

Fixing America's Surface Transportation Act: "FAST Act" Implications for the Region

Federal FAST Act Workshop

Ed Petrie
Metro Transit

Craig Lamothe
Metro Transit

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Topics

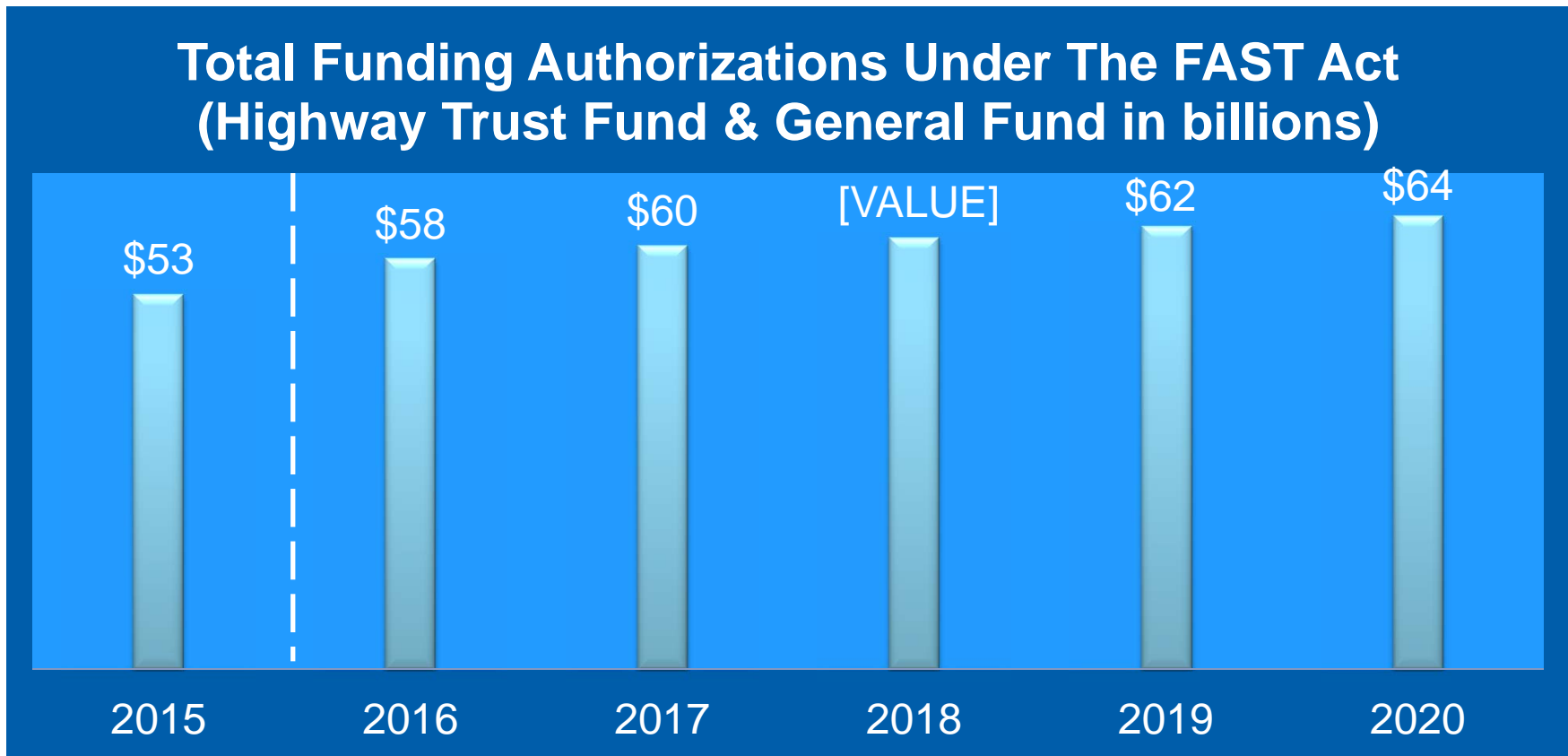
- FAST Act summary
- Transit Programs
- New Starts / Small Starts

FAST Act Summary

- Signed into law on December 4, 2015
- Re-authorizes Federal transportation funding through Federal Fiscal Year 2020
- Funding increase from MAP-21 varies by program
- Minimal policy changes – some changes codify existing practice or regulation
- Funding split approximately 80% highway programs - 20% transit programs
- Allows state/local governments to move forward with critical transportation projects with confidence they will have a Federal partner over the next 5 years



