

Fixing America's Surface Transportation (FAST) Act



Active Transportation Forum
March 23rd 2016

Fixing America's Surface Transportation (FAST) Act

- Replaces the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012
- 5-year bill (FY 2016-2020) – reauthorizes the federal surface transportation programs through FY2020
- Two new programs that focus on Freight
- Maintains many current program structures and funding shares
- No federal gas tax increase
- Does **not** address long-term problems with Highway Trust Fund

FAST Act – December 4, 2015

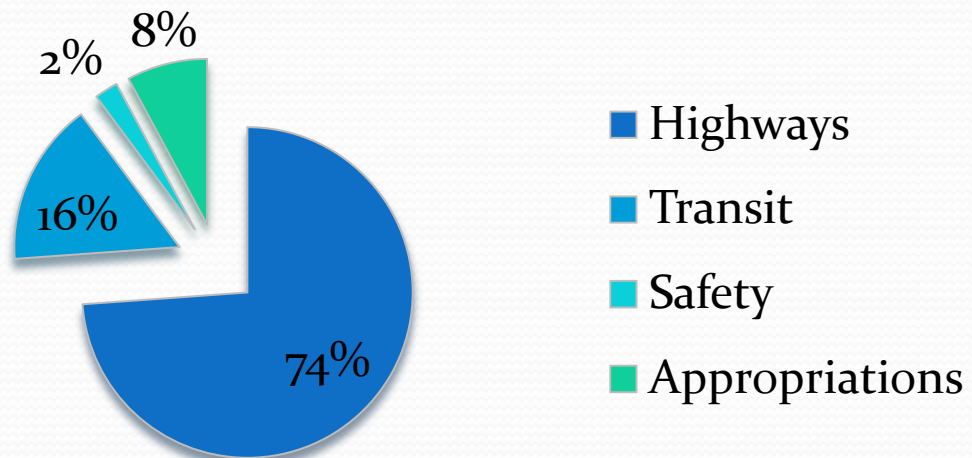
- Dec. 4th 2015, President Obama signed into law
- The first long-term comprehensive surface transportation legislation since the SAFETEA-LU Act of 2005
- Reconciled the STRR Act (House of Representatives) and the DRIVE Act (Senate)
- All Pennsylvania Congressional Representatives and Senators voted for Fast Act



5-year, \$305 billion measure provides:

- ✓ \$286 billion for the federal highway and public transportation programs
 - \$225.2 billion for highways
 - \$48.7 billion for mass transit
- ✓ \$7 billion for highway and motor carrier safety
- ✓ \$24 billion in General Funds appropriations for Amtrak, mass transit, and NTHSA

