	3,997,381
5339 Bus & Bus Facilities Formula	8,805,097	8,983,021	9,173,385	9,369,267	9,569,141
TOTAL APPORTIONMENT	\$183,012,059	\$186,581,763	\$190,380,254	\$194,509,592	\$198,474,317



Transit Programs

- **Section 5303 & 5304 Planning Programs**—provides funds transit planning in metropolitan areas (5303) and statewide areas (5304). FAST allows MPOs to develop and include in the TIP a Congestion Management Plan to reduce vehicle miles traveled during peak commuting hours and other congestion relief.
- **Section 5307 Urbanized Areas Grant Program**—provides funds for capital projects, planning, operating costs for populations of 200k or less, and operating costs (within limits) for populations greater than 200k with a maximum of 100 buses in fixed-route services during peak hours .
- **Section 5329(e) State Safety Oversight Program**—provides funds for the administration of state transit safety oversight.
- **Section 5310 Enhanced Mobility for Senior Adults and the Disabled Program**—provides funds the public transportation needs of the elderly and those with disabilities. FAST requires a study to look at innovative practices, models, and options.



Transit Programs

- **Section 5311 Rural Transit Program**—provides funds for public transportation in areas with populations of less than 50k.
- **Section 5311(b)(3)&(c)(2)**—(b)(3) provides funds for the Rural Transportation Assistance Program to support non-urbanized areas in training, technical assistance, research, and related support services while (c)(2) provides funds for the Appalachian Development Public Transportation Assistance Program.
- **Section 5337 High Intensity Fixed Guideway & Motor Bus Program**—provides funds for state of good repair grants to upgrade rail transit systems and high-intensity motor bus systems including rolling stock, track, structures, stations, terminals, operational equipment, and maintenance facilities.
- **Section 5339 Bus & Bus Facilities Program**—provides capital funding to replace, rehabilitate, and purchase buses and related equipment including the construction of related facilities. FAST allows for the pooling of formula funds for larger projects.



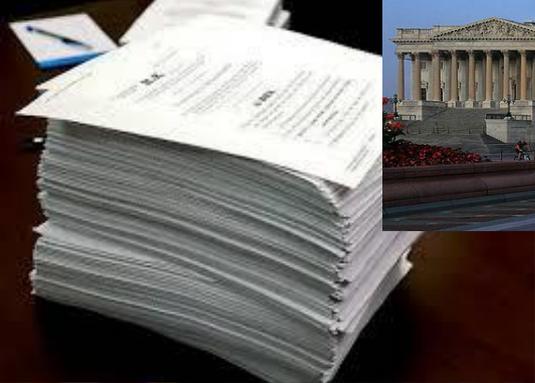
Other Programs

- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Assistance**—reduces annual funding from \$1B to levels ranging from \$275M in FY16 to \$300M in FY20 while allowing uncommitted balances to be retained for future loans rather than redistribution as in MAP-21. Expands eligible projects to include transit-oriented development and smaller scale projects less than \$75M.
- **National Surface Transportation and Innovative Finance Bureau**—creates this new office to provide states with assistance related to innovative financing, administer the competitive grant programs/TIFIA/Private Activity Bonds(PABs), and coordinating efforts to improve project delivery in the environmental review and project permitting process. Creates the Council on Credit & Finance to review and recommend applications for project grants and loans for approval.



Project Delivery

- Directs to the “maximum extent practicable and appropriate” the streamlining of environmental review and decision documents including the carrying forward of planning level documents into the environmental review as a way to eliminate duplication.
- Institutes deadlines as follows:
 - 45 days from beginning of environmental review to identify all participating agencies.
 - 45 days from receipt of a project application for U.S. DOT to determine if environmental review initiates.
 - 90 days from beginning of environmental review to develop a coordination plan for comments from participating agencies.
- Promotes the use of programmatic agreements including for addressing categorical exclusions en bloc where possible.
- Requires U.S. DOT to coordinate and develop a schedule with other agencies for the environmental review process.



QUESTIONS?



**FAST
ACT**

HOUSE & SENATE PASS 5-YEAR FAST ACT

AN INVESTMENT IN AMERICA
AND THE INFRASTRUCTURE THAT
UNDERPINS OUR ECONOMY