FAST Act Summary



Note: Totals \$305B for FAST Act for the period FFY 2016 to FFY 2020

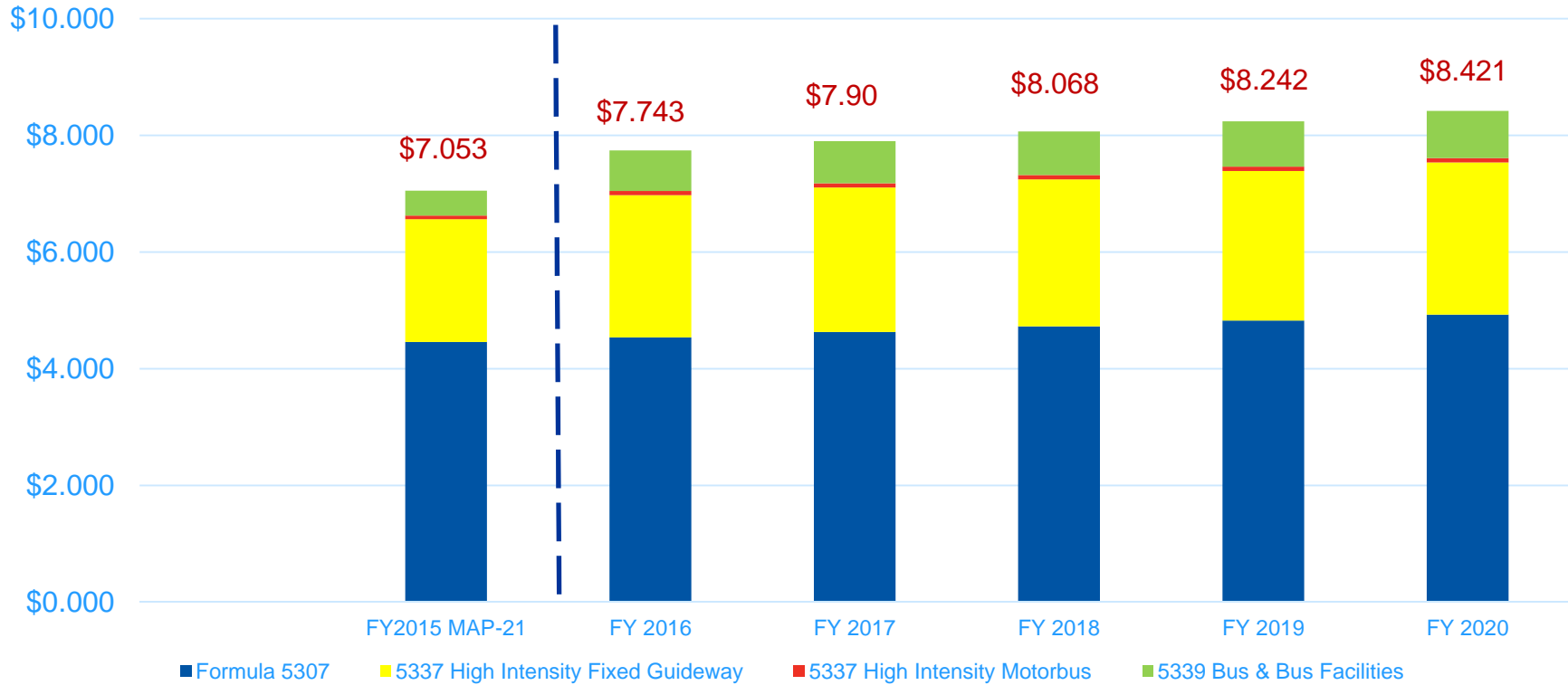


Transit Programs

Legislation creates new programs, repeals, consolidates, and modifies existing programs

- Re-establish a bus discretionary program that allows states to apply for project specific funding via a competitive process
- Programs emphasize formula funding, safety, and state of good repair (asset preservation and management)

FAST Act Transit Programs (in billions)



	FY2015 MAP-21	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Formula 5307	4.459	4.539	4.630	4.727	4.827	4.929
5337 High Intensity Fixed Guideway	2.104	2.436	2.477	2.520	2.563	2.607
5337 High Intensity Motorbus	0.062	0.072	0.073	0.074	0.075	0.076
5339 Bus & Bus Facilities	0.428	0.696	0.720	0.747	0.777	0.809
Total	7.053	7.743	7.90	8.068	8.242	8.421