**\$305 Billion in
Total Funding
Authorizations**

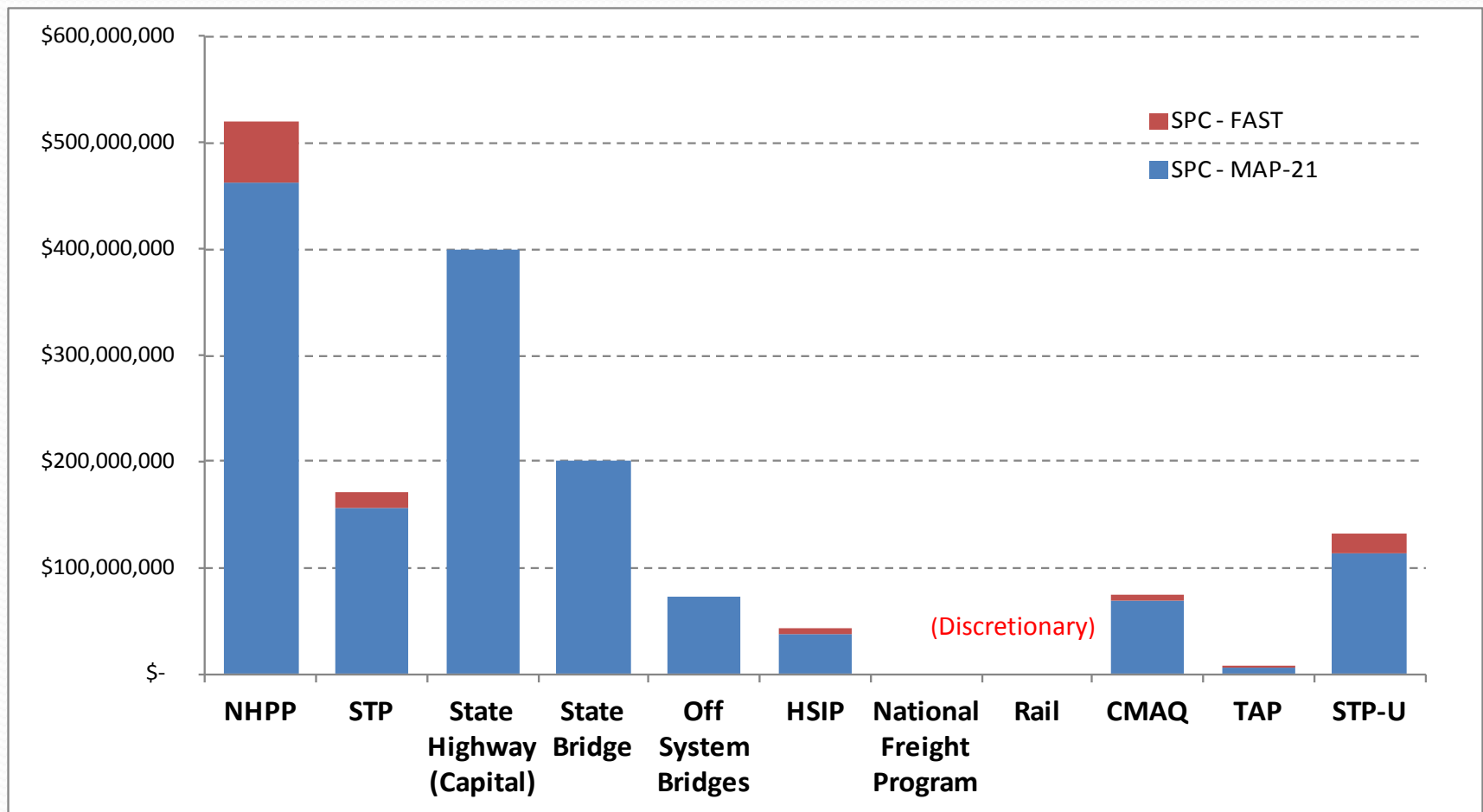


Highway Trust Fund

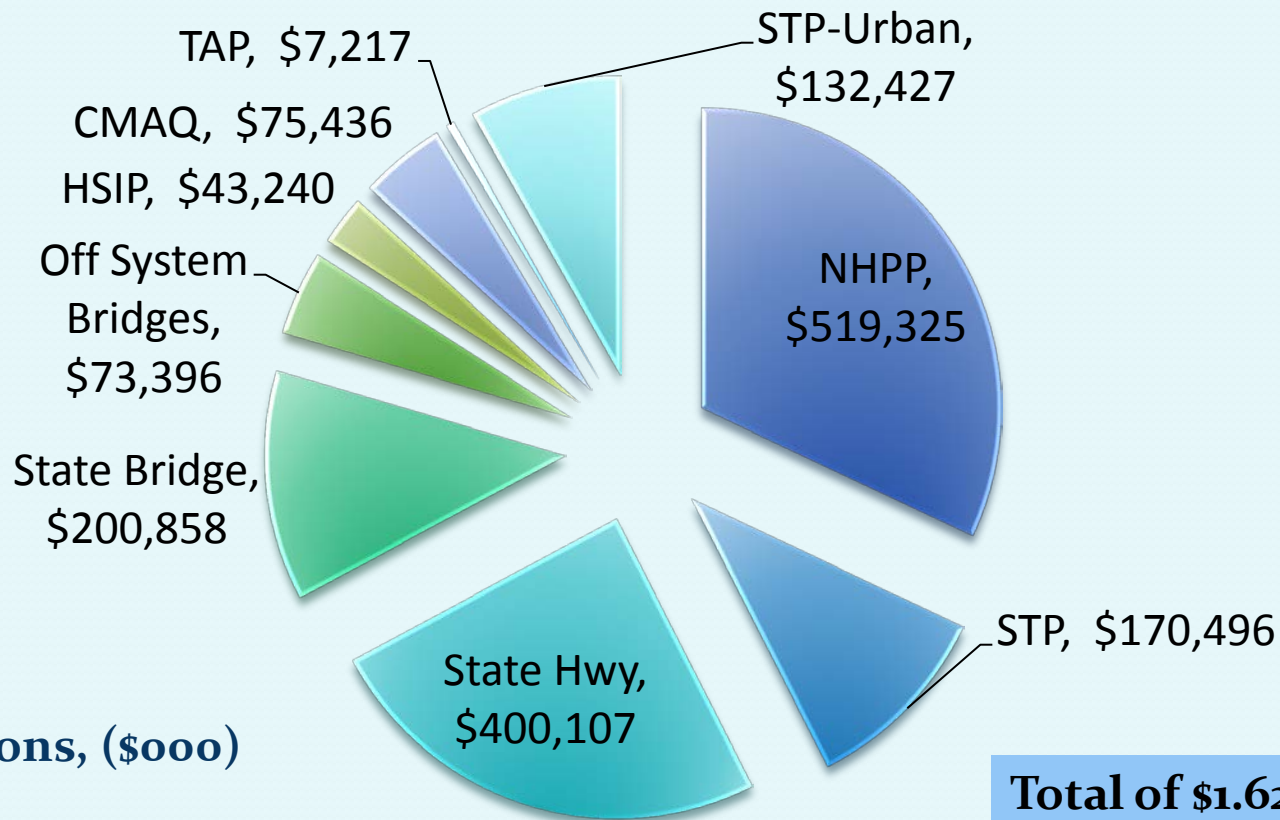
- The FAST Act fails to address the Highway Trust Fund's permanent structural revenue deficit
- Relies on \$70 billion of “pay-fors” from the General Fund
 - Transfer from the capital surplus account of the Federal Reserve
 - Sale of crude oil from the Strategic Petroleum Reserve
 - Increased Customs fees, dividend reductions for banks, increased tax delinquency penalties
- No increase in federal gas tax (remains at 18.4¢ per gallon)
 - A permanent solution is still needed, it is the major challenge facing the future of highway and public transportation programs
 - Federal gas tax was last raised in 1993

SPC Highway & Bridge

- Additional \$101.5M for 2017-2020 SPC TIP



SPC FFY 2017-2020 Highway Program Funding

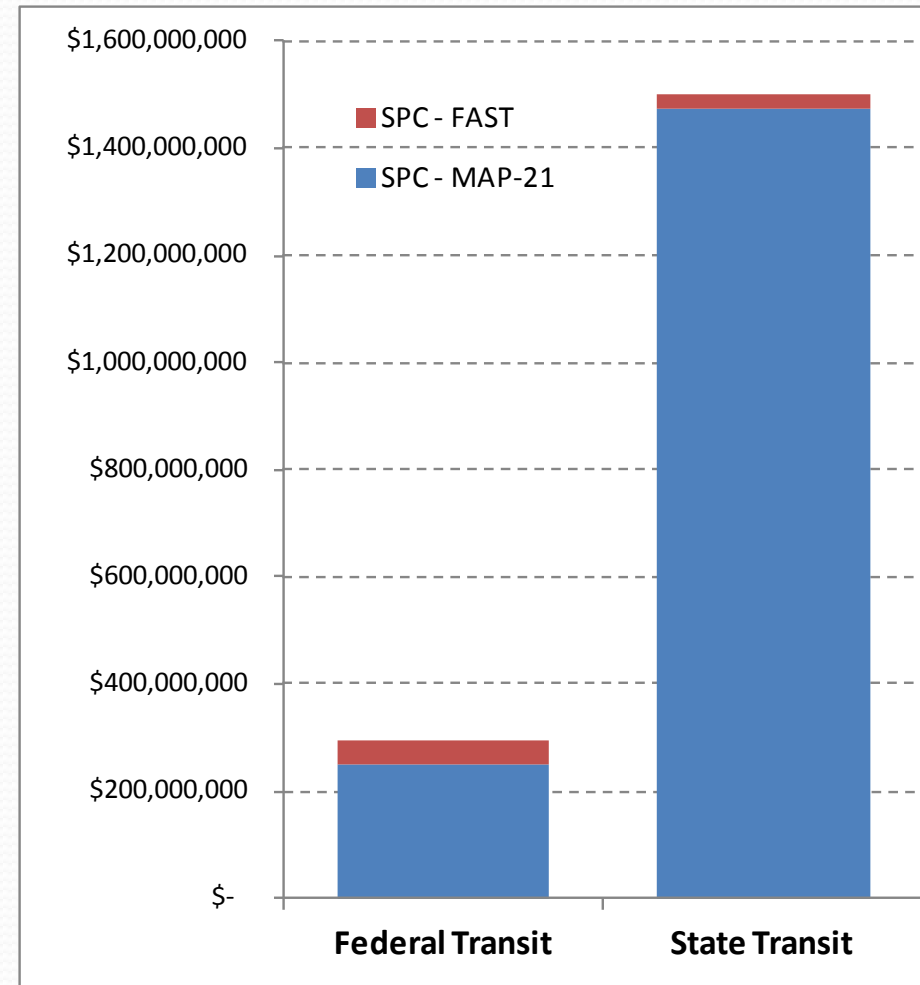


In millions, (\$000)

**Total of \$1.622B for
the 4-year TIP**

Pennsylvania & SPC Transit

- Additional \$176.7M Federal Transit to PA
- \$48.9M of it to SPC for 2017-2020 TIP



Public Transit

- **Overall Increased Funding:** Provides a total of \$61 billion over 5 years, growing transit funding by almost 18% over the 5-year authorization
- **Urbanized Area Formula Grants**
 - Increases 10.6% by FY2020
- **State of Good Repair Program**
 - 15.7% increase over previous funding level
- **Capital Investment Program**
 - Small Start – BRT Inclusion
- **Rural Area Impacts:**
 - Rural Area Formula Program increases by 10.8 %
- **Bus and Bus Facilities Program**
 - Includes competitive program for no/low emission buses

Rail Transportation

- Obligates funding to rail programs for the first time within the surface transportation bill
- Modest annual funding increase for Amtrak
- Joint Public Transportation and Inter-City Passenger Rail Projects

New & Increased Emphasis on Freight

- Establishes a National Highway Freight Network (NHFN)
- Requires all States that receive formula funds to develop a State Freight Investment Plan or incorporated into the State's LRP
- Creates two new funding streams:
 - **National Highway Freight Program** – distributed to states by highway program apportionment formula, averaging ~\$1.2 billion annually
 - **Nationally Significant Freight and Highway Projects (FASTLANE)** – discretionary program for major highway and freight projects of national or regional significance

Discretionary Programs

TIGER

**Transportation Investment Generating
Economic Recovery**

- The U.S. DOT competitive grant program was included in the \$1.1 trillion Omnibus Appropriations bill signed into law on December 18th
- The FFY 2016-2017 allocation remained at \$500 million nationwide
- The TIGER program has funded four projects in the region, totaling over \$27 million
 - 2012 - \$15m for the East Liberty Transit Center
 - 2011 - \$10m for the Carrie Furnace Flyover Bridge