Transit Program 5307

5307 remains as the major transit formula funding program

- Forecasted average annual increase of 2.1%
- Allowable uses include planning, engineering design, transit capital including rolling stock, computer hardware, software, and preventive maintenance
- Federal share is not to exceed 80%
- Directs recipients to maintain equipment and facilities in accordance with their transit asset management plans
- No longer required to expend 1% for Transit Improvements & Enhancements
- May use up to 0.5% of the allocation on Workforce Development Activities



Transit Program 5337

State of Good Repair Program

- Two categories of funding:
 - High Intensity Fixed-Guideway formula for rail and BRT on exclusive guideways
 - High Intensity Motorbus formula for buses that run in HOV lanes or shoulders
- Urbanized areas with rail fixed-guideway and high intensity motorbus systems in operation for at least 7 years
- Eligible activities to maintain, rehabilitate, and replace capital assets and implement transit asset management plans
- Federal share is 80%
- Forecasted average annual increase of 4.7%
- **Program Change:** The FAST Act clarified that high intensity motorbus funds are to be used only for vehicle state of good repair and not for the roadway state of good repair



Transit Program 5339

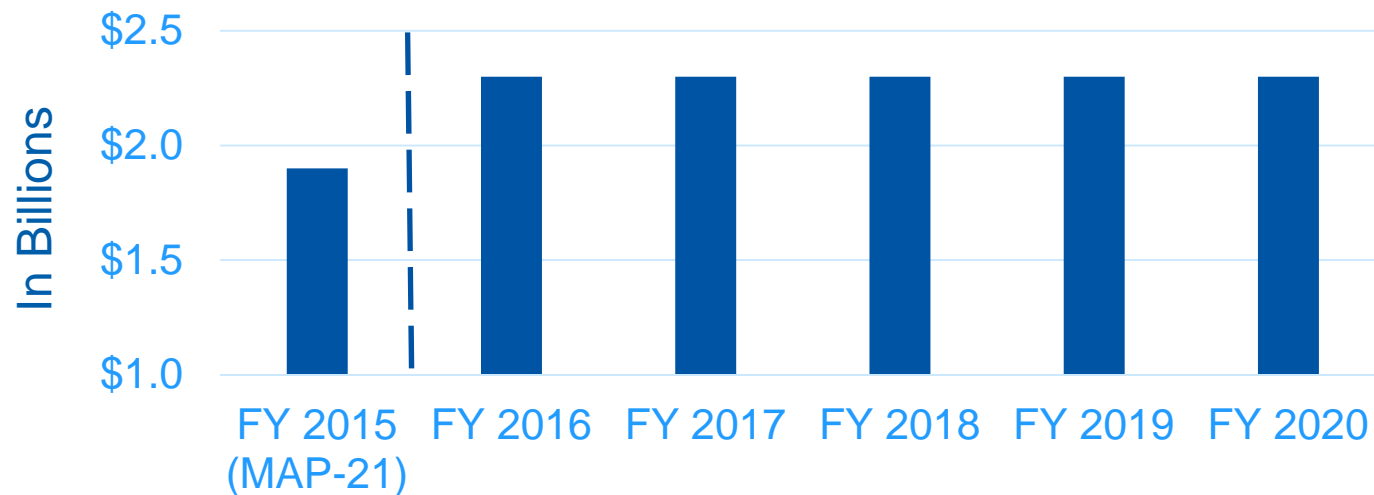
Bus and Bus Facilities

- Funds to replace, rehabilitate, and purchase buses and related equipment, to construct bus facilities, technological changes, or innovations to modify low or no-emission vehicles or facilities
- Funding is provided through formula allocation and competitive grants
- Federal share is not to exceed 80%
- **Program Changes:** Includes state and local government agencies that operate fixed route bus service and are eligible to receive direct grants under 5307
- Two discretionary components have been added (requirements & procedures to be published)
 - Bus & bus facilities competitive program based on asset age and condition
 - A low or no-emissions bus deployment program
- The minimum state allocation under the formula raised to \$1.75M from \$1.25M



New Starts/Small Starts (in billions)

- Funding authorization increases to \$2.3 billion/year (20.7% increase over MAP-21)

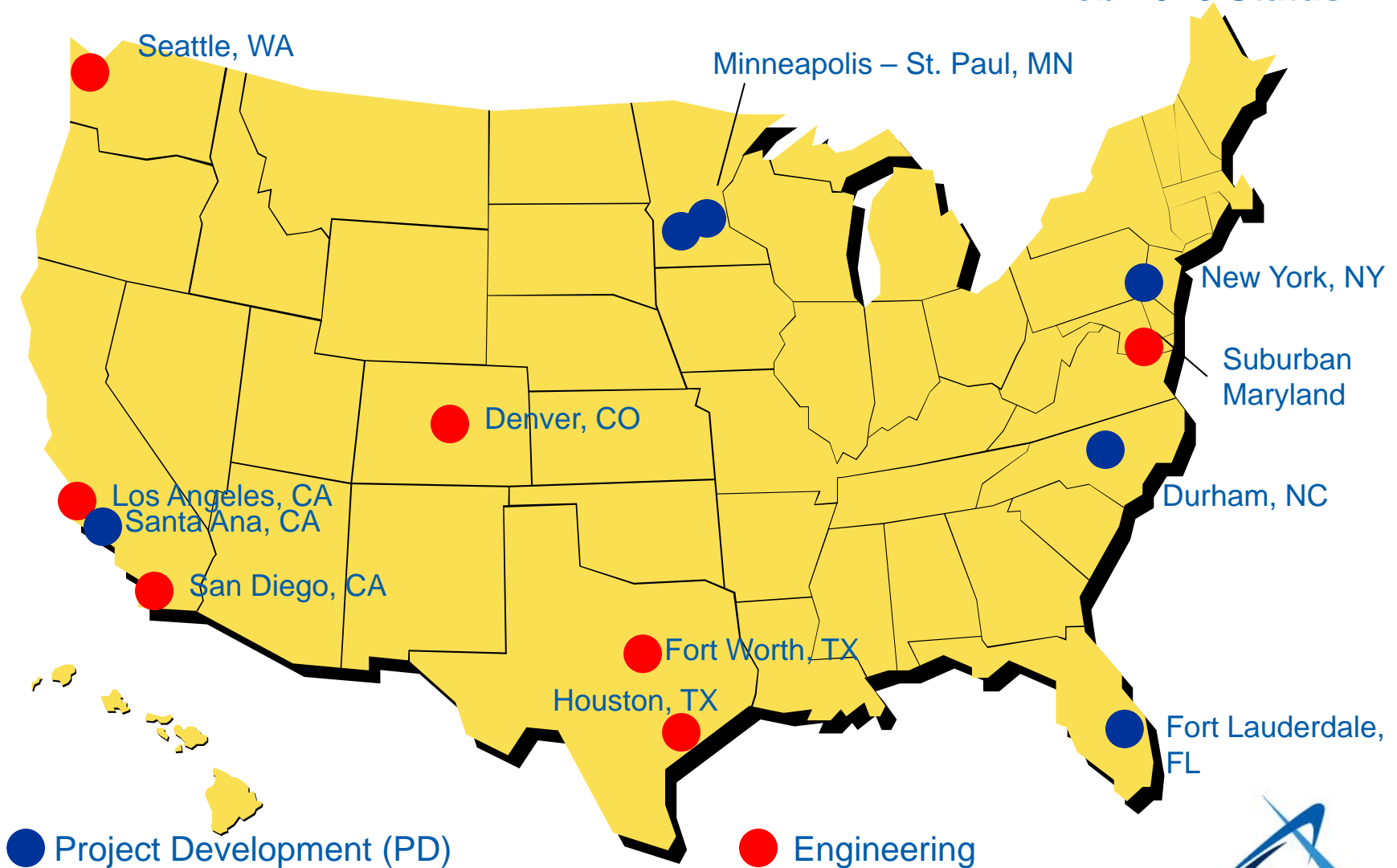


- Relatively minor program modifications



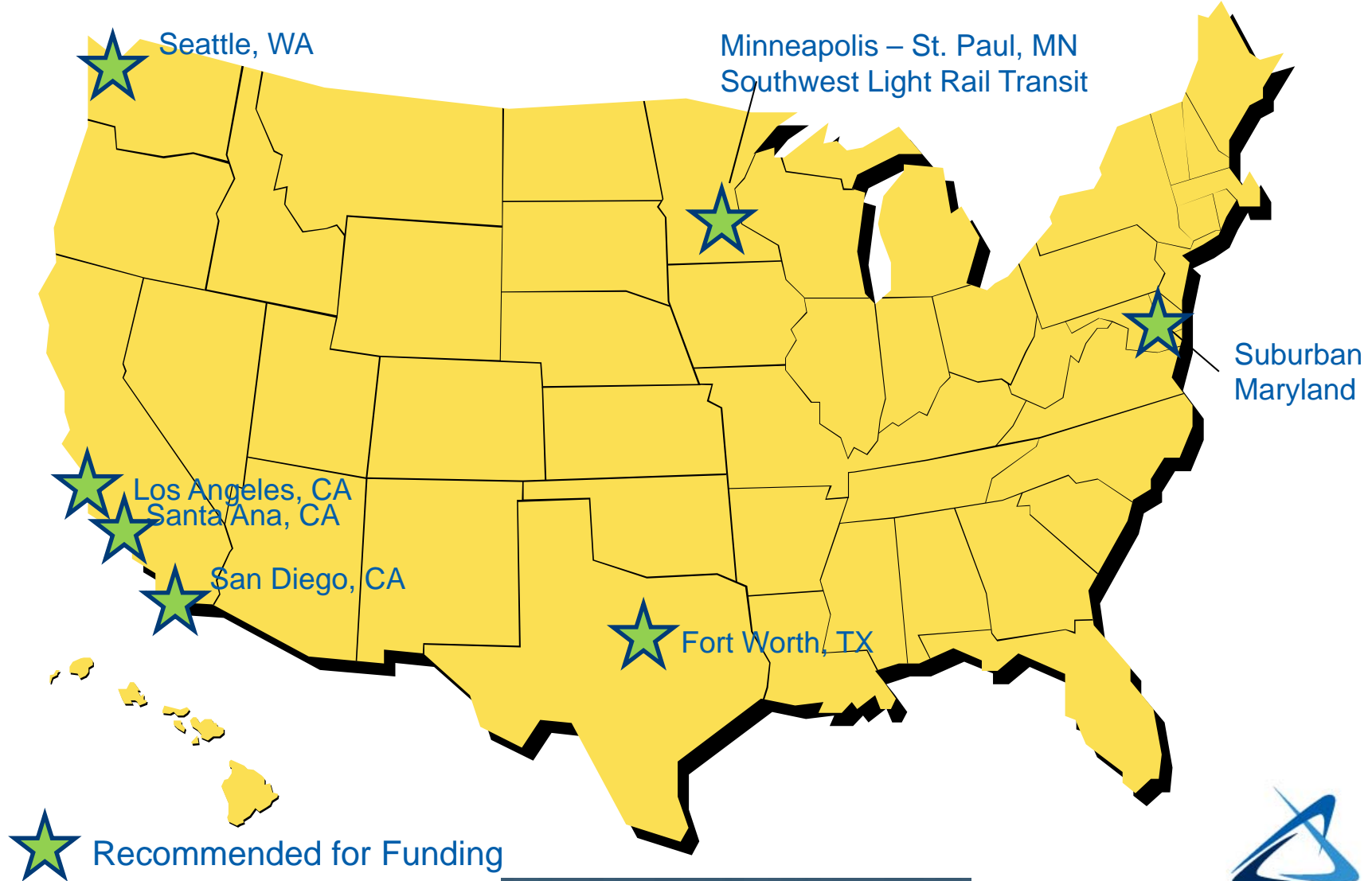
Peer “New Starts” PD and Engineering Projects

Feb 2016 Status



Peer “New Starts” Recommended for Funding

Feb 2016 Status



Transit Program 5309

Includes New Starts, Small Starts, Core Capacity and Programs of Interrelated Projects

- New Starts projects defined as a new fixed-guideway projects or extensions to existing fixed-guideway systems with a budget exceeding \$300M and Federal funding exceeding \$100M
- Small Starts projects defined as new fixed-guideway projects or corridor-based bus rapid transit projects with a budget less than \$300M and Federal funding less than \$100M



Transit Program 5309

Expanded Programs of Interrelated Projects (PIP)

- Comprised of any combination of two or more New Starts, Small Starts or Core Capacity projects
- The projects in the program must have logical connectivity to one another
- The projects must all begin construction within a reasonable timeline



Transit Program 5309

- Six statutory project justification criteria:
 - Mobility improvements
 - Environmental benefits
 - Congestion relief
 - Economic development effects
 - Land use policies that support public transportation
 - Cost effectiveness measured by cost per rider
- FAST Act eliminates consideration of policies and land use patterns that promote public transportation



Transit Program 5309

Other Policy Adjustments

- Reduces maximum federal New Starts share from 80% to 60%
- Increases Buy America requirement from 60% to 65% in 2018 and 70% in 2020
- Decreases number of years federal appropriations may be available from 5 to 4