FASTLANE

**Fostering Advancements in Shipping &
Transportation for the Long-term Achievement
of National Efficiencies**

- \$4.5 billion authorized through FY20
 - \$800 million for FY16
 - 25% for rural projects
 - 10% for small projects , < \$100 million
- Eligible projects:
 - Highway freight projects on NHFN
 - Highway/bridge projects on NHS
 - Grade crossing or separation
 - Other freight projects that are:
 - Intermodal/rail freight, private freight rail, ports, & intermodal

Planning and Design Standards

Complete Streets Policy

- Encourages states and MPO's to set design standards to accommodate all road users – or a “Complete Streets” approach to roadway design
- US DOT required to produce a report on implementation and best practices of the policy in two years.

Planning:

- Increased Metropolitan Planning factors to 10 with the addition of “addressing resiliency and reliability “ and “enhancing travel and tourism”
- Public ports & intermodal facilities now included in long range plan

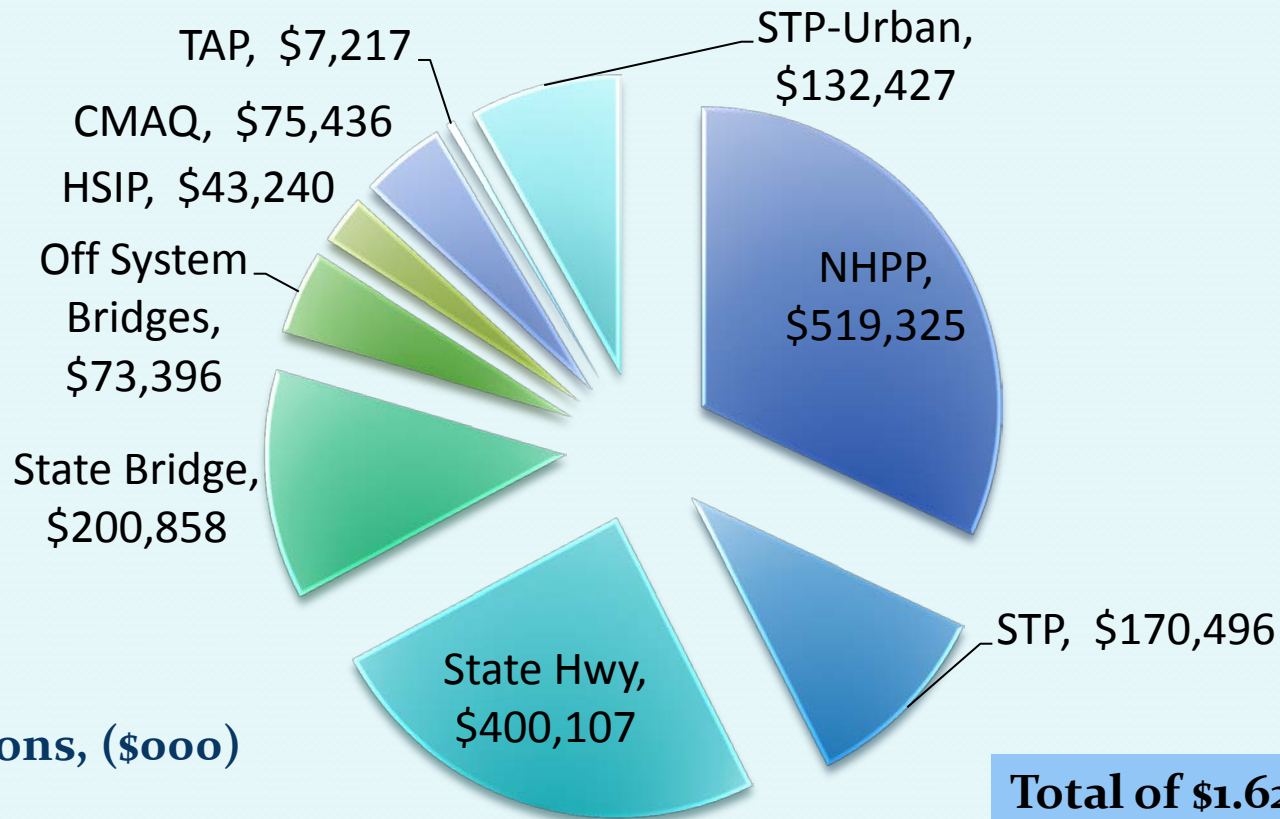
Design Standards:

- Locals permitted to use a design guide publication different than PennDOT's

History of Ped/Bike Funding

- Since 1991 the biggest sources of funding for bicycle and pedestrian projects have been the Transportation Enhancements (TE) program, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) program, Recreational Trails Program (RTP), and the Safe Routes to School (SRTS) program.
- In 2012, Moving Ahead for Progress in the 21st Century (MAP-21) combined the TE, SRTS, and the RTP programs into one – Transportation Alternatives Program (TAP)

SPC FFY 2017-2020 Highway Program Funding

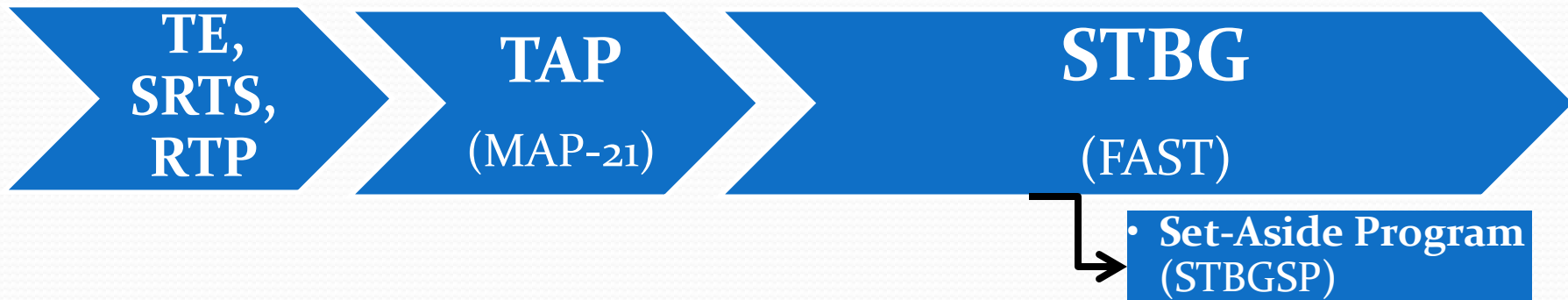


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What Does FAST mean for Active Transportation?

- FAST renamed STP into Surface Transportation Block Grant (STBG) program and the TAP becomes a set-aside program within STBG.
- So...what used to be the Transportation Alternatives Program (which used to be the TE, SRTS, and RTP program) is now the “Surface Transportation Block Grant Set-aside Program”



STBGP (formerly TAP) Funding

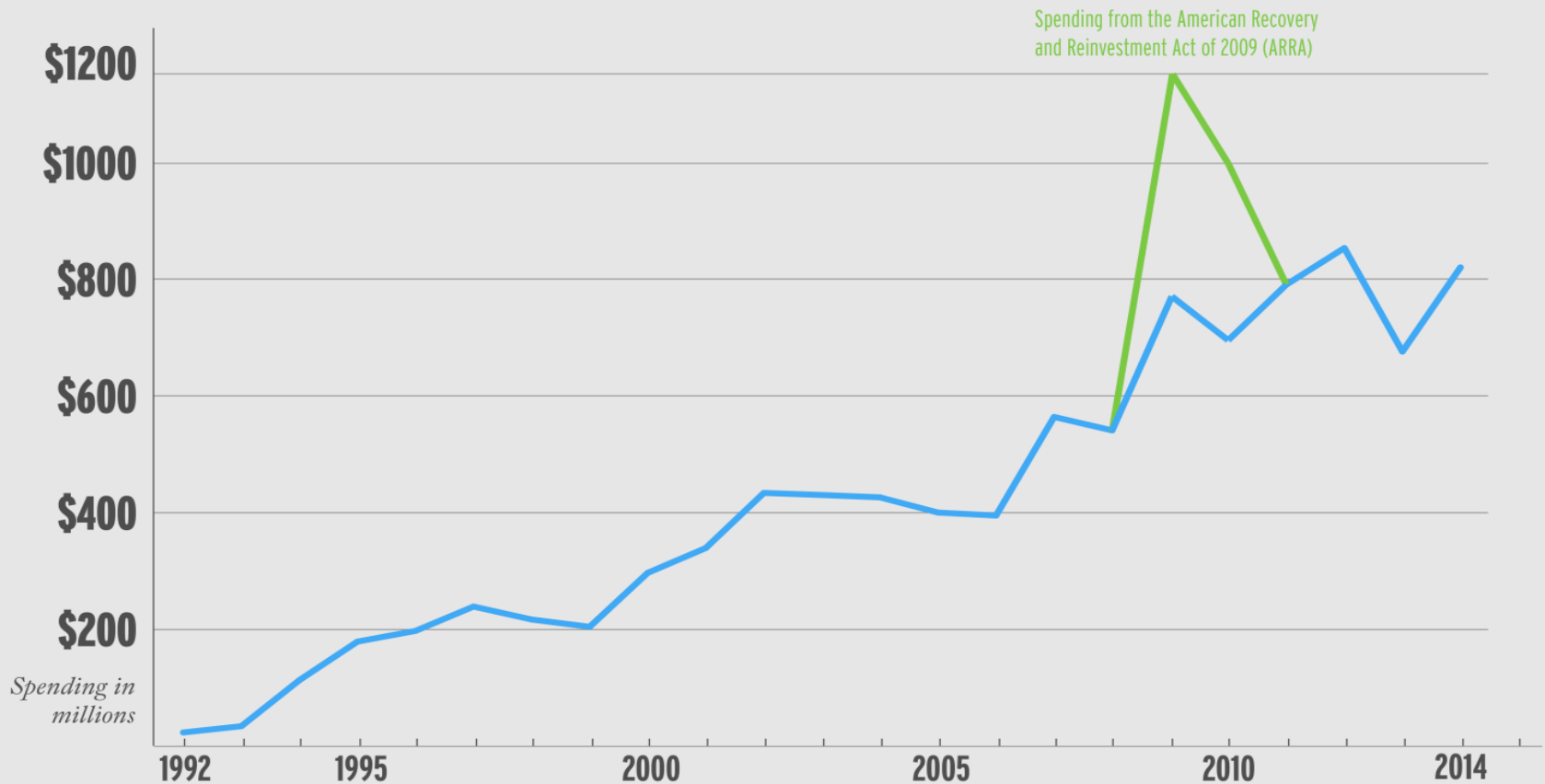
- TAP funding was set at 2% of all the core highway programs and yielded approximately \$820m in FY 2015.
- Funding levels in the new STBGSP are set at \$835m for FY2016 and FY2017, rising to \$850m in FY 2018-2020.
- Funding amounts could have been much less.
 - There were amendments proposed that would have significantly reduced funding sources for bicycle and pedestrian projects

Bicycle and Pedestrian Spending



U.S. Bicycle & Pedestrian Spending by Year

Data from the Federal Highway Administration



STBGSP – Policy Changes

- **The Good**

- Nonprofit organizations are now eligible to apply
- Slight funding increase over the life of the bill
- The program maintains its competitive nature.
- Annual reporting requirements

- **The Bad**

- Metropolitan areas with their own funding can use 50% for roads and bridges.
- The funding program is no longer a stand-alone program

- **The Ugly**

- New name – we'll have to come up with a better one

Questions?

Dan Alwine
Project Development Specialist
dalwine@spcregion.org
412-391-5590 x388